

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Christmas and New Year Traffic: The trams have run every day from 26th December to 31st January and this tremendous effort was achieved by the much appreciated help from our volunteer members. It is no easy task to find Drivers and Conductors for every day during this period and the Society Board thanks all the members who assisted over this important time. Passenger figures are still being finalised but traffic was high and the weekday running proved worthwhile. As usual a lot of interstate visitors rode the trams and found the whole operation a highlight of their visit to Ballarat. The older visitors were telling us of their memories of the Fremantle trams, the Newcastle trams and of course the Sydney visitors relived their memories of a ride along George Street in a 'toastrack' or a comfortable 'R' car to La Perouse. The younger visitors looked around the old, stylish varnished interiors as the tram rumbled along the street giving them their first experience at tram travel. We certainly do have a valuable tourist attraction in Ballarat.

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>
572	A. Ireland	Kingsbury
573	F. Strick	Ballarat
574	G. Lord	Belgrave

Traffic Staff: Lately we have been given a moral boost by the number of members who have asked to be included in our Traffic Branch. The following members have recently been trained as Conductors; Paul Miller and Maurice Stanley whilst the following members are about to be trained as Conductors; Graeme Sewell, Steve Ohlsen, Vicki Ohlsen, and Trevor Kruger. Two of our MMTB tram driving members, Paul Miller and Sue Clarke will have their 'Ballarat conversion exam' on the same day that Paul McDonald and Andrew Michell do their full Driving Exam in March. Also on this day Maurice Stanley and Tony Smith will have their first day of the full driving course. As you can see we are busy in the Traffic Branch Employment Office - a change from elsewhere in the economy.

Maurice Stanley used to be on the trams in Ballarat around 1968 and is quite interesting to work with whilst listening to his stories of working on the 'real thing'.

Badges: We have recently received further supplies of enamel badges. These are the Ballarat bogie tram No.38 and the Victorian Railways 'Y' class diesel locomotive. We still have stocks of 'orange B class' diesel locos, 'R' class steam loco, 'Polly' tank loco, 'Comeng' suburban train, 'Silver' suburban train, Ballarat single truck tram No.27 and Melbourne Z3 class tram.

All these badges are \$2.50 each and can be ordered by mail adding 27c for postage of up to 4 or they can also be bought at the 'Railfan Shop' 632 Bourke Street, Melbourne.

Press Clippings: The cost of printing the 'Press Clippings' in the usual manner for some mailouts has risen to a point where it is impractical to follow that method. Another source of printing is being investigated and it is hoped that press clippings can be included in the next mailout. If you find a press clipping or short story of railway or tramway nature that you feel the members may be interested in please forward it to the Society address and we will try to include it in a mailout. Currently there is a lot in the press about the Light Rail option for the St.Kilda and Port Melbourne lines and these articles are being collected.

Sale of equipment: The Tramway Historical Society of Christchurch, New Zealand is currently restoring a Brill built Dunedin Box tram built in 1903. The group approached our society seeking the purchase of two T.I.F controllers and we are happy to make these available.

They will come from tram No.26 as this tram will be fitted with two K36 controllers which are more modern and easier to maintain. The Tramway Historical Society requires the T.I.F. controllers as they have regenerative braking notches and their efforts to find any other controllers of a similar type throughout the world have been in vain. Again, a good example of working co-operation between museums dealing in scarce resources through the Council of Tramway Museums of Australasia.

Bill Jessup: It was with great pleasure that we welcomed our founding Melbourne Member Bill Jessup back again after his six month holiday overseas. Bill came to the recent Board Meeting and gave us a good insight of his visits to various tramway museums and also to our badge manufacturer in Birmingham, England. Bill was made most welcome at the badge factory and had afternoon tea with the management and discussed our arrangements in ordering badges.

A very important item: Bill gets married on Saturday 5th February and we all wish Bill and his wife to be, Rosalind, all the very best for their future.

Depot Works: Preparations are under way to lay the next depot track, (No.6 Road) but before work can commence it is necessary to move tram No.39 further back in the shed so that the rails it is presently sitting on can be lowered. After some minor earthworks, inside the shed, the rails will be laid and the tram moved back. A stocktake of rails on hand has been made and this shows we have sufficient to complete the next track.

Overhead: Peter Winspur is currently engaged in carrying our minor modifications to our overhead in the vicinity of the depot junction and the old gardens loop. After this work is complete he will do the initial works for the next two and final depot tracks.

Trams: No.18 David Macartney is progressing well with the repainting of this tram and, so far, has virtually applied the first coat. Windows which will require almost complete rebuilding of the frames have been removed from both ends of the tram, and No.2 end window sill has been removed also, as it requires replacement. The replacement section has been cut and will be fitted during February.

Work on the restoration of the tram interior has commenced with most of the replacement materials having been purchased. On the mechanical sections, the compressor head has been removed and the performance improved by 100% after it was found that one of the valves had become stuck by minor rust and the valve seats were reground. Cleaning up and rejuvenation of the brake rigging has also commenced.

661: Graeme Jordan is progressing well with the repainting of the exterior of this tram in a chocolate and cream scheme.

671: The metal panels which the MMTB had placed over the windows on either side of the drivers door many years ago have been removed. The removal of these has had quite a dramatic effect in the tram and really gives a good view of the line ahead or behind for the passengers, and makes it a friendlier car where passengers can see the Driver operating the controls. The Driver is no more an isolated figure shut away from passenger sight.

40: Work on the rebuilding of the trucks from under this tram continues at Miller Brothers, Ballarat, who by late December were nearing the point of completing their work as far as possible, pending retyring of the main driving wheels and supply of new axle boxes. The Tramway Boards' Preston Workshops will be retyring the wheels for us after the delivery of new tyres from Commonwealth steel, Newcastle. We are very grateful to the Melbourne and Metropolitan Tramways Board for undertaking this work for us and negotiating in the matter of having the tyres made.

Other trams: We had six trams available for this Christmas running period, 14, 27, 28, 33, 38 and 671, the most for many years, which is a tribute to our workshop group who have prepared the trams for running over the last few months. All our operating trams have recently been inspected and a list of items requiring maintenance prepared. Although there were no items which "grounded" the trams as such some of the jobs need to be done over the next 12 months.

Next 'Fares Please' issued in March.