

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS

The Trolley Wire

NEW SOUTH WALES BRANCH
BULLETIN

AUSTRALIAN ELECTRIC TRACTION
ASSOCIATION

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17th Feb. 1955.

NEW OFFICE IN CHARGE N.S.W. BRANCH.

A notice of motion was moved at the last general meeting that a new office be established, to be known as the "Reports Secretary" and that the office of "Public Relations Secretary" be discontinued. Should the notice of motion be carried then new elections will be held at the February meeting.

Owing to the premature retirement of the President Mr. Keith Morris, there has been a reshuffle in Council. The new officers are:-

PRESIDENT.	Mr. R. Young	Box 2266 G.P.O.	<u>SYDNEY</u>	XI4304
SECRETARY	Mr. I. Brady	24 Wallace St.	<u>GREENWICH</u>	
ASSIST. SEC.	Mr. B. Craig	Marrickville Rd.	<u>MARRICKVILLE</u>	

MEETINGS.

The Council was pleased to see the good roll-up at the January meeting, those present were well rewarded by the very interesting lecture delivered by Mr. L. Clarke on the North Shore Lines since opened.

The next meeting will be held on Thursday March 17th. 8pm, should present plans work out another lecture will be given at this meeting.

FILM NIGHT.

Announcements will be made later about a film night to be held in May / June at the Vacuum Oil Theatre, One film to be shown will be on the last days of the Kogarah Steam Tramway.

BLACKTOWN ELEC. TRAIN TOUR.

As announced last month this tour will be made behind elec. Loco no. 4501 on Saturday 26th February. Any members requiring additional information about this tour should contact Mr. R. Young or Mr. I. Brady (see addresses above).

NEXT MEETING THURSDAY 17TH MARCH.

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WARRAGAMBA DAM --- CONSTRUCTION RAILWAYS.

Compared with M.W.S. & D.B. dam projects of the past, the present construction job at Warragamba, 30 miles S.W. of Sydney, has very little in the way of construction railways, but what is there is of interest to rail fans.

On the eastern side of the gorge where the dam is under construction, are five terraces between 400 and 475 ft. above the river level and from the top down are situated the following railways.

1. Aerial Ropeway terminus.
2. A 6 ft. (approx.) gauge line with trollies for storing the cement falsework.
3. A 2 ft. & 4 ft. 8½ in. gauge line for carrying cement from the mixers to the cableway crane.
4. The rails of the moveable mast of the 10 ton cable way.
5. At this level a 2 ft. / 3 ft. dual gauge line was situated but since removed and replaced by a 4 ft. 8½ in. gauge line.

Each of these abovementioned lines would not traverse more than 100-150 yards.

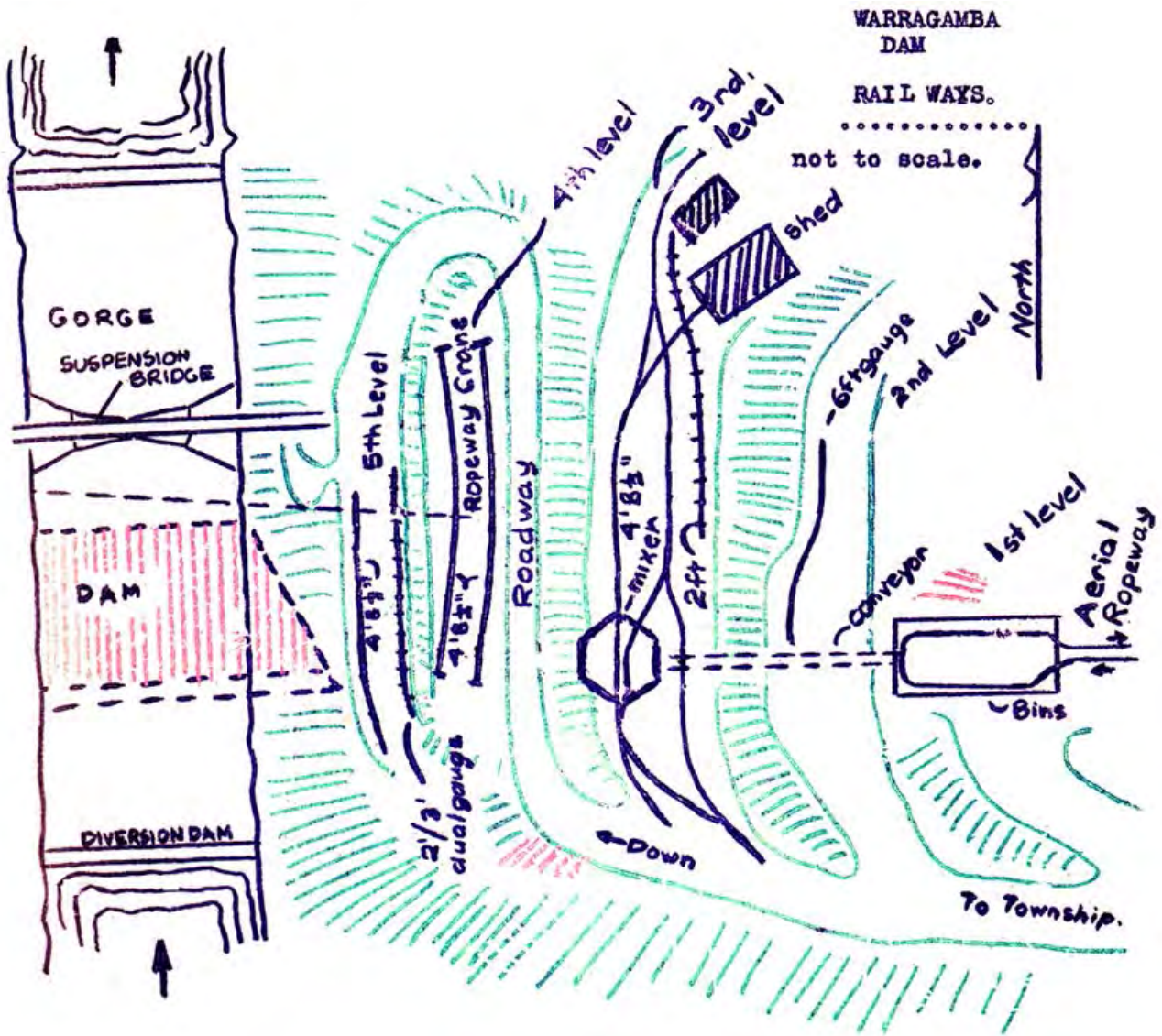
THE AERIAL ROPEWAY After very thorough investigations the Board found that the most economical way of transporting gravel and sand from the natural supply and the dam site for the project would be by ropeways. The site chosen for the extraction of gravel etc. was McGanns Island some 12½ miles north from the dam site on the Nepean River. From this island to the dam a modern aerial ropeway was constructed during 1952-3 and was placed into service late in 1953.

