

"FARES PLEASE"

JUNE 1974

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

Volume One - Number Three - P.O. Box 632, Ballarat 3350
Registered Office - Messrs. Russell, Kennedy & Cook
251 - 257 Collins Street, Melbourne 3000

ANNUAL GENERAL MEETING:-

The Annual General Meeting of the Society will be held at the Gardens Kiosk, Botanic Gardens, Ballarat, at two o'clock on Saturday, 10th August 1974.

A formal notice of this meeting is enclosed, but the following notes on the procedure for the election of Board Members may be of assistance.

1. Positions Vacant:

All positions on the Board of Management will be vacant on August 10th, 1974 and nominations of members are invited for the following positions;-(except Immediate Past President):-

(The names of the members currently holding these positions are indicated).

- President - Maurie Calnin.
- Ballarat Resident Vice-President - Frank Hanrahan
- Melbourne Resident Vice-President - Bill Jessup
- Secretary - Clyde Croft
- Treasurer - Allan Harnwell
- Immediate Past President - Hal Cain
- Ordinary Board Members - (Six Positions)
- Geoff Cargeeg
- Richard Gilbert
- Graeme Inglis
- Bill Kingsley
- Barry McCandlish
- Peter Winspur

2. Nominations:

Any two members may nominate any other member to serve in any of the positions for which nominations have been invited. The nominations must be in writing, signed by the proposer and seconder and consented to in writing by the candidate.

Nominations must reach the Secretary care of the Registered Office by not later than 26th July 1974.

A person may be nominated to serve in more than one position on the Board. Upon his election to one position his nominations for other positions lapse. The order of election to Board Positions is as per the list of vacancies above.

3. Policy Statements:

Every candidate is entitled to forward with his nomination a statement of not more than 500 words of his policies, service and experience. These statements will be mailed to members following the closing of nominations as above.

4. Proxy Voting:

Members desiring to vote by proxy should complete the enclosed form and forward it to the Secretary care of the Registered Office. Proxy forms must reach the Registered Office at least forty eight hours before the time for holding the Annual General Meeting. (ie. by 2-00 pm. on Thursday, 8th. August)

5. Annual Report and Financial Statement:

The Annual Report and Statement of Accounts will be forwarded to all members with a list of candidates and their statements of policy, service and experience.

6. Registered Office:

The Society's Registered Office is at the offices of Messrs. Russell, Kennedy and Cook, Solicitors, 251 - 257 Collins Street, Melbourne 3000.

WORKS REPORT:-

Works activities have been centering on waterproofing the Depot in preparation for the coming winter months. Altogether five cut-off walls have now been constructed this year. These walls are 15' long, 2' deep and 8" thick although the hole has to be 2' wide to accomodate the forms.

This is a particularly unenviable job as it involves digging wet clay and soil in close, cramped quarters, wheel-barrowing it out and, until recently, mixing the concrete by hand. Properly constructed forms have been far superior to anything that has previously been used and this has greatly improved the quality of the work.

The purpose of these walls is to stop water literally flowing down the side walls into the Depot, as well as adding security to the Depot. The walls that were installed experimentally last winter improved the drainage and the soil along No. 3 road is now dry. The walls are being extended to the rest of the shed. Thanks must go to Works Foreman Peter Winspur for the construction of the forms, and to those members who worked regularly in digging and mixing of the concrete.

It is planned to re-install the central spouting which was removed soon after the Depot was constructed and this will prevent the overflow of water which is happening. The tower truck was used on May 12th to go along and clean out the guttering which had become clogged with leaves from trees adjacent to the Depot. This was reducing the effectiveness of the spouting and once these tasks are completed the Depot will be waterproof.

Except for the regular cleaning of the spouting, the Depot should be right for many years to come.

TRAMCAR MAINTENANCE:-

The opportunity was taken on Anzac Day by Bob Prentice and Jack Chadwick to apply the first topcoat of paint to the roof of No. 27, and this car now looks resplendent in its new paint. Bob also removed the beading and broken glass from the drivers windows of No. 14. These were deliberately smashed at the old S.E.C. Depot when vandals broke into the shed, and we are very fortunate that this is the only vandalism that has occurred to date. The safety glass required to be replaced is expensive, and has to be specially cut due to the curved edge at the top of the window. Peter Rees has replaced the smashed and buckled lifeguard on one end of No. 40 with a spare obtained from the S.E.C. when the system closed, and this is now in working condition once again.

