

"FARES PLEASE"

JANUARY 1984

P.O. Box 632, Ballarat.3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Traffic Staff: Three new Conductors are enjoying working on our trams. Gary Wood, Jeff Frisby, and Aileen Chapman have helped us greatly over the current school holiday period when our staff resources are stretched by the 7 day a week running. Of course thanks is due to all those members who have helped us over the period from 24th December to 30th January. It is worthwhile to mention that we were able to operate on Christmas Day during our 7 day a week running period as Maurice Stanley and Paul Miller offered their services. 70 Passengers were carried on this day.

Passenger traffic has been good over the holiday period. From 1st to 22nd January a total of 3,400 passengers had been carried and this is the fourth year in a row that the figure has increased. Some daily figures are as follows:-

- 25th December - 70 Passengers. 27th December - 327
- Monday 2nd January - 248 Passengers Sunday 8th January - 322
- Sunday 15th January - 159 : heavy rain fell all day
- Sunday 22nd January - 252

New Members: We welcome the following new Members to our Society and trust they will enjoy their membership with us:-

Number	Name	Location
585	B.Bishop	Camberwell
586	J.Frisby	Wendouree
587	E.Chapman	Bungaree

Begonia Festival: This annual, not to be missed event, both on the basis of a fine floral festival and a weekend of wondering who at the depot will be first to have a nervous breakdown under the pressure, will be held from 3rd to 12th March 1984. The popular steam hauled Vintage Train will be visiting us on Sunday 4th March, during the Begonia Festival and extra trams will be run to cater for the patronage. If any of our members can attend on Sunday 4th March to help with staffing sales and other areas we would appreciate the help.

Trackwork: A good deal of work has been completed on No. 6 & 7 roads at the depot. No.6 road has been fully laid out and rails have been set aside for No.7 road. Dave Macartney has been leading a work party that is fully relaying No.2 road in our depot building. Some sleepers have been well due for replacement as they were more than secondhand when acquired in 1972. The slight hump in this track which means trams have to be chocked when stabled will also be levelled out. Any members wishing to assist in this project are welcome to take part.

Badges: Two new badges are available from our Sales Department and the 'Railfan Shop' at 632 Bourke Street, Melbourne. These are the 'Yellow and green' Comeng suburban train and the 'yellow and green' Z3 tram. A 'Yellow and green' Z1 tram is also available. These badges are sold at \$3 each. If ordering by mail please add 50c for postage.

A new postcard has been produced and is on sale at 25c each. It shows maximum traction tram No.38 and a single truck tram passing at the Gardens Loop.

Tramcar Maintenance: Ex Melbourne tram W3 661 is fully painted externally in chocolate brown and the yellow lining is currently being painted on. One cab has been painted brown on the interior and the other will be painted shortly. The painted bulkhead glass has been removed and will be replaced with clear glass to enable passengers to have a wider view of the 'track ahead'.

Single truck tram No.26, which is being rebuilt into its original style of California Combination Car will be fully rewired with new cable that has been delivered.

New saloon windows have arrived from our contractor and these will be placed in each end of the saloon of No.18. The new windscreen frame has been fitted to No.1 end and all saloon seats and wall lining has been removed to allow for tightening of the body.

Work on the bogies for No.40 is proceeding. The new patterns for the main axle box were delivered and the castings have since been made.

Our newly acquired single truck tram No.13 is sitting aside whilst work proceeds on No.18.

Press Clippings: Enclosed is a page of press clippings, mainly from the M.T.A. publication 'Headway News'.

News from Perth: Rick Francis of the Perth Electric Tramway Society telephoned recently full of enthusiasm about progress being made by that museum. He reports that W2 368 has been purchased from the Melbourne Tramways and will be placed completely inside a container and shipped (by sea) to Perth during early February. The museum has obtained 2½km of track from the West Australian Railways and this is to be laid at the museum site. The Melbourne Tramways have made available two sets of points which will assist greatly in completing trackwork at the depot. The West Australian State Government has made some grants to the museum and Rick is working 'full time' on the project.

We all wish them well.

C.O.T.M.A. Conference: The bi-ennial conference of the Council of Tramway Museums of Australasia will be held in Auckland, New Zealand, from 1st to 4th June 1984. Basic costs are; Air fares from Melbourne \$370 (\$36 cheaper if a group of 10 travel) plus \$80 Conference Fees. Accomodation is extra. The Conference can be made part of an overall tour of New Zealand as there is plenty to see from beautiful scenery to busy railway operations, trolley buses and tramway museums.

If any member of our society is available to attend they would be most welcome as a spectator or Delegate (depending on the Boards decision). Details of the Conference are available from Richard Gilbert at the Society address on the top of Page 1. Applications must be received by Thursday 23rd February.

