

ISSUED FREE ON REQUEST TO N.S.W AND QLD. MEMBERS

The TROLLEY WIRE

A.E.T.A. SYDNEY BRANCH BULLETIN.

Vol. 1 No. 4

May 1952

ALTERNATIVE USE FOR TRAMWAY POWER SUPPLY IN N.S.W.

Has it occurred to any member of the A.E.T.A. in Sydney, of the possibilities that the D.C. power distributed from Tramway Sub Stations could ever be put to any other use besides for electric traction purposes?

From my own observations I have found this to be true in relation to the Sydney Water Board in connection with the operation of some of its Low Level Automatic Sewerage Pumping Units in the suburbs of Balmain, Rozelle, Drummoyne & Haberfield. In the first three suburbs, these installations draw power from Rozelle Substation, whilst the latter is supplied from Leichhardt Substation.

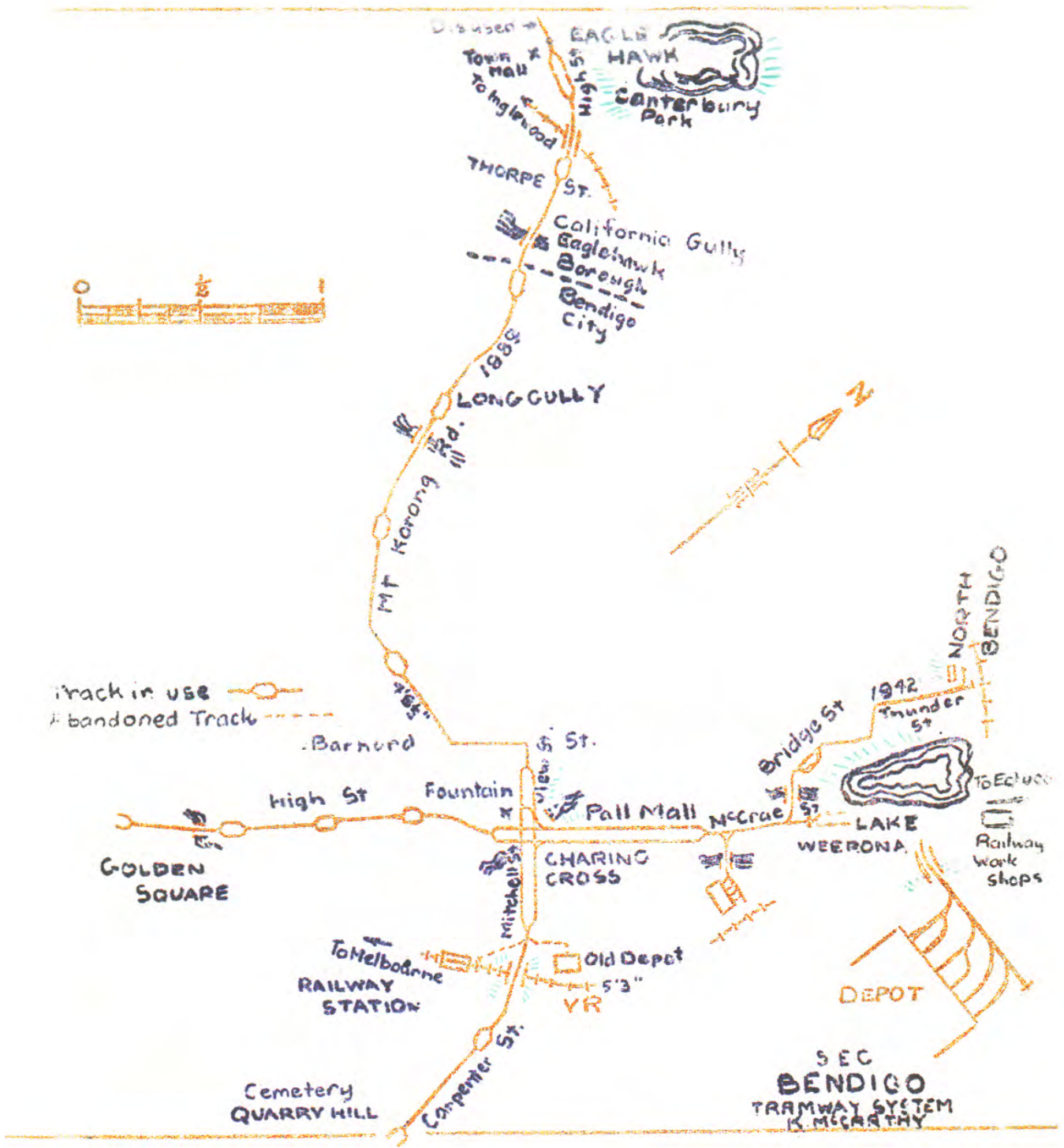
Generally speaking the pumping machinery for such units is housed in square structures having brick buttressed walls, tiled or slate gabled roofs and besides have a number of ventilator pipes or shafts attached to the building walls or standing detached from them whilst surrounding all this is generally a 7ft. fence complete with large Black & White gates which are the entrance to such properties of the Water Board. Such a description befits the many such units scattered throughout Sydney and suburbs, though excepting those already mentioned in certain suburbs here, the remaining stations doubtless operate on A.C. power.