ENTERTAINMENT MEETING:-

The next Entertainment Meeting will be held in the Victorian Railways Institute, Flinders Street Station, Melbourne on TUESDAY, 25th JUNE 1974, commencing at approximately 8-00 pm. It is proposed to hold entertainment meetings on the last Tuesday of each even month.

Bob Prentice will again provide the items for the evening and on this occasion will continue with his excellent films of Sugar Cane Tramways in the early 1960's, together with Footscray Tramways including the last days of operation of X1 and X2 cars.

Those members at the April meeting will know fascinating and interesting Bob's films are, and it is hoped that as many members as possible will be able to attend this meeting.

The usual informal and informative discussion on progress at Ballarat as well as the Sales Department operating again as usual.

D.C. POWER SUPPLY:-

The power supply necessary to provide 600 volts DC for our trams to operate is at last nearing completion. Many problems have been experienced in obtaining equipment.

In September 1973 a transformer was purchased from the S.E.C. of Victoria, and it was then transported from Fishermen's Bend to Ballarat, where Ballarat Vice-President Frank Hanrahan rewound it to act as an isolating transformer.

In October the S.E.C. advised that the cost of providing an additional pole, transformer and the necessary connections to existing high tension supply at the rear of the Depot would be \$3500-00.

The Society raised this amount from its members (quite a monumental feat when it is considered) and this sum was paid to the S.E.C. in early December. On Sunday 18th January the S.E.C. erected the necessary equipment, and the transformer has been humming since then.

In the meantime Frank Hanrahan had been making the switchboard panel itself, utilising the original SEBASTOPOL knifeswitch from the old power house. This was erected in the substation area earlier this year.

The Society's thanks are gratefully given to Olex Cables Pty. Ltd., who have generously donated a considerable quantity of expensive insulated cable for the feeder from the S.E.C.'s transformer to the Society's substation.

It was at this stage early in February that it seemed that we would have power on by Begonia Festival time in March. However, when diodes and other materials were required, it was found that these were temporarily unobtainable. After two months of waiting, it was decided to buy slightly smaller diodes so that power could be supplied at Ballarat. This meant a reduction in the number of trams that could be operated (ie. a maximum of 2 cars in parallel), but this could have been stepped up at a later date if traffic warranted. When the smaller diodes were about to be purchased, the Society was advised that six diodes of the type we originally required were now available and these were immediately obtained. Further parts arrived from Sydney within a fortnight and all of these are now in Ballarat and it is hoped that Frank Hanrahan will soon have power available to electrically test the cars before operations commence.

TRAM TOUR:-

A tram tour will be run on SUNDAY 9th JUNE 1974 commencing at 9-30am at Camberwell Depot. We are endeavouring to utilise W2 380 which is believed to be the only W2 left in regular service without additional marker lights or small numbers. It is also fitted with the old brown striped canvas blinds whereas today cars are fitted with green plastic blinds. This car is used as a conductor training tram at Hawthorn Depot. If this car is unavailable, we will use L class No. 102 together with two W2 class cars from Essendon Depot. These cars sound like all W2 class did some 20 years ago when all of this class were fitted with spur gears. They are also equipped with the old type of lettering on the destination rolls. People who have been on past tours will know that these are an ideal form of a day out as well as a break for our regular workers at Ballarat. It is hoped that as many members as possible will be able to come on this trip as it is a practical way of raising funds for the Society. The tour will finish at around 5-30 pm. and the fare will be about \$3-00. It would be appreciated for those interested to contact Geoff Cargeeg (579 1015 7 pm. - 9pm. week nights) for further information and to advise numbers participating.

MIRBOO NORTH TOUR:-

Some thirty three people had a most enjoyable day on this tour which was held on Anzac Day, 25/4/1974 on this branchline which is to close on 30th June. The Society ran in fact what will probably be the last "car" attached to a regular goods train to MIRBOO NORTH. Passengers were witness to some high speed running by the L class in the morning and T397 which was approaching a full goods load had to work hard up the 1 in 40 grades from Boolarra to Mirboo North. On our two visits to this line the locomotive crews, guards and station staff (especially the Stationmaster at Mirboo North apart from selling parcels stamps) have all been helpful and courteous, making the Society outing so successful.

Society thanks are extended to Board Members Richard Gilbert & Geoff Cargeeg for their efforts in organising these two trips.

SUGGESTION FORMS:-

As mentioned some months ago, a supply of suggestion forms has been provided in the Depot at Ballarat for use by anyone interested in making any suggestions about the Society's activities. The Board has received some worthwhile suggestions which are being considered.

