

"FARES PLEASE"

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PO. Box 632, Ballarat. 3350.

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Begonia Festival: The festival ran from Saturday 3rd to Monday 12th March and this year a number of events on our tramway throughout this period made it most memorable. On Sunday 4th March the Vintage Train ran from Melbourne to Ballarat to visit the festival and the passengers travelled on our tramway. The buses from the railway station called at the rear of our depot where the passengers alighted and walked through the workshop and expanded sales area onto 'extra' trams at the front of the depot, which conveyed them direct to the centre of the festival attractions. The trams then joined the normal street service and for a while four trams were operating until two were required to operate trips direct to the depot from the Gardens Loop returning the Vintage Train passengers to their buses. The expanded Sales table earned a welcome amount during this visit. It was good to see our Vintage Train friends visit us again and afternoon tea was served to their committee at the depot.

On this day another significant event took place - the return to service of tram W3 661 in its new colour scheme and restored condition. The tram looked absolutely resplendent in its brown and yellow colour and was equally complimented by the crew, Graham Jordan and Stephen Butler both in the 'old' blue uniforms of the Melbourne and Metropolitan Tramways Board. The whole presentation was significant in Society achievements and much praise is due to Graham Jordan for his work in both foresight and detail in following this project through. Of course other society workers helped a great deal and are also sincerely thanked. When this tram ran out with the Vintage Train passengers it was interesting to hear the comments from people at tram stops saying 'we want to ride the brown tram' - this enforced the feeling of the Board that the work being carried out on No.26 where it will be painted in its original colours of red and white will do a lot to attract passengers.

Our midweek operation during this period saw excellent results. Included on our traffic on Tuesday 6th March was a 9am Charter by a Sydney based bus company. On Thursday 8th March it was 'Pensioner' day and the Gardens were besieged by buses literally from all over the state with pensioners visiting the festival. We carried 90 pensioners this day. Over the long weekend business was brisk, traffic congestion intense but our entire operation was very well managed thanks to all the input by our members. On Monday 12th March we carried our 200,000th passenger at about 2pm, but, as the 'pressure was on' we couldn't afford the time to make much publicity about it. A report of this event and the whole operation during this period was delivered to the 'Ballarat Courier' and it appeared in print the next day. Thanks to the Courier.

On Saturday 10th we carried 256 passengers, Sunday 11th - 652 passengers and on Monday 12th - 702 passengers.

Depot; trams shunted: On Saturday 24th March the depot was completely shunted and a number of trams that had virtually become fixtures in one place were moved. This was necessary to allow planned 'heavy' tramcar maintenance to take place in the best suited areas. The Museum, located in No.11 was placed at the Office end of No.1 Road which is a better proposition as it is now much easier to supervise. No.13 is at the top end of No.1 Road. No.26 is at the far end of No.5 Road where a lot of natural light, from skylights in the roof, will allow work to be carried out on this tram more easily.

No.39 on historic bogies: After adopting a suggestion by member, Tony Smith, the Haddon Tramway Workshops purchased a historic set of cable tram bogies from the Melbourne Tramways for placement under maximum traction tram No.39 and the No.1 trucks (from a W2 tram) presently under this tram were given to the Haddon Tramway Workshops. The motorless No.1 trucks were originally purchased by our society as depot workshop transfer bogies but as the Haddon Workshop required a good set of these trucks our Board agreed to a swap as the cable bogies are lighter and

better suited for workshop tasks plus they are of course extremely historically interesting. The Melbourne Tramways had offered the five sets of bogies for sale through the C.O.T.M.A. organisation a few months earlier and the Haddon Tramway Workshops applied for one set.

These bogies were from the Sydney Road cable tramway which was unique in that it was the only one that operated bogie trailers and after closure in 1935 five sets were kept at Preston Workshops as bogies to transfer electric trams about the workshops whilst the motor trucks were being overhauled. The changeover of these bogies on 39 was done on Friday 23rd March with the assistance of Warren Doubleday, Tony Smith, Stephen Butler and our regular tram lifting crane firm of Barry James.

Lake Wendouree Book: A book has been released by a local author detailing the history of Lake Wendouree. It is an excellent publication containing photographs and sketches from the earliest days of white settlement in the 1840's to the present day. It also offers information on aboriginal settlement prior to white man. It has many interesting photographs of the Victorian era, the 1930's and the Olympic Games events of 1956. A photograph of No.28 and a description of the tramway era and our society is included. The book has a colour front and back cover and is available from our Sales Department at \$2.95. If ordering by mail please add 70c.