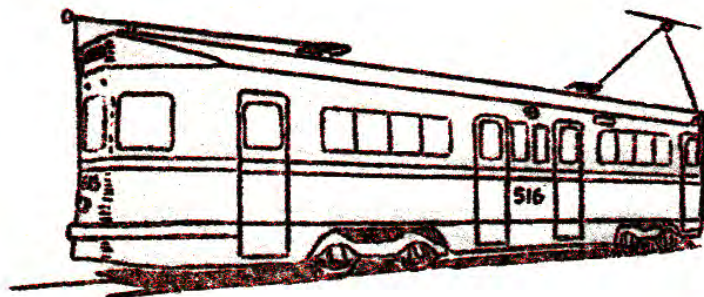
Now as to the locations of these units.....

BALMAIN:- Birchgrove Park adjacent to the tramway terminus.

ROZELLE:- Foot of Elliot St., close to wharf, supply tapings and branch offs at Elliot St. tram stop on Darling Street. (2) Callan Park ... Installation right on Iron Cove, this is the first unit supplied by a special set of power cables for such purposes following the overhead trolley wire power feeder cables on the Drummoyne line. Tapping and turn off at tram stop 42 on Victoria Road.

(turn to page 7.)





NEWS FROM

Brisbane

FROM OUR BRISBANE REPRESENTATIVE

The latest car in service is No.527 "R" rostered at Paddington Depot. A new loop is being constructed in order to allow trams to run from the inward line in upper end of Roma St. to the outward line in Countess St. At peak periods, under this new scheme, trams from Paddington depot will be fed into traffic via Countess St., Gregory Tce., St. Paul's Tce., and Wharf St.

A painted dotted line, eighteen inches from the kerbside running rail, has been placed at all safety zones to indicate the overhang of passing trams.

The following trams are at present fitted with resilient wheels:- 498; 499; 505; 511; 512; 514; 515; 516; 517; 519; 522; 523; 525; 526 & 527.

Of these cars 511 & 512 are fitted with Timken Roller Bearings and 519 & 522 are fitted with S.K.F. Roller Bearings.

Two cars, viz. 497 & 507 were originally fitted with resilient wheels, but have since been fitted with steel wheels.

507 was the first car to be fitted with tiles flooring, and all subsequent cars have this as standard equipment.

Since car No. 512 was built, all subsequent cars have been fitted with single beading beneath the windows in place of the former double arrangement.

Improved acceleration and greater economy in electric power used as a result of 523 and later cars being fitted with 14:59 gearing.



Sydney NEWS

This month we introduce a bigger and better Bulletin (we think). Hope you like it. It is hoped we will be able to give a 6 page edition on this paper each month.

DELIVERIES. 2017, 2018, 2019 to Ultimo. Owing to the success of 1999 on the Neutral Bay line 4 R1 cars are to be fitted out to operate this line.

One R1, number not yet known, is to be experimentally fitted with air operated doors. Keep your fingers crossed rumour has it that a new design of tram is in the wind. 1691 PR unpopular at Waverley, is proving popular with Tempe crews. Direct control O cars out for the Royal Show are still to be seen in traffic, even the D.C. "P" cars are back in service. The two P cars involved in the collision at Rob. Rd. (Coogee side) were 1703, 1705,

Members don't forget July meeting Mr. Matthews lecture.

The following "O" class cars have been written off:- 899, 900, 902, 907, 918, 919, 922, 925. It is assumed that these cars will be stripped and sold.

"O" cars Nos. 898, 904, 908, 911, 913, 914, 915, 916 [with] D.K. motors are to be sent to Randwick from North Sydney for storing, as the new R1 cars arrive.

Old dame rumour has it that the Neutral Bay line is to go bus in spite of the success of 1999.

2018 delivered to Ultimo on Thursday May 8th went into service on Friday, knocked up the grand total of about 8 hours work and was almost totally destroyed by fire following a collision with a petrol truck, who we were told was in the wrong. Nothing is left of any value except perhaps the bogies and the main frame, together with a few sheets of panelling from one side and the back. All electrical equipment was, we believe, a total loss.

