

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS

# The TROLLEY WIRE

THE OFFICIAL ORGAN OF THE  
N.S.W. BRANCH OF THE AUSTRALIAN  
ELEC. TRACTION ASSOCIATION. **75** YEARS OF CONTINUOUS  
TRAMWAY RUNNING IN N.S.W.

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## A FINAL REMINDER & INVITATION

SPECIAL MEETING. SURPRISES ??? await you at the special meeting to be held on Thursday 16th September, the 75th anniversary of continuous tramway operation in N.S.W., this meeting will commence at 8pm (at the Devonshire St. Institute) and after a brief meeting celebrations will begin. – and those members who miss out this meeting will be missing out on something BIG! All A.R. & L.H.S. members are invited and members should bring some friends and EATS.

HISTORICAL TOUR. A few tickets still remain for this one day tour on Sunday September 19th. See page 2 of this issue for further details. An “elderly” car will be used and members should bring plenty of film.

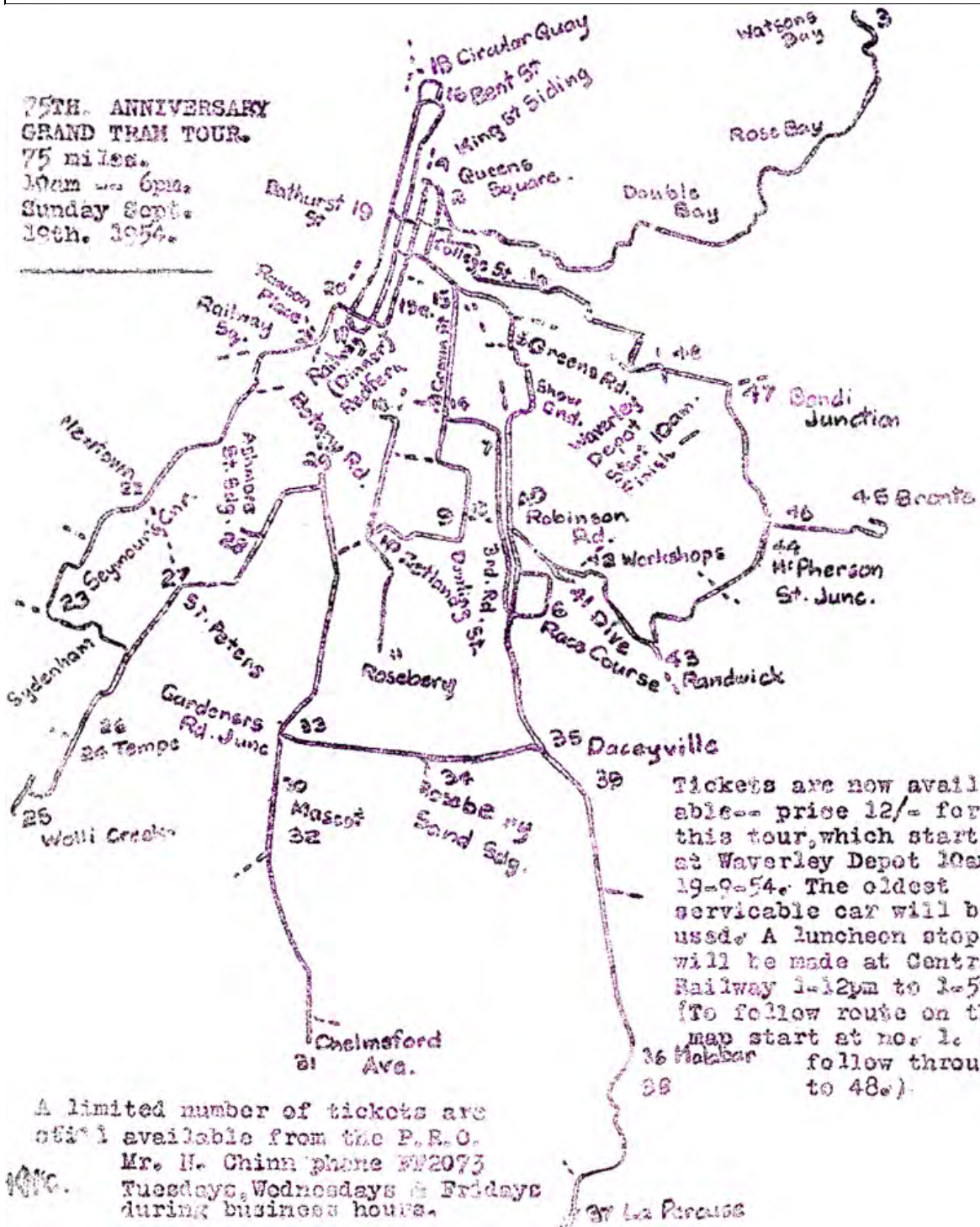
AUCTION NIGHT. An auction night will be held at the general meeting on Thursday 21st October, to raise funds. We suggest that members having photos printed during the month should get additional copies run off to enter for sale. If you have any “junk” (or otherwise ?) of transport interest, which you do not want, bring it along for auction – and don’t forget to bring plenty of money.