Tramcar Maintenance: No.33 developed a hot axle box some weeks ago and on investigation it was found the axle brass had virtually disintegrated. There was a lot of concern that the axle journal may have been scored and damaged but after a lot of rubbing with compounds the journal regained its normal condition. Four new axle brasses were installed on the tram to ensure this fault would not occur again. The repair job has been most satisfactory and the tram operates perfectly.

Restoration work on No.26 is proceeding. The footboards have been fitted, the lighting circuits are operable and now the body panels are to be removed to allow the body to be tightened. Drop windows have been installed in the motormans bulkhead at each end.

Miller Brothers Engineering Works are completing their work on No.40's trucks and they should be returned to the depot soon.

Trackwork: No.6 Road at the depot has been completed and the overhead span wires have been erected. When this track is available for electric operation only No.7 Road will await completion which will then bring us to the stage of having all depot trackwork completed.

Sales items: We have a number of good books in stock which are available at the depot or by mail order.

Tramways of Australia - excellent hard cover book \$24.95
There is a 10% discount to members who purchase this.

Steaming Down Argent Street - excellent history of the Broken Hill Tramways \$10.50

History of Lake Wendouree \$2.95

Railway and Tramway Preservation in Australia \$8.95

Early Trams of Sydney - Steam tramways mainly \$4.95

Country Railways of Australia \$9.95

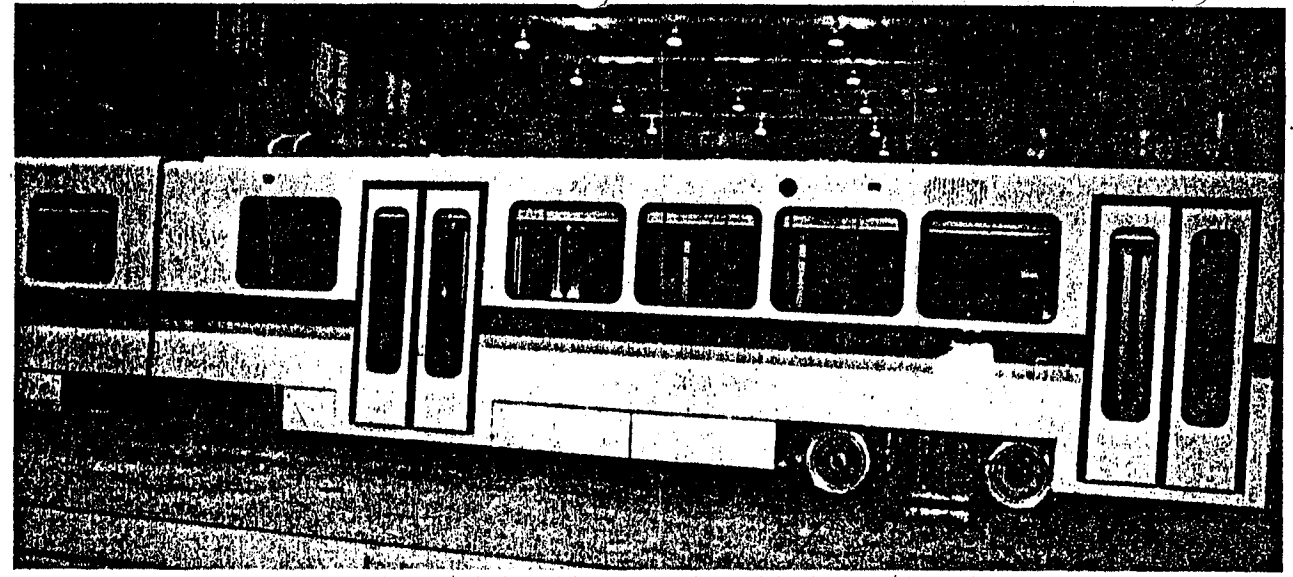
At the time of writing this newsheet postage prices have not been finalised. If ordering by mail, write to us advising your order and we will reply with the postage information.

Model Railway Exhibition: Over the Queens Birthday weekend from 9th to 11th June the Ballarat Model Railway Society will hold its exhibition in the Army Drill Hall. Our Society has been asked to provide a stand similar to the one we had at their last exhibition. We are in the process of preparing for this and will have a photo display, a sales table and possibly a video presentation on society activities.