Suggestions are considered in detail by the Finance & Planning Committee and then by the Board.

The Finance & Planning Committee is a committee composed of Board Members and a number of other members. Its purpose is to consider suggestions and other matters in greater detail than is possible at Board Meetings. The Committee meets at least (and often more frequently) once a month and makes recommendations to the Board. If you have any matters you would like to discuss with the Board or Finance & Planning Committee, you would be most welcome to attend a meeting of either body for this purpose. The Board meets in Ballarat and the Committee in Melbourne, so your residence may determine which may be more convenient to attend.

Enquiries should be directed to the Secretary, Clyde Croft, or to the Secretary of the Finance & Planning Committee, Graeme Inglis (13 Harding Street, Surrey Hills, 3127).

DRIVER TRAINING - LECTURE:-

It is proposed that an introductory lecture will be conducted shortly for prospective Tram Drivers. This lecture will be conducted in Melbourne within

four to six weeks on a Saturday morning. Those who have already indicated their interest in the Driver Training Programme will be notified of the time and venue. Any other members interested should write to or ring Clyde Croft at cnr. Cameron & Newman Roads, Mooroolbark. (03) 723-1509 (7-9pm. weekdays)

DRIVER TRAINING - QUALIFICATIONS:-

The Board has decided that any member is eligible for selection to train as a driver if he or she is at least twenty (20) years of age and holds a current M. & M.T.B. Tram Drivers Certificate or a Motor Car Driver's Licence.

Participation in work parties at Ballarat will also be taken into account. We are concerned that all members who have participated in the vast amount of work, both physical and administrative, involved in establishing the tramway have the opportunity to enjoy the fruits of their labour and drive if they so desire.

It must be remembered, however, that the whole project is an experiment as far as Victoria is concerned in that a Society of volunteer workers will soon be operating an electric street railway.

It is essential that we demonstrate that we are able to fulfill our responsibilities fully.

Our number one duty and responsibility is to ensure the safety of the public. In view of this, the Board decided that we should follow the Melbourne and Metropolitan Tramways Board in adopting twenty years as the minimum age for tram drivers. It was also decided that as our tram drivers would not be driving trams constantly as do the M. & M.T.B. drivers, it was essential that they have some experience of driving generally so that they can anticipate and react quickly to the actions of other road users and pedestrians. This is the reason for our insistence that our drivers hold either of the two licences mentioned earlier.

It is regretted that some members who may desire to be trained as drivers may be precluded from driving. Anyone in this category who does not hold a motor car licence should contact any one of the Board members as it may be possible for some assistance to be given in learning to drive.

Any members who wish to discuss the matter further are urged to contact Clyde Croft.

INDEMNITY CARDS:-

Volunteer workers indemnity forms have been received from many members as requested, and we are grateful for their co-operation. Volunteer Workers Indemnity Cards have been forwarded as evidence of members having signed such forms.

Thanks are due to Rob. McUtchen for undertaking the task of recording and forwarding of these cards to members.

OVERHEAD:-

Apart from the Wendouree Parade curve, the overhead is virtually complete. Some further insulators need to be placed in a number of span wires but this will be done when work is completed in replacing one of the poles in the depot fan area. Remaining work and final adjustment awaits connection of the power and operation of trams. (It is fairly hard to adjust an overhead point frog at 2 mph - even when the tram is being pushed hard!!)

Ballarat's winter weather began to catch up with the overhead and the contact wire was getting quite tight on cold mornings.

Not wishing to find it on the ground one morning, the intrepid Overhead Branch slackened the contact wire by about a foot. If this doesn't work and a frosty morning does the trick, Graeme Inglis and Clyde Croft may be contacted as regards any of the above matters in SOUTH AMERICA (7-9 pm. Weekdays).

MEMBERSHIPS:-

A final plea to all 65 members of the unincorporated Society !

PLEASE return the application to join the new Society included in this mail-out in the envelope provided as soon as possible.

Doing this will save considerable expense reminding everyone and will also allow YOU to nominate, second or vote for your candidates at the impending General Election on 10th August.

You MUST be a member of the Incorporated body to retain all your rights and privileges.

There is NO COST to you, the member, to transfer to the Company other than the cost of a 7c. stamp on the envelope.

So PLEASE return the form enclosed in the envelopes of all members of the old Society to assist the Membership Officer with his records.