

NOVEMBER 1983

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, 2nd October, 1983 at the Tram Depot and 40 members attended. President, Frank Hanrahan, opened the meeting and welcomed all those present. Frank reported on the activities of the Society over the past year and similar to his speech the previous year he was pleased to report yet the acquisition of yet another former S.E.C. tram, this time No.13 the property of the Lake Goldsmith Steam Preservation Society. The various Heads of Branches presented their reports and the Returning Officer, Stuart Lodington, conducted the election for the Board of Management.

The Board of Management for the 1983 -84 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 rides on both No.18, our latest acquisition, and our repainted brown and cream W3 tram which was renumbered (for the day) No.44. Had the S.E.C. bought another tram during their era this was the next vacant number and as it had just emerged from the paint shop our painters, and others at the depot, thought a quick re-numbering would be novel. After the tram rides a sumptuous afternoon tea was served at the Depot.

Moving our latest acquisition: Tram No.13 will be moved from its site at Lake Goldsmith, near Beaufort, to our Depot on Sunday 4th and Monday 5th December. We need many willing hands to assist our effort and therefore we invite you to help us. If you would like to help us please 'book in' as this will assist us in planning. Telephone Warren Doubleday at the Tram Depot (053 34 1580) on Friday 2nd and Saturday 3rd or at Bungaree House (053 34 0296) after 7pm on the Friday and Saturday evening.

Trackwork: The laying of No.6 road at the Depot has been proceeding steadily over the last month co-inciding with the arrival of our new sleepers and tram No.13. The track is now 70% complete and after this is laid only No.7 road is to be completed. A programme of sleeper renewal along our access line across the park will then be undertaken.

Tramcar Maintenance: The following is a list of works being carried out-

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|------------|---|
| Tram No.14 | The floor is being repainted.   |
| " 18       | The 14 new exterior window frames have been delivered from the joinery and installation of these has commenced.   |
| " 26       | Restoration is continuing. Quotes have been obtained for the manufacture of the cross-bench seats for the drop-ends. Windows for the Motormans bulkheads have been completed. The casting of the shaped metal brackets that support the cross-bench seat ends will be undertaken shortly. |
| 27         | The floor has been repainted.   |
| 28         | Due to age and wear, several saloon window frames have been removed for attention or rebuilding. Two badly cracked panes of glass will have to be replaced. A start has been made on repainting the floor.  |
| 33         | The floor has been repainted. The trolley base has been overhauled and now operates much more freely than in recent months. It is anticipated that we will repaint the roof of this tram before next winter.  |
| 40         | The patterns for both the driving wheel and pony wheel axle boxes have been completed and the casting of the driving wheel axle boxes has been done. The pony wheel boxes should be completed shortly.  |

Tram No.661: The final coat of brown paint is now being applied. Once this is completed all that remains to be done is the application of the gold lining, numerals and monograms, to complete the exterior repaint. All exterior window frames have been sanded down and varnished. The panellled windows in the mobormans bulkheads have been reglazed with clear glass in a similar fashion as done to W4 671 some months ago. This improves the amount of daylight into the saloons. Two flag holder brackets have been installed on the roof in a similar way to those fitted to all SEC bogie trams. The brackets were removed from No.35 which is still being dismantled at Bungaree.

No.671: Touch-up undercoating and painting around the side destination boxes and roof drip rails has been carried out. This is in preparation for a total repaint in the near future.

Both the ex Melbounre trams have had their side destinations fitted to the boxes. The destinations read 'GARDENS' as they are fixed signs and were considered the most appropriate.

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>
583	I.Williams	Bendigo
584	D.Relf	Woori Yallock

Your Membership Card for 1983-4 should be enclosed. If it is not it is still being processed and will be mailed shortly. A number of Members have expressed concern about not receiving them earlier, but a number of circumstances this year have delayed them being mailed to you. We apologise, hope yours is enclosed and we will mail them earlier next year. We have had a good percentage of renewals this year and we thank you for renewing.