C.O.T.M.A. Conference: Three Board Members, Allan Bradley, Richard Gilbert and Paul McDonald are going to the Council of Tramway Museums of Australasia Conference in Auckland during June. This promises to be an interesting and informative conference with a chance to see the various New Zealand tramway and railway museum projects.

'Roomy, good-looking' light-rail cars please Tri-Met official

Canadian firm completes first of new vehicles



LIGHT LOOK — Portland's first light-rail car impresses Tri-Met officials with what they say is its pleasant, no-frills design and roomy interior.

Tri-Met General Manager James E. Cowen has just seen the future of public transit for the Portland metropolitan area, and he thinks future Tri-Met passengers will be as impressed as he was.

Cowen flew back to Vermont earlier this month to view the first completed car for the 15-mile light-rail system between Portland and Gresham.

"It was a real knockout," said a delighted Cowen. "It easily fulfilled all my expectations."

The car is the first of 26 being built by Bombardier Inc. of Canada. The frames are being built in Quebec and the cars completed at the company's new Barre, Vt., plant.

Anthony Venturato, the Banfield system's manager, who accompanied Cowen to Vermont, said he was impressed by how roomy the car is.

"The inside is so big that you could dance in the aisle," Venturato said.

Venturato, who formerly worked for the Bay Area Rapid Transit System

in San Francisco, said the newer Bombardier vehicle was "far superior" to the BART cars. "It certainly is much

larger and a lot roomier," he said. Cowen called the 88-foot Bombardier car one that was "good looking but

without frills." "And that's why I'm so pleased with it," he added. "We wanted an eye-pleas-

er, but we didn't want to go overboard on expense for it." The 26 cars are being built at a cost

of \$21.6 million, some \$6.4 million below original Tri-Met estimates. Each car costs about \$775,000 with an additional \$1.5 million in the Bombardier contract covering spare parts, special equipment training and technical support.

The new cars are similar in operation to other Bombardier light-rail vehicles in use in Brussels, Belgium and Rio de Janeiro, Brazil.

Electrically powered from overhead wire to travel 55 miles an hour, the cars are a modern version of the old streetcar. They bend in the middle and will carry 76 seats, with room for another 90 standing passengers.

Cowen said the first car, and probably a second one, will be transported from Vermont by rail to Pueblo, Colo., for testing in December and January by the U.S. Department of Transportation, which is paying 80 percent of their cost.

"If all goes well, we should get the first two cars in early February for further tests on our own light-rail tracks," Cowen said.

The local tests will be made on the first two miles of the Banfield light-rail line, from the Ruby Junction maintenance center near Southeast 197th Avenue and Burnside Street to downtown Gresham. That stretch is scheduled to be completed by the end of the year.

Jetty trains

Could you tell me dates when the train ran to Largs Bay jetty where it picked up passengers and mail bags before Outer Harbor was constructed? I have a hazy recollection this happening when my father took me to see the tug boats. Also, the dates when the trains stopped at the Glanville station beside the sugar refinery and then over the Jervois Bridge, along St. Vincent Street to the Port Dock Station and thence to Adelaide? — H. S. S. (Brighton).

The South Australian Railways built the line from Adelaide to Port Adelaide and extended it to Semaphore on January 7, 1878. A private company built a railway line from Glanville on the Semaphore line to Largs Bay and this was opened on December 23, 1882. This railway ran from Glanville to Largs Bay along Mead Street which is not the present alignment of the railway. On February 16, 1891, the SAR bought the line from the private company. On January 16, 1908, the SAR extended the line from Largs to Outer Harbor and also built the new line between Glanville and Largs which opened on August 30, 1911. The old line down Mead Street closed the same day. The original line from Port Adelaide to Semaphore, opened on January 7, 1878, ran from Dock Station down the middle of St. Vincent Street. This line was replaced by the present line through Ethelton Station on May 1, 1916.

San Diego-Tijuana trolley spawned rash of imitators

By SARA KENNEDY
Knight-Ridder News Service

SAN DIEGO — The naysayers said it would be a flop, predicting that car-obsessed, prosperous Californians would turn up their noses at a little red trolley.

But the extraordinary success of the newly built Tijuana trolley, which connects San Diego and San Ysidro near Tijuana at the Mexican border, has silenced its critics, spawned a rash of imitators and aroused the interest of transportation planners all over the United States.

