

"FARES PLEASE"

JULY 1982

P.O. Box 632, Ballarat. 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

Registered by Australia Post Publication No. VBH 3548

Annual General Meeting: Notice is hereby given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 1.30pm at the Tram Depot, South Gardens Reserve, Ballarat on Sunday 10th October 1982.

Nominations are called for the following positions which become vacant on the Board of Management from that date:-

President

Melbourne resident Vice President

Ballarat resident Vice President

Honorary Secretary

Honorary Treasurer

Ordinary Board Member (6 positions)

Any two members may nominate any other member to serve as an Office Bearer or Ordinary Board Member provided that no person who at the time of such nomination is an Unfinancial Member shall be entitled to be a Candidate for election or a proposer or a seconder pursuant to the Articles of Association.

The nomination shall be sent in writing to the Returning Officer to reach him not later than 5.00pm on Friday, 20th August, 1982. Nominations may be sent to the Returning Officer S. Lodington, 2A Gordon St. Mont Albert 3127 or handed to him. Nominations are not to be forwarded to the Society address. The nomination shall be signed by the proposer and seconder and consented to in writing by the candidate and may be accompanied by a statement of not more than 500 words of the candidates policies and records of service and experience.

A member may be nominated at any one time as a candidate for more than one position on the Board provided that upon his election to any position on the Board a Members' nomination for any other position shall forthwith lapse.

Membership Renewals: A separate mailout for Membership Renewals will be forwarded to you within the next two weeks. The mailout will not only have the renewal form but a surprise bonus from the society - a free book. We were fortunate to receive a supply of these books with the attention of giving them to our members. We won't tell you anymore at this stage as we want you to receive your book as a surprise bonus.

The society Board has agreed to allow the Membership Rate to remain at \$5 for the year, but when forwarding your remittance there is a section for any donation you may like to add. Some members have asked what is an ideal amount to donate. Our reply is that it is entirely up to you, but listed below is some of the known expenditure for this current financial year;

Tram No.40 which is currently undergoing major bogie rebuilding. New tyres for the driving wheels totalling \$1,200. This is for supply only. The cost of fitting them to the wheels is to be additional.

New patterns for the axle boxes. The old axle boxes are totally worn out and no patterns exist. New patterns will cost \$1,600. After the patterns are made the boxes have to be cast and this will total \$200.

The overhaul of the bogies and the tram body will cost \$2,000. In all at least \$5,000. will be spent on No.40 which represents a major investment by the society in our unique and historic tram fleet.

Other major work on trams will involve No.26. This project will see work done on the tram body, truck frame and wheels and is estimated to cost at least \$1,000.

Of course there will be continued expenditure to complete our planned members facilities at the depot. We hope to commence construction of the meal room, Officer-in-Charge Office and the Museum building. Other trams will require painting and routine maintenance. Two more

tracks have to be built into the depot and surfacing of that area completed to allow us to have a good, dustfree paint shop area.

As you can see a sizeable amount of cash is to be spent, virtually all of it can be considered as money well spent on the maintenance and preservation of our trams for future generations. We do not like to suggest a donation amount and prefer to leave that to the individual, but, for those that want us to suggest a figure - \$20 would be nice.

New Members: There are a number of people who have applied to join the society over the last two months but the Board has not met to ratify the applications, due to the many private commitments of Board Members but this position will be rectified when the Board meets on August 13th. However if you have applied for membership and heard nothing but have received this mailout then 'your almost there'.

C.O.T.M.A. The Council of Tramway Museums of Australasia held its Bi-Annual conference in Melbourne from 24th to 27th July. Conference participants came from museums at Adelaide, Bendigo, Ballarat, Haddon, Auckland, Perth, Sydney, Christchurch, Melbourne (Bylands), Wellington. The Conference, which was founded by our society in 1975, is a great social venue to exchange information, ideas and maintain friendship and contact between the various tramway museums of Australasia. This particular conference involved a number of visits to Melb. and Metropolitan Tramway Board facilities and the keynote address was given by Mr. Dudley Snell, Chairman of the Board, who showed a genuine understanding and down to earth contact with the societies through C.O.T.M.A. Mr. Snell gave an interesting and frank speech on the future of the MMTB and its relationship with museums. Applications for membership of C.O.T.M.A. were received and accepted from the Bendigo Trust and the Perth Electric Tramway Society. The application from Haddon Tramway Workshops was deferred until the Constitution is finally completed and the group is incorporated, This is expected to be in the next couple of months.

Our society thanks the host society, The Tramway Museum Society of Victoria, for organising this sixth and successful conference. The next conference will be held in Auckland in 1984 and will be hosted by the Museum of Transport and Technology.

