

NOVEMBER 1982

P.O. Box 632, Ballarat, 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Annual General Meeting: The Society Annual General Meeting was held on Sunday, 10th October, 1982 at the Tram Depot and 46 members attended. President, Frank Hanrahan, opened the proceedings and welcomed all those present. A highlight of the Presidents address was advising the members of the acquisition of former S.E.C single truck tram No.18. The various Heads of Branches then presented their reports. The Election for the Board of Management was conducted during the meeting and the Returning Officer announced the result.

The Board of Management for the 1982-1983 year is:-

President:	Frank Hanrahan
Ballarat Vice President:	Len Doull
Melbourne Vice President:	Peter Winspur
Treasurer:	Carolyn Dean
Secretary:	Richard Gilbert
Ordinary Board Members:	Allan Bradley
	Stephen Butler
	Campbell Duncan
	Graham Jordan
	Paul McDonald
	Andrew Mitchell

After the conclusion of the business part of the meeting the members enjoyed a new innovation - afternoon tea served on tram 38 as it travelled along Wendouree Parade.

A WELCOME RETURN - A new member of the fleet: As mentioned above, those gathered at the Annual General Meeting were the first members to hear Frank Hanrahan make a very proud and important announcement. The Borough Council of Sebastopol had agreed to a request from our society to make their tram available to operate on the Wendouree Parade Tramway. The tram will remain the property of the Borough and be restored and operated by the society in a similar arrangement to that which No.14, the property of the Ballarat City Council, is operated.

After receiving the confirmation from the Borough Council in this request the society members acted quickly and moved tram No.18 to the Tram Depot on Melbourne Cup Day, 2nd November, 1982. In the intervening days before the move our enthusiastic workers had to negotiate a couple of obstacles in removing the tram from its roofed enclosure at Sebastopol.

To allow us to pick up the tram, the end concrete wall of the enclosure had to be removed and temporary track was laid. Before shifting the tram the bearings had to be oiled and despite the years of storage very little else had to be done to enable the tram to be rolled. In the morning of the moving day the tram was moved out of the enclosure and in the afternoon was lifted by Barry James Cranes of Ballarat and transported to our depot. It was unloaded at the rear doorway and pushed into the shed.

The moving crew were; Peter Allen, Stephen Butler, Allan Bradley, Geoff Cargeeg, Warren Doubleday, Graham Jordan, Dave Macartney, Paul, McDonald, Paul Miller and Peter Winspur. Thanks to all for their hard and determined work.

During the next two weeks the tram was cleaned, motors dried out and controllers and brakes checked and cleaned. The lighting circuit also had to be restored due to minor modifications carried out by the Borough some years ago for Christmas lights.

On Saturday, 13th November, the lights were turned on and the compressor, virtually without missing a tick, came to life. Later that day the tram was moved under power - the first time since it was driven from the S.E.C. Depot to the 'Hospital Corner' the day after closure of the Tramways in September, 1971. A few trips were then run up and down the access track. On Sunday, 14th November, the lifeguards which had been damaged a few years ago and could not operate safely for use in Wendouree Parade were dismantled, repaired and re-assembled. Later that afternoon the tram ran out and completed 2½ trips which cleaned the wheels and generally gave the tram a good shakedown.

After 11 years of storage the sanding equipment operated the first time. The body of the tram has deteriorated to some extent, although the roof is in good condition. Some internal ply panels have delaminated due to water seepage and virtually all the window frames will need to be rebuilt and reglazed.

It is planned to carry out what repair work is necessary and repaint the tram to enable its return to public service as soon as possible. All in all it is an excellent acquisition.

Special thanks to Rolph Jinks for his help which enabled the tram to be powered so soon and Peter Allen, Warren Doubleday and Graham Jordan for their work.

NEW MEMBERS: We welcome the following new Members to our Society and trust they will enjoy their membership with us.

<u>Number</u>	<u>Name</u>	<u>Location</u>
567	I. Martin	South Caulfield
568	D. Easton	Bexley
569	C. Tooke	Fawkner
570	T. Scullion	Marrickville
571	S. Kelly	Camberwell

MEMBERSHIP RENEWALS: All renewed Members should have their Membership Cards by this mailout. Receipts for Membership and donations are still being completed and if you have not received one by this mailout it will be in the next.

For those who have not as yet renewed we ask that you consider doing so. We are keen to keep as many Members as possible and invite you to work on our project, simply come along and ride or just receive the mailouts. We really like having you with us. To enable us to keep our records in order this unfortunately will be the last mailout for those who do not renew.

