

# FARES PLEASE

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News of the  
Ballarat Tramway Preservation Society  
Box 632, P.O., Ballarat, Victoria, 3350

MAY 1980

**Trackwork:** The laying of the new trackwork at the depot has proceeded slowly but steadily. The work presently underway is to connect the park access line with the long pit track in the new shed. All the points are in position and the connecting rails are virtually in place with only about 15 metres to go. Then the rails are to be plated together and spiked down and the whole track ballasted. Trams 661 and 671 are presently on this track.

After this work the shorter pit track will be connected and maxim traction tram No.40, which has been marooned there since its return from Melbourne, can be placed back in running.

Any person wishing to come to Ballarat and assist with trackwork is most welcome as it is not the sort of job that should be left to the dedicated few. The track at the entrance to the original shed has been altered. The raised inspection pit track has been dismantled and the points leading to it from No.3 track removed. A curve into No.3 track has replaced these points. On Sunday 4th May tram No.33 was travelling around this curve when the track spread causing the tram to derail. It was quickly rerailed and suffered little damage. To overcome this problem, Ballarat Vice President, Len Doull, had some standard MMTB design tie bars manufactured and these have been placed in the track.

**New Members:** We welcome the following new members to our Society:-

<u>Number</u>	<u>Name</u>	<u>Location</u>
523	D. McLeod	Doveton
524	R. Staley	Hawthorn
525	D. Johnston	Ballarat
526	C. Wurr	Ararat
527	B. Henderson	Box Hill
528	L.Boyle	Ararat
529	Brigadier N.D. Kingham	Coburg

We welcome our new members and invite them to take part in Society activities. The Society offers overnight accomodation at Bungaree for those not resident in Ballarat.

**Resumed members:** We also extend a welcome back to the following members:-

<u>Number</u>	<u>Name</u>
461	B. Harding
184	R. Lawrence

**American visit:** On Saturday 12th April a group of 30 Americans from the National Railway Historical Society, Philadelphia Chapter, along with 200 local railway enthusiasts visited our tramway. A special steam hauled train with double headed 'K' class locomotives was run from Melbourne and a total of 400 passengers were on board.

Four trams were provided to convey the visitors and the few ordinary passengers offering on this winter Saturday managed to squeeze aboard for the hour that the visitors were present. A Sales Table was placed at the depot and approximately \$75 was gained. The museum tram was cleared of Sales Stock to allow people easier flow through the tram, and the depot was fully opened for inspection.

**New badges:** The Society has received a supply of enamel badges of Melbourne Vintage Tram V214. These are currently available from our Sales Department at \$2.50 plus 30 cents postage. They are also available at the 'Railfan Bookshop' 114 King Street, Melbourne. The popular Z3 Melbourne tram lapel badges are also available for the same price and at the same venues.

**Electric Drill:** When the trackwork was laid some six years ago the holes required for dogspikes in the sleepers were hand drilled. Progress has caught up with us during the laying of the new trackwork. We have been hiring a large electric drill for boring the holes but on realising the continuing cost, the Board of Management, at the suggestion of David Macartney, has purchased a drill. Those people thinking of coming along to our Queens Birthday weekend working bee (details overleaf) can relax in the knowledge that they won't be hand drilling holes.

**Entertainment Meetings:** There is still no progress in hiring a Melbourne venue for an Entertainment Meeting. The main problem is the lack of a /2

suitable venue since the V.R.I. cut out room hire at Flinders Street Station. An attempt will be made to advertise a meeting in the next 'Fares Please'.

Tower Truck: This vehicle has continued to be a most useful acquisition. The Ballarat City Council is constructing a floral clock in the Gardens area and our Tower Truck has been used to remove span wires from a tramway pole which is to be replaced by a new concrete pole on which a floodlight for the clock and our span wires will be attached. Without the truck this job could not have been done by our Society at, of course, a saving of Society funds.

Queens Birthday Weekend working bee:- Yes! over the long weekend (14th to 16th June) the society has decided to call a major working bee to lay track and complete any other projects if possible. The previous long weekend working bee was a great success and following this, and looking at the amount of effort required to complete the new trackwork, a good attendance by our members would be welcome. We will need people interested in working on track, but if you belong to our Traffic Branch and would prefer to work on the trams, please let the Roster Clerk know as we can release willing track workers who may otherwise be busy running the trams, as happened on the last long weekend.

Sebastopol vacated: Our storage site at Sebastopol has finally been cleared of trams. The last trams to be transferred to our Gardens Depot were the two Melbourne trams 661 and 671 on Friday 11th April. Thanks very much to Barry James Lifting Service, Brambles Transport and Kennedy Murray Trucking for their good service. Of course a special thanks to our ever enthusiastic society members Peter Winspur, Barry McCandlish, Andrew Hall and Stephen Butler. Thanks is also due to Geoff Cargæg for his help and loan of his Tow Truck.

As the American visitors were due the next day a quick cleaning of these trams was in order. On Saturday 12th April these two trams were pushed out as far as possible from the new shed for the visitors to photograph, and then, in scenes reminiscent of early 'non power' days at the old depot they were pushed back under cover at the end of the day.

At the May Board meeting it was decided to paint 661 chocolate with cream lining and 671 will remain in its MMTB colours for the time being. However, it was further decided that the trams (both of them) will run in their present MMTB colour scheme for two months to allow interested persons to obtain photographs. At present the trams cannot operate as the track into the new shed is not connected to the mainline therefore the commencing date of this two month period will be announced in a later 'Fares Please'.

Weekday Running:- As a trial to gauge the success of regular weekday running, member Peter Hill, offered to drive each Wednesday in April and May. With virtually no advertising the regular running commenced and to date patronage has been surprising.

April 2nd 25, 9th 62, 16th 37, 23rd 2 (heavy rain) 30th 151 (Group Booking of 113 children from Melton South Primary School.)  
May 7th 26.

The trams commenced the School Holiday running on Saturday 10th May and will run every day until Thursday 29th May. The extra week of running (25th to 29th) has been scheduled to allow for the South Australian School Holidays which always brings residents from that State to the Gardens.

Regular Wednesday and Thursday operation will be resumed in the third term of this year and will be advertised to bus companies as well as the public. Thanks very much to Peter Hill for his offer to provide this service.

Press Cuttings:- Our page of Press Cuttings is enclosed. As mentioned in the past, the society subscribes to a Press Cuttings Service and the more interesting items have been reproduced herein for the interest of members.

Tax Deductions: As the close of the Financial Year draws to a close members who may wish to reduce their taxable income may like to donate to the Ballarat Tramway Preservation Society Museum Fund. All donations to this fund over two dollars are tax deductible. We could really use the money too!

C.O.T.M.A. Conference:- Our society will be represented at the Council of Tramway Museums of Australasia Conference to be held in Brisbane in June by Bill Jessup, Andrew Hall and Graeme Jordan. Our society held the conference in 1975 at which COTMA was formed. The organisation aims to act as a co-ordinating body for the good interest of its member museums.