Trolleys are enjoying a renaissance among urban planners, who have found that in addition to their undeniable charm, they are cheap to build and operate, and they produce less air pollution than buses.

Taking a cue from San Diego are Portland; Buffalo, N.Y.; Denver; Detroit; Vancouver, B.C., and three California cities, Long Beach, Sacramento and San Jose, which are either building or planning light-rail lines.

(In Portland, the Banfield light-rail project linking Portland and suburban Gresham is scheduled to be completed in June 1986. Preliminary studies for building a light-rail line west of Portland also are being done.)

The new trolleys have benefited from mechanical, design and engineering advances, but they still resemble their ancestors in some ways. They are quieter and faster; they usually run in specially reserved lanes that separate them from slow-moving traffic and prevent them from getting stuck behind parked cars.

The new trolleys can trip traffic lights electronically before they reach an intersection, speeding their journey. They carry more passengers than their predecessors. The San Diego trolley hauls up to 800 people in a four-car trolley train.

San Diego instituted a feature that has reduced operating costs dramatically, officials here say: One-way tickets costing \$1 for the 40-minute ride are sold by machine, and the riders use the honor system. Five ticket inspectors make random checks of 35 percent of the passengers each day, but the rest are not checked. Nevertheless, the fare-evasion rate is less than 1 percent.

The San Diego trolley line is 15.9 miles one-way and cost \$81.6 million to build on an existing freight right-of-way through a sprawling suburban and commercial area. Before the trolley, only 2 percent of the area's residents used mass transit, primarily buses.

That fact had led to predictions that the trolley would lapse into bankruptcy for lack of customers.

But, almost from the first day, it has been a huge success. Recent ridership figures show the line has attracted 14,882 daily passengers, 20 percent more than had been predicted by the San Diego Metropolitan Transit Development Board, a regional planning and financial agency, when the line opened in July 1981.

"What we're finding is a lot of people who had not previously considered a bus are attracted to our trolley," said Sharon Taylor, a spokeswoman for the transit agency.

The trolley practically pays for itself, with fare-box receipts covering more than 80 percent of its operating costs, the highest recovery rate anywhere among the nation's transit authorities, Taylor said.

The trolley starts in downtown San Diego, cruises through an industrial section, past oil refineries and the port and into the clutter of the suburbs, with their ranch-style houses jammed together among dry brown hills. The trolley's interior is wood-paneled, its exterior is painted shiny red, with no graffiti.

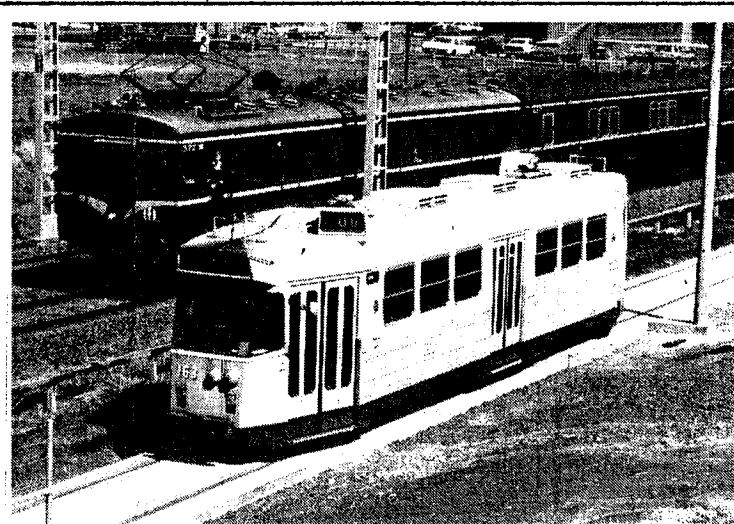
All types of people, from businessmen to blue-collar workers to vacationers, use the line.

"I drove a car before — it was a lot more expensive," said Andy Lopez, 37, a glazier who was riding the trolley on his way to work recently. "A lot of people who have cars take the trolley. I'd rather use the trolley."

There was also a vacationing couple and their 8-year-old daughter out for a recreational jaunt to Mexico. "I love it," said Johnnie Holloway, 61, a lumberjack from Klamath Falls, Ore. "It's cute," said his wife.

Three sailors on shore leave from the USS Peleliu, Rodney Giles, Bruce Moore and Paul Burke, said they used the trolley because they had sold their cars before they went to sea. They noted another advantage of the trolley: Those who like to party in Tijuana don't end up driving home drunk on the freeways.