BADGES: We now have stocks of enamel lapel badges as follows:-

- Victorian Railways Orange 'B' class diesel locomotives
- Victorian Railways 'R' class steam locomotives
- Victorian Railways 'Polly' crane locomotive
- Ballarat single truck tram No.27

These badges are \$2.50 each and can be ordered by mail enclosing an additional 35 cents for postage, or by calling at the Railfan Shop, 632 Bourke Street, Melbourne.

TRAMCAR MAINTENANCE: Tram W3 661 is progressively being painted in its chocolate and cream colour scheme. The roof has been painted and only the body is now to be completed. Number 18 has had the controllers thoroughly cleaned, the brake equipment and brake valves checked and oiled and the body is to be repainted. The rest of the fleet is in good order and operating. This of course does not include No.26 which is being fully rebuilt and No.40 which is having the bogies fully rebuilt.

The Tramcar Maintenance Team is asking for a cylindrical vacuum cleaner. This is needed to make the task of cleaning trams more thorough. If you can help by donating one or selling one cheaply please contact Graham Jordan at the Society address.

CAT TROUBLES: In operating a tramway museum the diversity of problems that confront us can be amazing. The depot cat which has enjoyed the sanctuary of our shed for some years now and has on at least 2 occasions produced a litter of kittens had a close shave with death when it was noticed by one of our Members one week day with its paw caught in a rabbit trap in the adjoining fish hatchery. After some frenzied work the cat was freed but too late to save its paw which had to be removed by the vet. The cat was also spayed. Total cost \$63. The Board suggested at its last meeting that people be invited to donate to recoup the cost of this abnormal facet of society expenditure.

The cat has made an amazing recovery and still manages to climb onto wheel and axle sets and other high places. The business of rabbit traps placed in the fish hatchery to catch roaming predators was mentioned to the vet who is also the R.S.P.C.A. Inspector.

PRESS CLIPPINGS: A page of these is included for your information and interest.

LAWN MOWER: The society has purchased a heavy duty, self drive lawnmower for use around the depot area. This machine has made short work of the heavy grass that grows in hard to get to sections and the task of keeping the depot surrounds will be more keenly sought after by volunteers.

PASSENGER TRAFFIC: Business has been good since the last newsletter was issued. The warmer spring weather has caused a lot of visitors to come to the Gardens and overall since the beginning of this calendar year passenger business has been higher compared to previous years. There have been two Charters in the last few weeks by the St. Arnaud Primary School on both occasions and a Charter has been booked by the Footscray Institute of Technology for 2nd of December.

MELBOURNE TRAM TOUR: The Society will operate a joint tram tour in Melbourne with the Tramway Museum Society of Victoria on Boxing Day, 26th December, 1982. This tour will be the annual 'Golden Sunset' tour which the TMSV has operated every year since 1963 and it will use W5 class tram No. 839 and SW5 class tram No. 840. Both these trams were built in 1939, 839 being the last W5 and 840 being the first sliding door W5 class tram, classified Sw5.

The tour will depart South Melbourne Depot at 2pm and run to East Preston, Mont Albert, Glenferrie Road, Malvern, East Brighton, Chapel Street, Swan Street, Swanston Street, Elizabeth Street, South Melbourne Football Ground Loop, Domain Road and back to South Melbourne Depot by 9pm. In all 90 kilometres of travel.

Features of the tour will be possibly the last visit to East Preston terminus as we know it as the line is being extended towards Bundoora. The tram will also call at the new East Brighton terminus where the highway widening has made a 'reserved' track terminus. For those who have not seen it there has been quite a lot of tramway work carried out here, maybe there could be an extension to Moorabbin? The new Elizabeth Street terminus in the City will also be visited. As this will be the festive season stops have been planned for photographers to get their shots of the trams under the decorations in Collins Street, outside the Regent Theatre, also in Glenferrie Road and Chapel Street.

A barbeque evening meal is planned to be held at the South Melbourne Football Ground Loop and this should be a good time to get together in a huddle enjoy a 'snag', a drink and discuss the tour/tramways/museums/politics/picture theatres/the quality of childrens television/the A.E.C. railmotor service at Bylands in 1942/should we keep South at South/what you got for Christmas! - the potential is endless; Come along and join in the fun and help make it a great day.

Sunday 26th December 1982, 2pm at South Melbourne Depot.

The fares: Adult \$7.50 Child \$2.50

Bookings: Please use the Booking Form in this mailout. Bookings on the day will only be accepted if there are vacancies.