

# Trolley Wire

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AUSTRALIAN ELECTRIC  
TRANSPORT MUSEUM.

# Review

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## NEXT GENERAL MEETING

The next General Meeting will be held on Thursday, June 7, 1956, at 8 p.m. at the Devonshire Street Railway Institute.

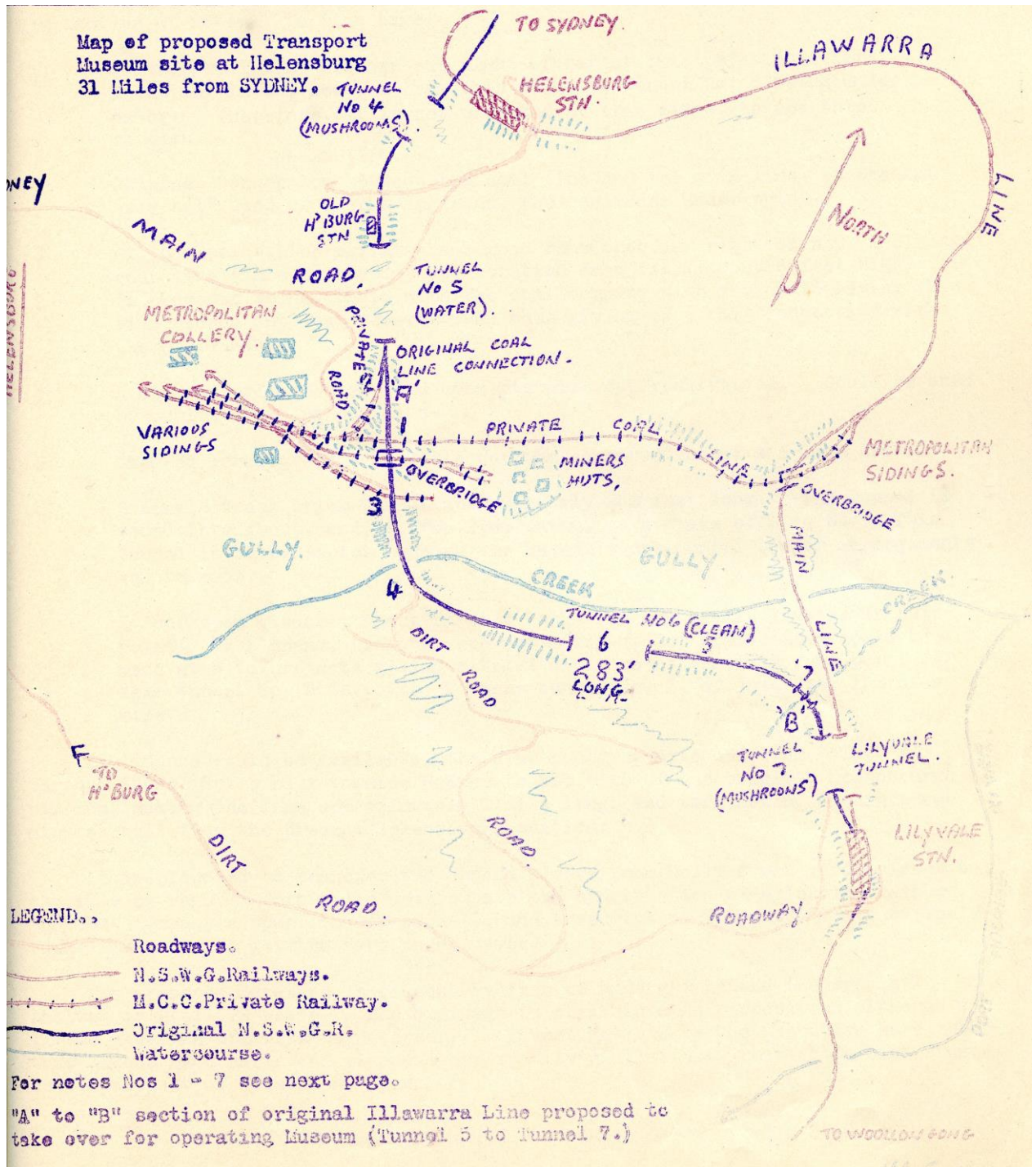
Since the last General Meeting, the Executive received a reply from the N.S.W. Blue Metals Quarries, Ltd., owners of the Toongabbie tramway, advising us they were not interested in leasing their property. Consequent upon this letter, a suggestion was put forward by Mr. Keenan, a member, that the disused section of the Illawarra line between Helensburgh and Lilyvale may be suitable.

The Executive then contacted the Railways Department Estate Agent and found that this section would be available pending an O.K. from the various branches of the Department. As a result, a letter was forwarded to the Commissioner making formal application for the location. The D.G.T. was informed of this move and forwarded to the Railway Department a letter of recommendation on our behalf. We are now waiting on official approval from the Railways, which should be to hand by the June meeting.

We have received further additions to our collection from the Department, these being articles from Fort Macquarie Depot.

For the benefit of new members, we list the Museum's present tramcar fleet – 'E' 529-530, 'F' 393, 'N' 728, 'L/P' 154, Prison Car 948, Freight Car 24s, 'C' 290, Balmain Counterweight. All the cars are in working order except 948 and the dummy. The last three mentioned will only be handed over to us if we can obtain a site within the next few months.

Tramway closures since the last issue have been Mosman Wharf – Mosman Junc., Cremorne Wharf – Cremorne Junction, and the Neutral Bay line will probably be closed before the next general meeting.



Explanation of notes 1 to 7 on page 2 –

- (1) Private coal line crosses our right-of-way at this point on a fill, resulting in the section from this point to tunnel No. 5 being under water. Therefore, it is not proposed at this stage, to use this section.
- (2) Original connection between the coal line and the main line, at present only half used as a shunting neck, the remainder under water.
- (3) At this point, the private coal road runs onto our right-of-way. A disused spur line (intact) crosses our location on a fill, about 6 feet high. It is proposed to negotiate with the coal company with a view of having this line slewed onto our reservation, thus giving us a rail connection with the N.S.W.G.R.
- (4) A disused private dirt road connects with our reservation. Could be used by public visiting our site.
- (5) Cleared level ground, suitable for the construction of a 6-road depot.
- (6) A single track brick tunnel approximately 283 feet long. The tunnel is sound throughout, and is free from water, on a grade of 1 in 33. This tunnel is suitable for housing the Museum's cars until better arrangements can be made.
- (7) A four span viaduct, about 50 feet long, was originally located at this point. The spans, however, are now missing, but replacements could be made at a future date giving a total distance of the line from point 'A' near tunnel No. 5 to point 'B' near tunnel No. 7, of just over 1/3 of a mile.

If finances would be available, the line could be extended from point 'A' through tunnel No. 5 back towards Sydney to the site of the original Helensburgh station, making the line approximately 1 mile long, and terminating within three minutes walk from the present Helensburgh station.

It is proposed to transfer the Museum's cars from Wolli Creek yards direct to the site by rail. This would necessitate the construction of a loading ramp at the coal company's spur line at point 3, and a section of temporary track to the tunnel in order to get the cars under cover.

This proposed location is reasonably free of under growth and the original ballast is still in place. The drainage is still in a fair condition although a little clearing off will be necessary. Investigations by the Executive have shown that second hand rails and sleepers are readily available at reasonable cost from the Department of Government Transport.