The trolley is so successful that the San Diego transit authority is planning a 15.5-mile extension, at a cost of \$130 million. But, money is harder to come by this time because San Diego must compete for funds with the other cities it has inspired.



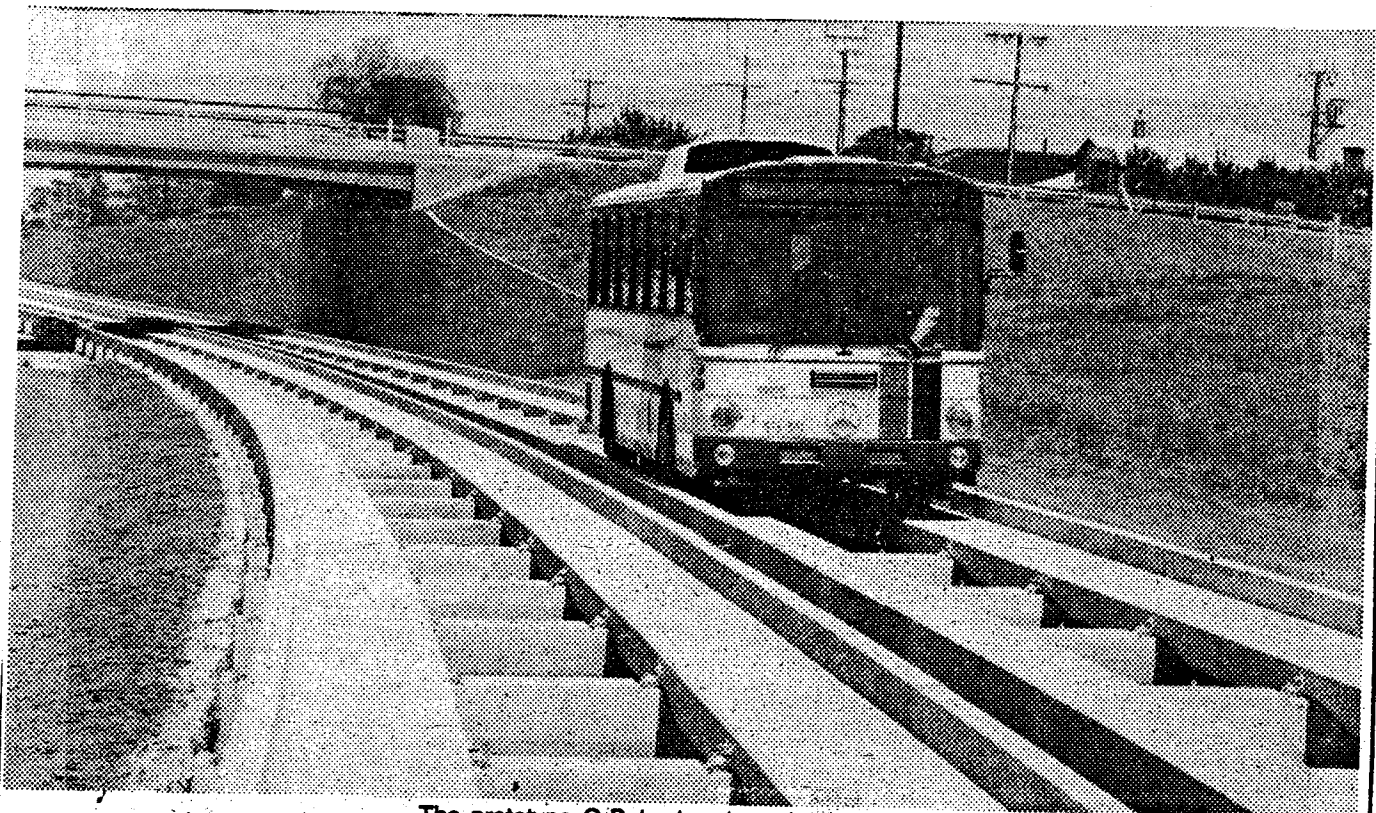
2 car 163 running parallel with Harris train along MTA (then MMTB) tramway test track near Preston Workshops.

Adelaide news by courtesy of a South Australian newspaper

Glenelg train

What were the stations (stopping places) on the North Terrace to Glenelg railway which closed in 1929? — "HISTORIAN" (Malvern).

train line just before it stopped operations on December 14, 1929, were Thebarton, Hilton, Richmond, Kurralta Park, Plympton, Camden, Novar Gardens, McDonalds, St. Leonards Yard and Glenelg.