PUBLICATION DATE. We wish to apologise for issuing the magazine early this month, we did this so as it would be available for the early general meeting of this month. Next month we will print the yearly election results, and will also revert back to our usual date of issue – October 21st.

NEXT MEETING. The next general meeting will be held on October 21st at 8pm at the Devonshire Street Railway Institute.

NEW PRINTING PROCEDURE. From the end of this year T.W. will be thicker, and many interesting articles (we have about 20 on hand) which have been withheld because of the great amount of news item, will be printed. This happy state of affairs has been brought about by the editor purchasing another duplicator, this will mean two duplicators will now be available to do the work thus enabling a greater distribution of labour, and an ability to plan further ahead.

**75TH. ANNIVERSARY  
GRAND TRAM TOUR.**  
75 miles.  
10am to 6pm.  
Sunday Sept.  
10th. 1954.



Tickets are now available-- price 12/- for this tour, which starts at Waverley Depot 10am 19-9-54. The oldest servicable car will be used. A luncheon stop will be made at Central Railway 1-12pm to 1-57pm (To follow route on this map start at no. 1. and follow through to 48.)

A limited number of tickets are still available from the P.R.O. Mr. H. Chinn phone FF2073 Tuesdays, Wednesdays & Fridays during business hours.

SYDNEY NEWS.

ABBOTSFORD ABANDONMENT. The last tram ran between City and Abbotsford on Saturday night, August 14th. Single deck buses now handle the traffic on the Fivedock – Abbotsford portion of the route connecting with the trams at Fivedock during slack times and running right through at peak periods. The through fare has increased by 2d.

TRAM BETTERTHAN BUSES SAYS PREMIER – BUT. Addressing a deputation from the No. 1 branch of the Tram and Bus Employees' Union (asking for the State Government to revise its decision to scrap all Sydney's trams in favour of buses) on August 23rd, the Premier Mr. Cahill stated that he thought that buses would never be able to do the same job as trams but experts had advised the Government to scrap the trams, this would save the Department £1,000,000 p.a. The Premier also said that their request will be given due consideration. But next day the Department announced:-

CANTERBURY AND BALMAIN GROUP OF LINES TO GO. Plans are being finalised to substitute the Canterbury to Darling St. Wharf, Dulwich Hill-Cooks River, City-Birchgrove, and Dulwich Hill-Canterbury service of the City-Canterbury run in January 1955. As buses will not be able to go right to the wharf at Darling St., the Balmain service will be extended to the Wharf for the time being. At this time Tempe Depot will be closed and ultimately converted to a bus depot in 1958.

WOOLLAHRA-BONDI VIA BELLEVUE TO GO TO BUSES. The Woollahra-Bondi section of the Bondi via Bellevue Hill line together with the Waverley Depot-Coogee service will be substituted at the end of this year. Much of the section to be abandoned was relocated only three years ago thus the Department is going back on its policy that no new equipment will be written off. New turnouts have to be laid at Queen & Ocean Sts. Junction to work this proposed short working.

RUMOURS RE THE "LIZARD". We have to hand the following rumour. As we announced some time ago the "Lizard" was compelled by a traffic rule to be fitted with pneumatic tyres. On a recent trial through Gladesville, with concrete blocks on the trailer, the "Lizard" tipped over or collapsed and is now beyond repair.....