The Conference is always a great event. There is a lot of interesting information delivered in 'workshop' sessions, there are social gatherings to show films and discuss each museum and visits to transport undertakings and museums arranged.

Bill Jessup: Bill has recently been in hospital undergoing a major exploratory operation and he is now in good spirits and well relieved at the positive results of the surgery. A number of society well wishers have called on Bill and his wife, Roslyn, and we look forward to seeing them both in Ballarat with us again.

Telephone Answering Machine: A recorded answering service has been installed at the depot to receive calls mainly when the shed is not manned as we have at times found prospective Charter groups and contractors, creditors etc. have called during weekdays to discuss business and of course we are mainly there at weekends. The machine is also useful to our Members who need to make calls to those who may be running a weekday tram service and have the shed unmanned, but can receive the call on completion of the service. The machine is set to ring seven times before the recorded service answers so that it gives time for someone who may be in the depot, time to manually override the message.

Washing the trams: A long hose has been purchased and this can be joined to the hose which is long enough for work in the depot building but previously did not allow us the luxury of washing trams with running water. Now trams can be placed outside the depot and washed much easier than with the bucket system.

Runaway deficit on Japan's railways

It rockets along like a red blur, moving at a pace that makes even the sleek Bullet trains appear pedestrian. The brakes have failed, the throttle is open on full.

Nothing, it seems, can stop the runaway deficit that has left Japan's government-run railway system holding a one-way ticket to bankruptcy and made it a national embarrassment.

Japanese National Railways (JNR) loses yen on the same grand scale with which most countries set about marshalling their whole economies.

Its accumulated debt now amounts to a budget-destroying \$28,000m., significantly more than all the money Australians have deposited in banks, and it is bleeding the Japanese treasury at the rate of \$4500m. a year.

To outsiders used to lesser forms of transport it is a little strange to hear Japanese complaining about their trains.

For a start, they have the Bullet expresses, one leaving Tokyo every 15 minutes for the major cities to the west. And there are local trains, heated and able, operating with such efficiency you could set a watch by their movements.

Beneath the surface, however, JNR is the complete antithesis of the big corporations that made Japan great. They are efficient, sophisticated and ruled by committed men. JNR is none of these.

It is a cumbersome monolith riddled by complacency and incompetence, dominated by a strong union, aimlessly guided by a weak administration and woefully short of discipline.

A snap inspection by a committee of Government parliamentarians unearthed the fact that some JNR workers put in as few as three hours on the job each day.

A group of railway inspectors managed to cheat its way to an extra \$280,000 in wages over nine months by making false work reports. Some other employees ran a side business which involved transporting goods on trains using their free passes.

After a drunk train driver crashed into the rear of a stationary train, injuring several passengers, it was found that one of JNR's regional offices suppressed accident reports in order not to jeopardise its no-accident bonus.

Everyone agrees that JNR's greatest problem is simply that it is so large.

For a start, the organisation has far too many employees. There are 420,000 people trying to run a system which independent experts believe could be operated by 250,000.

The other main factor in JNR's plunge into debt is that it is forced to operate so many inefficient lines. Due to the pressure of parochial politics it cannot drop these.

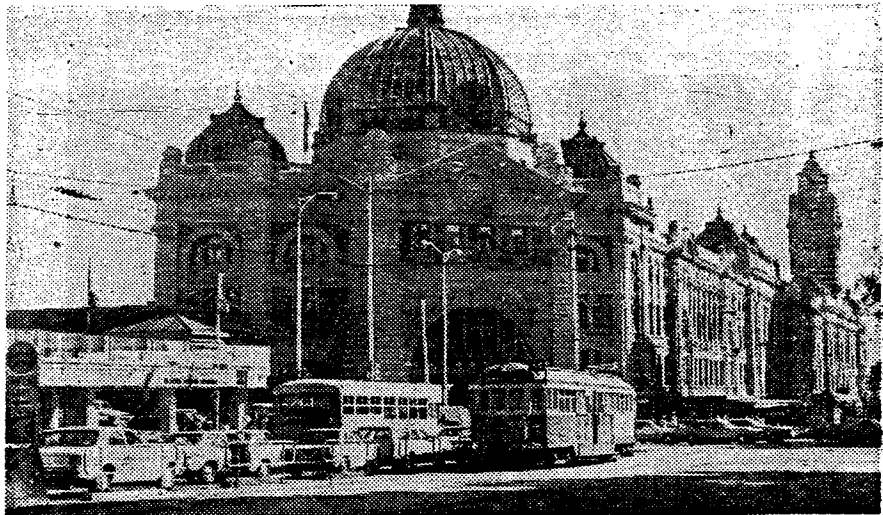
But the time for drastic action is obviously drawing close. Japan cannot afford the luxury of JNR and the Government cannot allow its economic policies to be undermined.