Co-Operative Society: Most Members will be aware that our Society some years ago formed a separate group, in the form of a Co-Operative Society, under the Co-Operative laws to raise funds to enable the BTPS to proceed with the building of our depot and the later extensions. The Co-Operative Society Secretary, Andrew Hall, has advised he wishes to relinquish the position within two months and we are therefore advertising the vacancy to any interested person. The position is not overburdening but it is important. It mainly supervises the financial transactions of the BTPS repayments to the bank, which was the lending body. You don't have to be a member of the Co-Operative Society to hold this position.

If you would like to assist by doing a bit of clerical work a few times a year please contact Richard Gilbert (telephone 03 583 8034) or write to the BTPS at Box 632, Ballarat.

Conductresses Re-Union: After initially receiving support from the few ladies in the Ballarat area who served as Condutrresses on the trams during the 1940's and 1950's we were disappointed to find that none turned up to our Annual Meeting Day to which they had been invited. One lady, Mrs.Allan, did turn up from Melbounne after being mailed a newspaper cutting by a friend advising the re-union was on. Mrs.Allan used to work in the tramway office in Sturt Street during the 1940's and although disappointed at not seeing any of her former colleagues she spoke interestingly of her SEC days and she was keen to see how we were operating the tramway now. We presented her with a souvenir teaspoon and drinking glasses and thanked her family for travelling from Melbourne. We hope to organise a more successful re-union of this type at a later date.

Badges: The 'Tait' train badge has been very popular and it has since been ordered in both lapel pin and tie bar style. The D3 locomotive badge is now released and selling well. It is a colourful badge and the Ballarat Branch of Steamrail, who is currently restoring the D3 locomotive, have purchased a good supply. The badges are \$3 each and can be obtained by writing to the Society; please add 30c for postage.

Brochures: Member, Austin Brehaut, of Edenhope has written and printed 1,000 pleasant looking and informative brochures, describing our tramway, to be handed out to pass engers over the Christmas, New Year period. we thank Austin for his interest and input.

Next 'Fares Please' issued in January

The Society Board wishes all Members a very merry Christmas and happy New Year.

# At Last — Priority For Trams

The start of a new era in the development of Melbourne's tram system came into operation on 17 October.

In fact, it is rumoured that several young MTA engineers were seen to crack a bottle of champagne on a North Balwyn tram to mark the occasion.

Distinctive yellow line marking, separation bars and signing were introduced along the North Balwyn tram route and in Collins Street to free trams from the traffic snarls which had always bedevilled them.

Now cars must avoid delaying trams throughout the day along most of the North Balwyn route. In a few places (at Burke Road and in parts of Bridge Road), other traffic must stay clear of the tracks during peak hours.

In Collins Street and Wellington Road, trams finally have exclusive use of the track lane at all times.

The Tram Route Management Scheme, as it is called, is being widely promoted through extensive advertising and actively, visibly, supported by police using friendly warnings and advice.

But these improvements are only the beginning.

Along the North Balwyn route there will be more separation bars, new safety zones, more part-time tram lanes in congested areas and, of course, improvements in the traffic signals



Fairway in the early days of operation — a Z3 in the MTA colours approaches the Bridge Road Bridge in Richmond.

— mostly within the next few months. Over the rest of the tram system, similar changes will appear in the next two years.

As an interim measure, conditions in the City will be improved in the next few months by extensive traffic signal

changes and the introduction of more hook turns.

Tram patrons are expected to benefit from greatly improved services in trams of all-up journey speed, regularity, frequency and expanded services.

This will help boost patronage, a goal shared by all MTA personnel.

Talking to crews operating in the priority areas confirms the important contribution of the scheme to greater job satisfaction.

Better punctuality, more even loadings and happier passengers are helping to improve operating climate for these crews.

Extensive surveys are being conducted to assess the impacts of the priority scheme.

Preliminary results from surveys conducted while the system was still settling down show that peak running times have improved by up to 6½ minutes, the services are far more regular and average speeds along the route have increased by 8%.

Conditions will continue to improve as additional priority measures are introduced along the route.

Signs of the Times



**VLINE**  
STATE TRANSPORT AUTHORITY VICTORIA

**METROPOLITAN TRANSIT**

Pictured above are the logos which now identify Victoria's public transport vehicles. Gone are the halcyon days of the Melbourne and Metropolitan Tramways Board and VicRail (one wonders what Queen Victoria would have made of such economic use of her name!).

# New A Class Trams

Melbourne has operated classes of trams spanning every letter of the alphabet and is about to start at "A" again.