The ropeway has four separate operating sections worked by four powerhouses.

The overhead skips, capacity of 27½ cwt. of which there are approx. 400, are loaded with gravel and sand at the crushing and washing station on the island. The cars then start their 1½ [hr.] long journey in a southerly direction towards the dam, travelling along the first three sections of cable at a constant speed of 8mph, the cable along these three sections is 1¾ in. diameter.

At the eastern boundary of the Warragamba township the fourth rope is reached. Here the ropeway turns west, and the cable diameter between here and the dam is 2 in. This final section is under the control of an operator at the aggregate bunkers near the terminus, and he can control the speed of the skips and the position where the various grades of aggregate can be dumped.

(To be continued.)



NEWS. -----

BUS STRIKE. A.E.U. (union) men at Randwick 'bus depot stopped work on 8th February causing major disruptions to the eastern suburbs services. As a result, extra trams have been placed in service in the eastern suburbs, including 4 coupled sets of "O" cars on the Watsons bay line each night, to cope with the increase in traffic.

STUB AXLES. On January 200 double deck buses were withdrawn from service owing to flaws being found in the stub axles of several buses. Some bus services were cancelled and others curtailed. While the above buses were being examined, tram services were improved on the Leichhardt, Addison Rd, Fivedock, Botany Rd., and Wynyard-Mosman Junction services. On the following day 76 buses had been tested of these only 11 were found to be roadworthy, so in order to provide a reasonable service during this crisis a number of buses were transferred from Newcastle. (Leaving many prewar buses to handle the services in that northern city.)

NEWCASTLE TRACKAGE. At the present time track lifting gangs are removing the track on the Adamstown line from the terminus in, being at Mandalong St. at time of writing. The Glebe line track was removed before last December. This means that only the Merewether line between King St. and the terminus and the Ivy St. line, including the railway connection, remain in place.

BLACKTOWN ELECTRIFICATION. The stage is now set for the opening of the Blacktown electrification to take place on 26th of this month. The flyover and the new Richmond line platform were brought into use on Sunday 6th February, and the first trial of the electrification was to have taken place several days after the above date, but no confirmation of this trial has been received at the time of printing.

DOUBLE BAY TRACK RELAY. Work is well in hand on the relaying and relocation of the tram tracks in the Double bay shopping centre.

NEW TIMETABLES AND RICHMOND SERVICE. The new N.S.W.G.R. time tables will be issued on 22-2-55 to coincide with the Blacktown electrification. Increased service on the Richmond line will be a feature of this table. The rumour circulating that the line between Windsor and Richmond would be closed in the near future because of the condition of the trestle between these two stations, seems to be wrong as work is now in hand on strengthening the above structure.

NORTH SYDNEY CARS IN SYDNEY. R1 cars 2067 & 2072 have been in traffic on the Railway-Quay service during the month carrying the "M" plates. These two cars were involved in a collision some months ago.

BOURKE ST. MELBOURNE LINE. On present indications the new Bourke St. line will be opened next June, as far as Clifton Hill. An A.E.T.A. convention and tour is being drawn up for the opening weekend, details of this will be mentioned later.

"E" CARS. The remaining "E" car set, will leave Victoria Cross nth. Sydney on the 'Lizard' for Randwick 12-30 am tomorrow morning (18-2-55.)

MARCH LECTURE. We hope to have Mr. H. South, foreman car builder of Randwick Workshops along to our March meeting to give us a lecture on "Tramcar construction during the years at Randwick". All members are urged to attend.