

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS.

The TROLLEY WIRE

N.S.W. BRANCH BULLETIN --- AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

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AUGUST MEETING.

The August meeting will be held on 18th of that month and in accordance with the policy of this branch a lecture was delivered after the minutes and business had been discussed. Mr. R. Young gave an interesting lecture on the development of the P.C.C. tramcar since the first model appeared in the early 30's. With a great deal of research that went with the designing and construction and later improvements of the car it is a pity that Australia has not been fortunate enough to have fleets of these cars in service. Indeed many of the body features on Sydney's "NEW" single deck buses were common more than a decade ago on these P.C.C. cars.

100 YEARS OF NEW SOUTH WALES RAILWAY OPERATION.

As we go to press the N.S.W.G.R. is just putting the final touches to its great exhibition to celebrate its centenary, every member should make a point of visiting this outstanding display which will be open from 10th to 27th of this month.

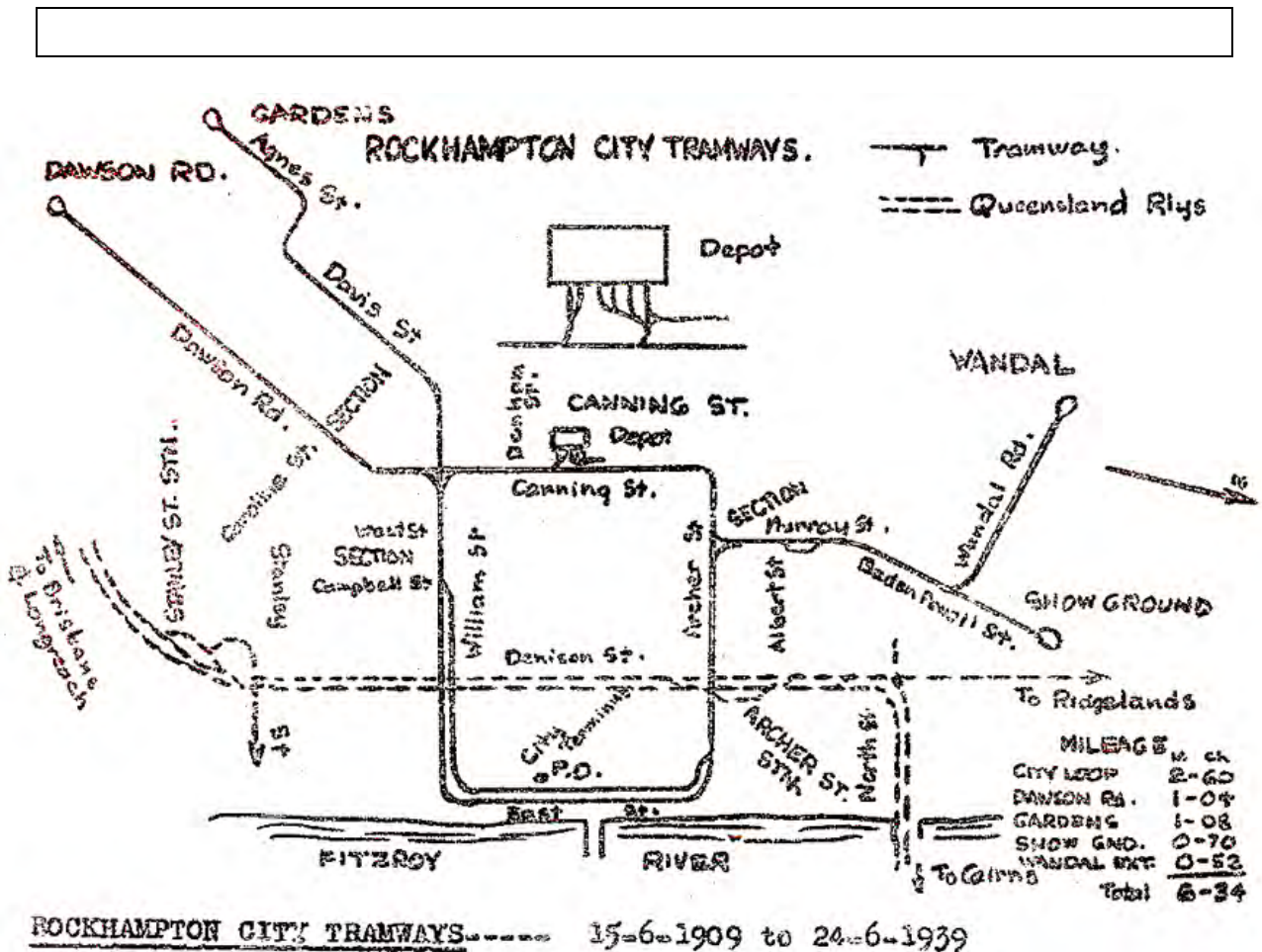
In these times where we hear of unceasing criticism levelled at all railed vehicles we were surprised to see a supplement in the S.M.H. of 9th September 1955 on the Railway Centenary, but unfortunately in our estimation this good work was somewhat spoilt by the printing of a large photo of the Victorian Railways Diesel-Elec, on the cover. There is an abundance of railway photos on N.S.W. stock, just as modern, available without having to print a photo of a "foreign" system.