Twenty-eight A class trams are being built by Comeng Victoria at Dandenong. The truck and traction electrical equipment will be almost identical to the Z3 equipment, but the body will be new.

Good news for passengers and crew will be faster loading and unloading because of a return to a roving conductor and passenger entry and exit at all doors. There will be a single door at the front and two double doors between the bogies, similar in concept to a W tram.

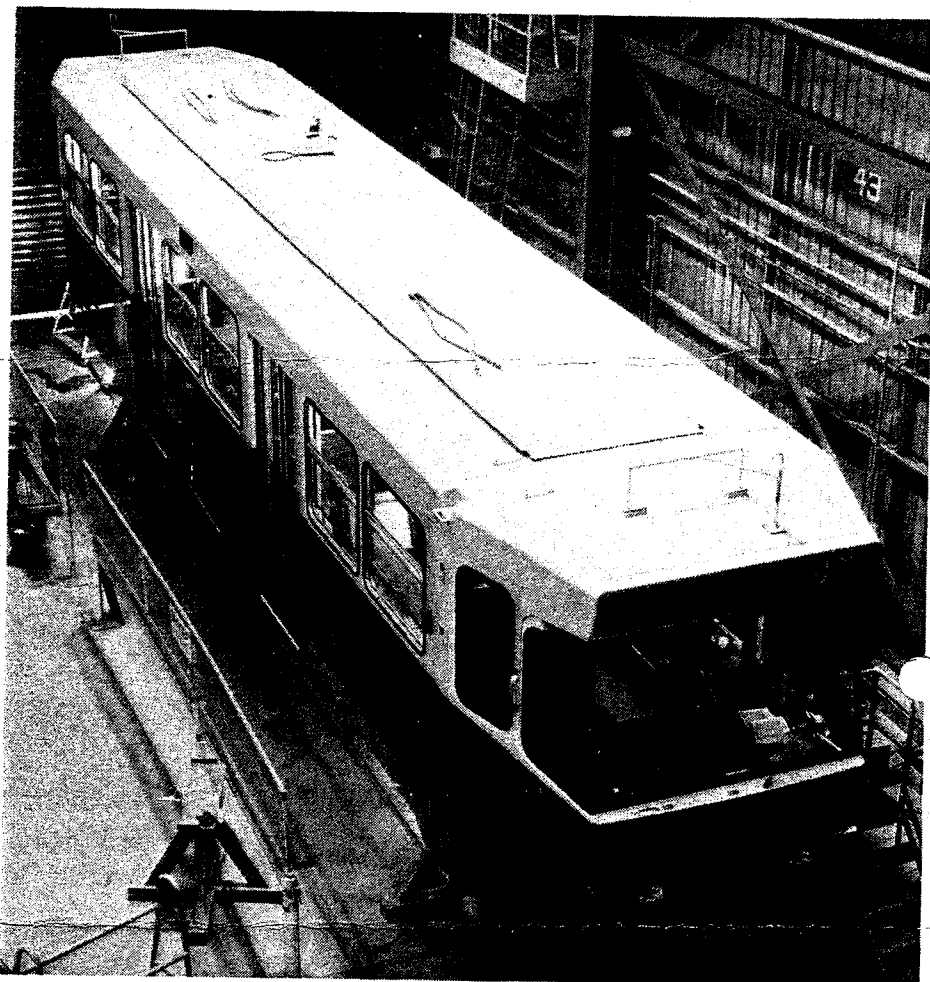
Considerable attention has been given to improved ventilation for the driver and the passengers. The half drop windows open more than in the Z's and the tram has a full length vent roof as in a W with acoustic treatment as well.

Ram air is introduced above each windscreen and fan assisted through the body from both ends.

The driver's cabin has two large air vents, and lower and upper fan ventilation and new blind arrangements as well as half door for the driver's compartment.

The well accepted control layout has been retained. Extra next stop signalling buttons for short passengers have been provided.

Sudden movements should be eliminated by a load weighing cell in the bogie which prevents excessive acceleration or braking when empty or lightly loaded.