As from the 24-25th May, the Wynyard to Balmoral / Taronga Park Zoo direct service will be discontinued, only the existing cross country runs will serve these areas.

NOTICE TO MEMBERS. The new Secretary, Mr. Young will take over office from 15.5.52. His address is Box 2266 G.P.O. Sydney N.S.W.

The council of the Sydney Branch will hold its meetings prior to the General Meetings on the third Thursday of each month. (Unless otherwise instructed.) General members are requested to keep as quiet as possible until the Council meeting is ended.

Only members whose name has been registered with the Public Relations will receive a copy of this issue.

Please send in your order for copies of the book on the History of the Tram cars of N.S.W. As yet the price is still 3/6 per copy.

Have you ever wondered just what the collection of symbols painted above the driver's protection, usually on the back of the destination box stand for? The following list will tell you.

A or A/O	denotes	That the tram has had a complete overhaul of body and motors, having been stripped and painted.
B (electric)	”	The tram has had an overhaul of body and motors only. This overhaul is not listed on trams but is entered in the tram's repair card.
B (paint)	”	The tram has been painted inside and out, roof as well.
C	”	A roof and outside paint only.
D	”	A touch up of bad patches only.

The prefixes after the date refer to...

- B BALM enamel used in painting.
- D Dulux.
- P Pearline.
- S Synthetic enamel.

If you have something you would like printed, please send it in to us as soon as possible. We require articles to continue the magazine.

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Printed by N.L. Chinn and K. McCarthy.



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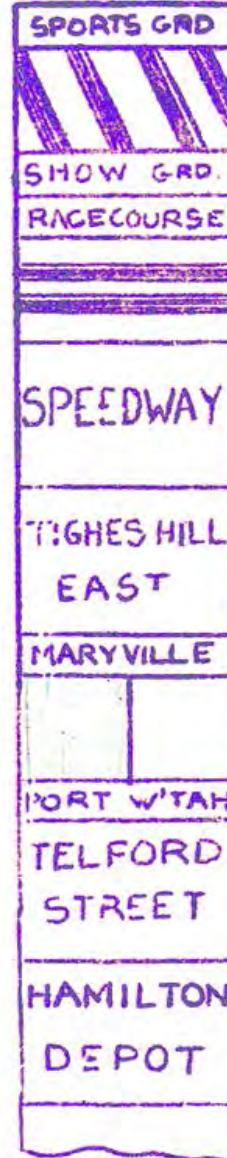
Note Roll on IC5A was all black letters on white (see list)
ALL LETTERS WHITE ON BLACK (except *)



3

4

5



6



3

6

4

2

5

4

NEWCASTLE DESTINATION ROLL — IN PRINT BETWEEN THE 2. WORLD WARS

1 & 3 were used in the original coloured roll
6 was originally used in 1916
2, 5 & 4 were placed on roll about 1947

DRUMMOYNE: Henley Marine Drive ... for this unit tapping a branch off occurs at stop 44. After reaching this branch off the special cables as already mentioned for this purpose now taper off in diameter and continue on to stop 46 at which point they cross Victoria Rd. to branch off to the second installation in this suburb at the foot of Queen Victoria St. Incidentally this unit is unlike all others described for it has no building and no fence, everything it would seem is “underground”.

HABRFIELD: This installation is situated near the intersection of Martin & Wattle Streets, a stone’s throw from Ramsay St. From Leichhardt Substation, the 2nd power cables for this unit commence as thick ones similar to their mates feeding the overhead wiring but in the vicinity of the Ramsay Rd. & Marion St. intersection, they continue on their way to the unit in a very much reduced size.

When trams operated to Mortlake and Cabarita a pumping unit situated near St Lukes Park at one time had a power supply transmitting to it from the Burwood Substation. Now it has been changes to A.C.

For working part of their Water Pumping Works at Ryde the Board still draws current supplies from the Substation close to West Ryde Railway Station, which many people remember once supplied trams operating on the old Ryde to Ryde Station as well as the Ryde – City lines.

Many readers may wonder if there is any explanation to these exceptions. I think there can be in so far that when these units were built there was quite possibly no other Electricity Supplies existing at the time, as many of these were built almost 40 years ago. Be that as it may the Board in any case have not changes over from 600 volts D.C. though A.C. power is available, unless through exceptional circumstances as in the case of the St. Lukes Park unit.

Written by Sydney member Ken Bramall.

It is the intention of the Council to hold an auction in the near future, so dig out all your old tickets or other items of interest (including some cash) and help to make it a success.

Sydney branch meetings are held on the third Thursday of each month at 8 P.M. at the Railway Institute, Chalmers Street.