The prototype O-Bahn bus in action yesterday.

No-hands driving of O-Bahn bus is cinch

By Transport Writer STUART INNES

Driving an O-Bahn guided bus is a little strange at first, sitting at the controls with arms folded as it speeds around a curve.

But it is all very simple, as I found yesterday in the first official runs of the prototype bus along the trial section of track on the North-East Busway.

After a run with the Mercedes-Benz driver, the Minister of Transport, Mr. Abbott, and I took our turns behind the wheel — a steering wheel which is so inviting to hold, but of course there is no need.

Mr. Abbott opened the 1.2 kilometres of twin-carriage busway between Junction Road, Campbelltown, and River Street, Klemzig. It will be used as a trial track and has been designed as part of the 12-kilometre NEB from Tea Tree Plaza to Gilberton.

Mr. Abbott said the trial track would be extended by 1.1 kilometres by March, including the first crossing of the River Torrens.

The system provides a smooth ride for driver and passengers, and the bus — to cost about \$130,000 each — is fairly quiet.

The driver eases the bus on to the guide track in a "funnel," allowing the small horizontal guide wheels which protrude from the bus's front end to take up their running against a low kerbing.

The bus runs on two tyre-width tracks built on sleepers, the tracks, sleepers and kerbing all made of concrete to strict tolerances.

Once the bus, which has push-button automatic transmission, is on the track it's simply a matter of taking your hands off the wheel

and operating the accelerator and brake.

I took the bus to its top speed — 100 km/h — and it tracked around a curve perfectly.

It is hard to know what to do with your hands. Most drivers sit with arms folded. In Germany, the only other place in the world to have an O-Bahn, the buses have hand rests for drivers.

On the return track and braking heavily from 100 km/h on a curve, there was a slight wriggle in the suspension and it was very tempting to grab that big wheel. But again, not necessary as the guide system did it all.

The bus is slowed to take it off the guideway and then drives as a normal road bus with easy power steering.

Mr. Abbott summed it up: "It's so very simple anybody could drive it. I'm impressed by the simplicity of the steering system."

It was his first ride in an O-Bahn.

He said the new Government would stick to its promise of honoring all contracts for the busway entered into by the previous Government and the north-east suburbs would have their new public transport service by 1986.

But a review would be made of the plans, particularly those for the "city end" where the buses will run on normal roads between Gilberton and the city terminal.

The former Minister of Transport, Mr. Wilson, who attended yesterday's opening, said when in office that Light Square was a probable terminus site.

'Superchooks' may replace old Red Hen

By Transport Writer STUART INNES

The State Transport Authority's new "red hen" railcars are odd looking, orange and silver and might earn the nickname — "Superchooks."

They are a cross between the old "red hen" railcars and the ultra-modern "supertrains" run by the STA on suburban passenger services.

Two of the cars can be seen by rail commuters using Adelaide station. They are having their final fittings installed by the STA at the Adelaide railway yards.

And they could be the answer to economically upgrading the STA's fleet of "red hens" which are up to 27 years old.

The STA's general manager, Mr. J. V. Brown, said yesterday the cars were two of three "red hens" being converted along the lines of the 2000 and 2001-class "supertrains."

The third was still being modified at Australian National's Islington workshops.

"They are being built to see whether they are practical from the engineering point of view and from the cost point of view," he said.

The cross-breeds have overhead drivers' cabs as do the "supertrains" and some observers have claimed the "superchooks" look weird.

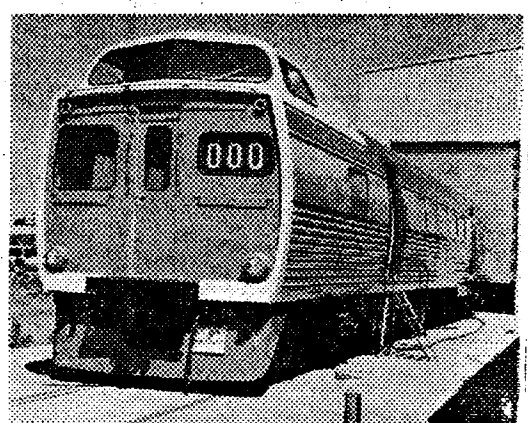
"They are distinctive," said Mr. Brown.



The converted Red Hen.



The old Red Hen.



An STA 'supertrain'