Meanwhile, the letters columns have been taken over by correspondents complaining about JNR's excesses and the latest 6 p.c. rise in fares — a now annual event.

One woman wrote movingly about the high morale that existed in the railways when her father worked there. He was proud and committed.

What has happened to the JNR we used to love? she asked.

From KEN MERRIGAN
in Tokyo



A Place in The Sun

THERE'S something deeply mystic in the hearts of all Melburnians that moves them about Flinders St. Station.

And some Melbourne City Councillors are disturbed.

The present changes don't have their blessing. They think the \$7 million facelift will alter the character of the building. You must realise there is a special law about weeping nostalgia.

For 10 years it is a public atrocity, an insult to the glorious City.

After 30 years it is charming; a quaint addition to the gracious fabric of the City.

And after 70 years it is a rich example of period architecture to be preserved to the death.

Flinders St. Station, completed in 1909, is a cross between an Islamic mosque, Luna Park and the State Theatre.

Indeed, if Luna Park and the State Theatre were side by side, you could invite the Ayatollah Khomeiny and he would feel entirely at home.

Thy will be done

YESTERDAY APITS visited the station to discover whether some fearful wrong was being done to the faithful who worship under the clocks.

One would have thought a 40-storey tower was being built behind a sort of J. C. Williamson's facade of the old mosque.

Not true. The entire mosque plus the curious Young and Jackson's-type assemblage to Elizabeth St. remains.

And the only area to be wrecked is right behind the dome of the mosque.

This galvanised slum has been leaking like a Sydney ferry for 25 years.

All the iron barriers will go and the inside will be opened into a concourse — like an undercover City Square.

There will be textured tiles, approved by the National Trust, to enable the blind to go from ticket offices to platforms.

There will be a restaurant overlooking the Yarra with large windows to gaze upon our magical brown stream.

That will have a mini dome to match the maxi dome on the main mosque.

It's a miracle of manipulation: a new station through which 150,000 passengers pass every day, 110 trains every hour, to say nothing of almost every trade union affiliated with Trades Hall.

Ye of the congregation of Under the Clocks, sleep easy. It's going to be OK.



By KEITH
DUNSTAN

The first production Railbus - Britain's new development in low-cost, lightweight, suburban railway vehicles - has officially joined the British Rail fleet. Now British Rail Engineering is getting ready to tap its worldwide export potential.

The Railbus consists of a Leyland bus body matched to a purpose-built rail-abricated steel underframe made by British Rail Engineering. So far BR has ordered 20 of the two-car sets, costing in total \$12 million. It is hoped that successful operation of this first series of units will lead to further substantial orders from BR to increase the fleet.

The first two-car Railbus set will enter service later this year after crew-training units and will be joined by other units during the next 12 months. All will operate in the West Yorkshire area of northern England on services radiating from Leeds and Bradford, where it is hoped they will reduce journey times by 10 per cent.

Also now under construction by Leyland Bus and BR Engineering are three Railbus demonstration vehicles. These are intended for despatch to the United States, South East Asia and Europe next year to allow overseas railway authorities interested in the Railbus to see its capability while running on their own lines.

In the United States interest has already been expressed in the Railbus for possible use as a modern version of the street car, and on holiday routes.

To date, interest in the Railbus concept has come from 15 countries as well as Western Australia, and the United States. BR Engineering managing director Philip Norman said: "Transport authorities are showing great interest. The BR Class 141 is just one of an extensive range of Railbus models available to the world market, and represents significant endorsement of this concept of transportation. We believe it will inspire confidence in the minds of potential customers and turn interest into firm orders."

Railbus was first launched in May 1981 when a prototype single-car unit was unveiled. The logical development was a two-car version for use on higher density routes.

Railbus is seen as a new cost-saving way of moving passengers in and out of towns, particularly those on low-density lines and little-used rural services.

The key to the success of the design is said to have been careful blending of the most advanced features of road and rail passenger transport technologies. The vehicle's body has already been proven over many millions of safe passenger miles in the form of more than 7000 Leyland National buses in operation round the world.

The purpose-built underframe has many advanced features and gives excellent ride performance. The suspension is developed from the successful two-axle, high-speed design derived by BR from the Advanced Passenger Train development programme. The suspension employs Flexicoil springs with both vertical and lateral damping - a combination which gives smooth, stable running up to 120 km/hr. The system has, in fact, been tested at 160 km/hr in complete safety.