Pictured earlier this month an A class tram in the Comeng test bay

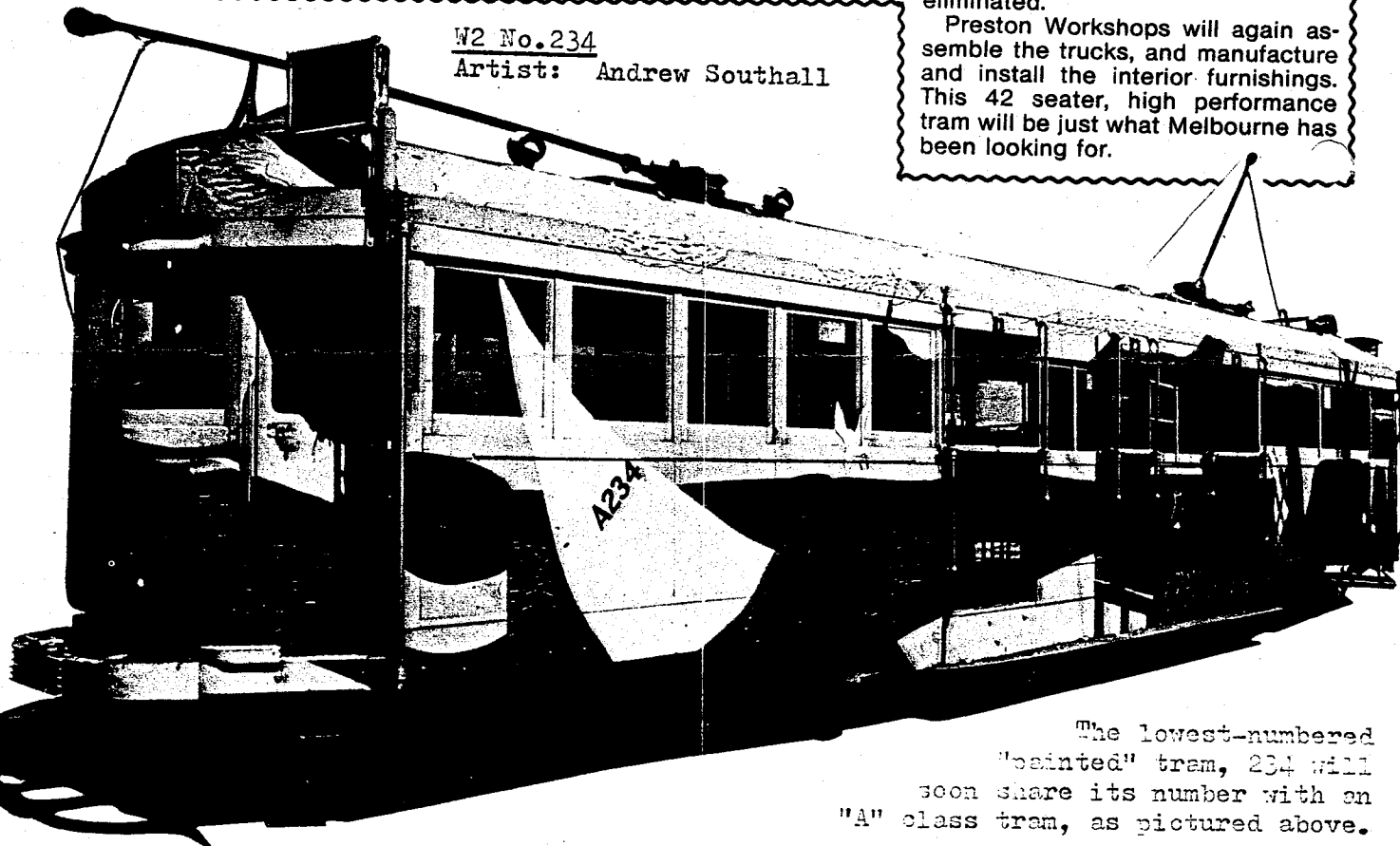
The tram should be quieter. Power saving regenerative chopper control

will again be used but the "chopper" buzz heard on some Z3's should be eliminated.

Preston Workshops will again assemble the trucks, and manufacture and install the interior furnishings. This 42 seater, high performance tram will be just what Melbourne has been looking for.

W2 No.234

Artist: Andrew Southall



The lowest-numbered "painted" tram, 234 will soon share its number with an "A" class tram, as pictured above.