Could some reader confirm or reject this rumour. If the above is correct the North Sydney System is now completely isolated as the only other tramcar trailer owned by Pittmans is believed to be out of service.

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WESTERN LINE RAILWAY ELECTRIFICATION.

FIRST TRIALS THIS MONTH. The first trials on the Parramatta-Blacktown electrification should take place in mid or late September and the regular suburban electric service should commence during October.

A new car depot is to be built at Homebush Bay to house the additional stock for the Blue Mountain section and part of Enfield yards will be wired for goods traffic. The overhead wire in Sydney yard will not be of the familiar catenary type but will consist of a single trolley wire similar to that used in tramway practice.

BYRON BAY.

“B” CAR IN SERVICE AGAIN. The ex N.S.W.G.T. “B” & “C” trailer cars were again towed by the petrol loco along the Byron Bay tramline on 22nd April 1954 when a visiting A.R. & L.H.S. member was given a private trip along the line. The “elderly” “B” car had not run since the early War II years, and although she was a little sluggish at first she soon loosened up and rode well. (See T.W. Vol 3, No. 4, p2.)

RELAYING.

Work is still progressing on relaying Dulwich Hill Loop, during last month cars terminated on the crossover on the City side of the loop allowing work to progress without interruption.

Another current relaying job is being carried out at Bondi Junction.

THE “LIZARD” see page 3.

Additional news has come to hand re the tramway carrying trailer. We are still uncertain about the accident mentioned on page 3, but the damage must not have been beyond repair as the “Lizard” commenced operations again in mid August and several obsolete cars have been brought over to Randwick for burning. Several corridor cars from Rozelle are to be taken back to North Sydney to replace the cars being scrapped.

A.E.T.A. BLACKTOWN ELECTRIC TRAIN TOUR.

The Railways were contacted by our P.R.O. requesting for a two car electric train tour, to Blacktown, on the opening day. The Dept. seemed willing to allow us to be the first passenger train to travel over the new electrification but we would have to hire a 4 car set. Our P.R.O. is still endeavouring to cut through the red tape to have a 2 car set run but at this 11th hour it is doubtful if the tour will take place.

FAREWELL ABBOTSFORD.

See T.W. Vol 3, No. 7, p2.

The first closure of the “initial Five Year” plan to infest Sydney with buses was to have taken place on Saturday night 3rd July 1954 when Abbotsford, one of the few remaining long tram lines was to have been dieselised beyond Five Dock shops, a distance of 1 mile, 30 chains 50 links. But, because of a rolling strike by bus mechanics the conversion did not take place until Saturday August 14th.

The first portion of the Abbotsford branch was opened from Marion St. Junction on the Leichhardt line to Fivedock (Lyons Rd.) on 14th October 1890, a distance of 2 miles 39 chains. The line passed through undeveloped areas for most of its length so it was constructed for most part in semi-reservation and was of single track, with passing loops.

Because of the light traffic on the line it was worked as a feeder service to the Leichhardt steam service, making connections at Marion St.

On 1st August 1893 an extension to Abbotsford point, 1 mile 30 chains was opened , but the service was still worked as a feeder to the Leichhardt line, and only on weekends, when there was a large pleasure traffic, were large motors and more than one “B” car trailer used.

Loops were provided at Marion Street Junction, Dalhousie St. Haberfield (Ramsay Loop), Connecticut Ave. (Iron Cove Loop), Lyons R. Fivedock, and Abbotsford terminus, all these loops were worked on the right hand side. The steam trams gave an hourly service during the week, the trail cars being stored at Abbotsford each night while the motor returned to Pitt St. Sheds.

Towards the end of the steam tram era, the traffic increased to such a degree at weekends, that three trams were needed to run this feeder service, each motor hauling one steam tram trail car and two dead electric cars (portion of a surplus waiting to be employed in the expanding electric services), a brakesman being provide for the 1:17 Marion St, grade.

The Leichhardt line was electrified on 17th March 1901 but the Abbotsford steam feeder continued to be steam worked until 16th May 1905 when N 647 opened an electric service working direct from Circular Quay to Abbotsford via George St. City.

(To be continued.)