Model Railway Exhibition: Our society took part in the Model Railway Exhibition held at the Ballarat Civic Hall over the recent Queens Birthday weekend. Our display was organised by Paul McDonald and after much hard work by him assisted by John Phillips, Dave McCartney, Richard Gilbert, Stephen Butler and Graeme Sewell our stand presented a very professional display to the public. We earned about \$100 in Sales Revenue at the exhibition and earned much free advertising. Our stand was on the stage and caught everyones eye as they entered the large hall. Thanks is due to all those society members who helped staff the display over the weekend along with manning our intensive tram service. Our own display was greatly complimented by Tony Cooke entrusting our society in displaying his absolutely fine models of Australian trams. Member Graeme Sewell worked hard to complete a model of tram No.26 which he then donated to the society. The exhibition would rate equal to that held at Camberwell every 'Moomba' season and should not be missed by anybody interested in model railways and the like. We look forward to participating in the exhibition next year.

Press cuttings: The society has stopped the receipt of press cuttings from the press agency as it was felt the standard of them was not such that they were found interesting enough to reprint in this mailout. We are still prepared to publish press cuttings for mailouts but are looking for ones that may feature a story on a closed line, people who were associated with a tramway system or the demise of old trams or lines. Feature articles from magazines can be interesting. However, send any press cuttings you like to our address and we can assess their worth - we need your co-operation.

'Trolley Wire Magazine' : At the recent C.O.T.M.A. Conference the Trolley Wire representative was explaining the problem they have with a lack of major articles for the magazine. The point was made that if each participating society submitted just one major feature article a year there would be ample supply. Articles of less size are also most useful as 'fillers' for a couple of pages. Please consider this and help our Australian Tramway Museums magazine to stay viable and interesting.

Articles can be submitted to our society address, or to 'Trolley Wire' P.O. Box 103 Sutherland 2232. For example articles of personal experiences of working or travelling on closed tramways or being involved in some way with these undertakings make ideal material.

New wheels: well almost; we have ordered four new steel tyres from the Commonwealth Steel Company for fitting to the wheels from No.40. This is the first time we have undertaken an investment of this nature as in the past we have used spare wheels supplied from the S.E.C. stock but we have now used up all the spares. When these are delivered our next project will be to have the tyres sweated off the old wheels and the new tyres placed on these wheels and machined.

ELECRAIL: A group known as 'Elecraill' which is a division of Steamrail is organising the preservation of electric trains on the Victorian Railways. For some years Steamrail has had the task of preserving in operating order steam locomotives required to haul chartered trains on the V.R. system. When it became apparent that with the upgrading of the suburban service the famous 'dogbox' and 'Tait' trains would be withdrawn and lost forever a move was made by interested persons, of which a number are members of this society, set about to preserve in operating order a couple of trains. Elecraill is a division of Steamrail and very busy work parties are run on this project at the Steamrail depot, Northport, every Saturday and Sunday. Currently 'dogbox' motor carriage 10/M is being restored while in the past few months six 'Tait' carriages have been made available to the group.

A special tour - the first in the preserved 'Tait' train will be run on Sunday 29th August and among other things will allow time for a picnic lunch at Belgrave, hosted by the Puffing Billy Preservation Society. This is a BYO day and what a great idea - lunch at the narrow gauge terminal watching the steam bustle too and fric while imbibing on a nice wine. All supporters of electric traction preservation are asked to come along and make this first trip a success. Further enquiries from: Elecraill Tour, 172 Tramway Parade, Beaumaris. 3193.

The Tram House: Only recently the 'Tram House' in Kilara Road, Mentone was sold. Actually there are two houses next to each other and they are made of assembled single truck trams. They are in a good state of repair and blend well into the environment. The houses into which they are built are very sound and do not present the usual flimsy, rotting, 'lean to' shantys that often result. It is well worth a visit to Kilara Road to see the houses.

Enamel Badges: We have received further stocks of enamel badges. Included in our latest supply are Commeng trains, 'Polly' tank and 'R' class steam locomotives and Ballarat tram No.27. Prices for these remain at \$2.50 and they are available from the Tram Depot or the Railfan Shop, 632 Bourke Street, Melbourne.

Restaurant Tram: Melbourne W2 class tram No.442 is being converted to a 'restaurant Tram' and is due to be 'launched' during the Spring Racing Carnival this year. The Colonial Tramcar Company is leasing the tram from the MMTB and it is understood that it is currently at Preston Workshops and is stripped back to the frame for rebuilding. It will be air conditioned and the drop centre will be removed and a toilet will be fitted. It will seat 36 diners in fine Pullman type interior decor. A four course Haute Cuisine is planned and wine and liquor will be served. It is proposed to operate the tram 365 days per year and four trips will be run per day serving Early lunch, late lunch, early dinner and late dinner.