OCTOBER MEETING.

The next meeting of the A.E.T.A. will be held as usual at the Devonshire St. Railways Institute on Thursday 20th October at 8pm. Members should note that the November meeting will be held on Thursday 10th November on the SECOND THURSDAY of the month.

AUST. ELEC. TRANSPORT MUSEUM.

This society formed to take over the historical interests of the A.E.T.A. held its first meeting on Thursday 1st September. Any person wishing to attend the next meeting in December should contact M. R. Young XI4304.



As the city of Rockhampton celebrated its centenary this month we thought it would be fitting to print this map and some notes on this 3ft. 6in. gauge system (steam) this month.

The system was opened by the council on 15-6-1909 with four (nos. 1-4) imported single ended, single truck self-contained open toastrack cars (steam). In 1911 two more cars (5 & 6) were built locally to the same pattern.

At the time of closure there were 9 cars (7-9) also built locally, and 6 trailers (10-15). There were 7 trailers at one stage, on the roster, but trailer 15 was motorised and numbered 9 and original no. 9 was re-numbered 15. The trailer cars were small cross bench open single truck cars, one being hauled by the power car at busy periods.

Many of the power cars had the off-side closed in to waist level in later years. The trams were replaced by Leyland buses in 1939.

SYDNEY NEWS.TRANSPORT BOARD.

According to current press reports the present Department of Government Transport is to be dissolved in the near future and the trams and buses handed over to a board consisting of representatives from local councils and parliament. Should this change take place we expect to see certain tram routes running through antitramp municipalities closed while the future of other routes, especially in the eastern and northern suburbs, should be secure.

WESTERN LINE ELECTRIFICATION.

The second stage of the Blue Mountains Electrification, that between Blacktown and Penrith, should be opened to traffic on 8th October next. Work on the Quay line is nearing completion and we should see electricians using this loop by next January. The electrification of the stem lines between Homebush and central is also nearing completion, only the overhead between Macdonaldtown and Redfern has yet to be hung.

TRAM TRACK RELAYING.

The complicated relay in front of Rushcutters Bay Depot was commenced late last month and will take 5 months to complete. This length of time has been the subject of many press statements – indeed one newspaper who is always reminding its readers (or would like to have them believe) that Sydney is the only city of any size which still has a tramway, went to great lengths to contradict itself and to explain how such a relaying job would be carried out in half the time in other large cities.

“E” CARS RUN AGAIN ON MAIN SYSTEM.

For the first time in 20 years Sydney again saw “E” cars carrying passenger on the main system. On Sunday August 7th a number of tram enthusiasts held an outstanding tour in cars 529/530 over the city and Eastern suburbs lines. Negotiations are now in the initial stages to see if these two cars, the last of a class of 202 cars, can be preserved.

WOLLI CREEK DOINGS.

At present work is nearing completion on the dismantling of the blue metal hoppers in the tramway per way yards. Earlier this year the overhead wire over the railway track between the tramway yards and the transfer buffer stops was removed. This means that “O” car 1254 on the A.E.T.A. tour on 19th September 1954 was the last car to use this connection.

FUTURE CLOSURES.

An uneasy “quiet” still exists over the tramway system re future closures, and it is quite some months since anything has been said about the 5 year scrapping plan.