The Class 141 is powered by the TL11 engine from Leyland. The transmission - featuring a proven free-wheel facility to further improve fuel consumption - is supplied by the England midlands-based company SCG. Class 141 can operate as either a two-car set or in multiples of up to four sets - in which form it could carry nearly 1000 passengers.

Railbus is adaptable to suit broad, standard or narrow gauge, and with either left or right hand control.

Tram service still a favorite

To most Adelaide dwellers, trams are associated with Glenelg.

The trams retain a touch of "the old world," and have been an important part of Glenelg's growth

and development for many years.

The tram line was first used as a steam railway in 1873.

From then until 1929 it was used by steam trains, but in 1929 it was re-gauged as a tramway and in December the first trams went down the tracks as an official service.

For the past 52 years, the trams have continued to give a special transport service to the people of Adelaide.

Faster

The trams have now been restored to their original beauty and splendor, and the fine craftsmanship involved in the interiors of the trams is something not to be found in more modern forms of transport.

The trams are running all the way on new tracks and this, combined with new overhead wiring, gives a smoother, faster journey.

The State Transport Authority is responsible for the trams, and it intends to keep the fine old

service going for many years to come.

Besides the practical application for the trams, they act as a great tourist attraction for Glenelg.

They bring that old world history and charm back to the Bay.

THE official opening today of the standard gauge railway connection between Adelaide and Crystal Brook is a significant event in the 128-year history of Australian rail.

It integrates Adelaide with the existing national standard gauge rail network running east-west (Sydney-Perth) and south-north (Adelaide-Alice Springs).

More important, however, is the fact that it is one of the final moves towards full standardisation of a rail system joining the Australian States on a 1435-millimetre (4 ft. 8½ in. in old terms) track which has been in progress since soon after Federation in 1901.

Before Federation, the former Australian colonies had, for 47 years, laid down individual railway lines of varying gauges for reasons of terrain, economics and the availability of eucalypt track sleepers.

Victoria, which began the process less than 30 years after the first English service, began its broad-gauge system of 160 millimetre (5ft. 3in.) on September 12, 1854.

New South Wales, which opened the first government-owned steam railway in the British Empire a year later, in 1855, from Goulburn to Parramatta, favored the standard gauge of 1435 millimetres.

South Australia, which inaugurated its first steam railway between Adelaide and Port Adelaide in 1856 (a broad-gauge line), later

built narrow-gauge railways of 1066 millimetres (3ft. 6in.) which were subsequently pushed north to Alice Springs and as far as the NSW border to take Broken Hill ore to the Port Pirie smelters.

SA still has a broad-gauge connection with Victoria as well as standard-gauge lines.

Queensland began its extensive network of narrow-gauge lines in 1863, four years after its separation from NSW, and eventually became second only to NSW in the route distance of its rail system.

Tasmania's first railway, in 1868, was broad gauge (Launceston-Deloraine), but all subsequent lines were built to narrow gauge.

The Western Australian Government's first railway was opened in 1879 and until 1917, when the Commonwealth Railways Trans-Australian (standard-gauge) line entered Kalgoorlie, the State's railways were all narrow gauge.

It was not until November, 1968, that the standard gauge was extended from Kalgoorlie to Perth.

The Australian Capital Territory's first (standard-gauge) line, from Queanbeyan (NSW) to Canberra, was opened in 1914.

The trend of standardisation on a 1435-millimetre gauge for mainland interstate freight and passenger movement really began in 1917 with the completion of the Port Augusta (SA) to Kalgoorlie (WA) section of the Trans-Australian railways as an inducement to WA to join the eastern States in forming the Australian Commonwealth.

In 1930 a standard-gauge line between south Brisbane and the NSW border brought Queensland in touch with the NSW system.

In 1956, when the replacement of steam by diesel locomotives was in its early stages, a report to Federal Parliament initiated a series of projects aimed at standardising the gauge on the major mainland trunk routes, among which the Sydney-Perth link (already 68 p.c. of it is standard gauge) was the most prominent.

In 1962 the standard-gauge line between Broken Hill (NSW) and Port Pirie (SA) was completed and, in January, 1970, the first freight train traversed Australia from coast to coast (Sydney-Perth) without a costly break of gauge.

In the same year, 1970, the Indian-Pacific passenger train, an Australian-designed and built, air-conditioned express began regular runs on the 3961-kilometre standard-gauge journey, and the mainland State capitals, except Adelaide, were joined by a line of common gauge.

In November, 1980, Alice Springs was joined by standard gauge to the main east-west train route at Tarcoola.

Today's opening of a freight carriage service on a standard-gauge line from Adelaide to Crystal Brook brings into operation an important south-north link between the southern capital and Alice Springs, free of a break of gauge, and also joins Adelaide directly to the transcontinental east-west standard-gauge service.