

"FARES PLEASE"

MAY 1984

PO. Box 632, Ballarat. 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Visit by C.O.T.M.A. Guest Speaker: Mr. Jim Walker, founding member and current President of the 'Orange Empire Railway Museum' visited our tramway on Sunday, 20th May as part of a tour of most Australian museums before arriving in Auckland to be guest speaker at the Conference of Tramway Museums of Australasia. Jim arrived from Adelaide on the 'Overland' and was met by Paul McDonald who drove him to Bungaree where at the Members House he joined us for breakfast. After photographing the Overland he inspected the railway station and took a number of photographs of the mechanical interlocking frame and the electric staff instruments, all totally museum pieces to American railway followers. We did explain that the Centralised Traffic Control system and the new Bungaree Loop are being constructed at this very time.

He spent most of the day at our tram depot looking at the various trams and seeing the maintenance and restoration work being carried out there. A number of trams were 'run out' for photographic purposes and a few rides along the tramway were of course undertaken. The local media in the form of BTV Channel 6 and the 'Courier' newspaper took an interest in Jim's visit and they reported on this. In the afternoon Paul McDonald drove Jim to the Haddon Tramway Workshops where Tony Smith showed him around. Jim is ending this week with Bob Prentice, before departing for Christchurch, and he will no doubt be ably shown around Melbourne by Bob.

Allan Bradley, Paul McDonald and Richard Gilbert will leave for Sydney and Auckland next week to attend the Conference. The programme looks quite interesting and the planned tour of New Zealand after the Conference will be most enjoyable.

Trackwork: No.6 Road at the depot was brought into service on the 13th May and now only No.7 Road needs to be constructed to have all the roads complete. The addition of No.6 has been a welcome sight as we have been cramped for track space for some time. The curve on No.4 & 5 Road, near the level crossing, was also relaid to a larger radius. The original track laying created a curve that was too sharp to be completely acceptable and after an amount of design work and 'dammed hard manual work' on the rail bender the result is a broader and more satisfactory curve.

Along with the connection of No.6 Road to the tramway system the overhead wiring was of course brought into service. The troughing was erected in the depot and the contact wire for the entire length was erected and connected to the supply system. Thanks to Peter Winspur for his good work on designing and erecting the overhead. Thanks to Warren Doubleday and Dave Macartney and all the diligent workers who have worked hard to have No.6 Road constructed.

Overhead: Whilst mentioning overhead, the school holiday service terminated at about 2pm on Tuesday 8th May when a couple of span wires broke loose from a 'bull ring' which was holding them on the curve where our access track from the depot crosses Wendouree Parade. The span wire touched the contact wire and shorted out the overhead system. Because of good design in electrical overhead sections, the 'shorted' main line was left isolated and the depot access line was kept 'alive' to allow the tram to continue its journey to the depot. The tram had been passing under the overhead section in question when the span wire freed itself and momentum carried the tram onto the live overhead section.

Peter Winspur arrived early on the Wednesday and had the overhead restored in time for the midday run out.

School Holidays: The trams ran every day from 5th to 20th May to cater for the Victorian School Holidays, Patronage was not high in the first week but the second week saw over 100 every day. At least two days of the second week saw 180 and 150 respectively. Quite a good tally and a good effort for the Driver/Conductor as the service was run as a 'one man tram' during this time.

Tramcar Maintenance: No.14 has been withdrawn from service to allow for the fitting of new axle box brasses. The old brasses have needed replacement for some time and the tram was kept operating in a limited manner until the Easter and School Holiday periods were over. over/

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The window glass has been ordered for No.18

Drop windows have been installed in the Motormans bulkhead on No.26 to allow the Motorman to have the passengers 'around him' or 'shut out' depending on the occasion (and the Motorman).

Ballarat Vintage Tramway - A new book: We have a new book about our society on sale. Member Bill Scott has compiled and produced this fine publication which is much needed to update our 'Preservation Project' book which has been sold as a souvenir to passengers on our trams for some years. The new book is printed on glossy paper with and eye catching green and white front cover and a black and white photograph also. It is well illustrated showing all the types of trams in our Fleet and their histories. There is a fresh approach to the journalism and captions which is a nice break from the tradition of many tramway orientated publications. The book is sold for \$1.50 plus 50c postage. It is also available at the 'Railfan' shop, 632 Bourke Street, Melbourne.

Maximum Traction Trucks: Our Society has been negotiating with the Perth Electric Tramway Society for the purchase of a set of maximum traction trucks. The Perth Society have a surplus set which they have agreed to make available to us in exchange for a set of trucks from a Melbourne W2 tram. Now that all has been arranged and we have obtained a set of W2 trucks the only obstacle is money - it has cost \$540 for the W2 trucks and will cost about \$1700 for transport to and from Western Australia. We are now launching an appeal for money to allow us to complete this project. The maximum traction trucks will be used as fleet spares as we have none at the moment and the motors from the trucks will be used for No.39 which was obtained from a park at Lismore without traction motors as they were removed by the S.E.C.

This project is the most major that we have run for a component part. These type of trucks are the rarest thing available to tramway museums and usually the most sought after. We have a once in a lifetime opportunity to get them - but we need your help.

Donations to the Society with a covering note explaining it is for the Perth Truck Appeal would be sincerely and appreciably received. All donations over \$2 are tax deductible and the close of the financial year is almost on us. To avoid any problem in claiming a tax deduction please make cheques payable to the B.T.P.S. Museum Fund.

Any help you can give us for this project is greatly appreciated.

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>
588	J.Everett	Dunolly
589	M.Hickson	West Tamworth
590	P.McMahon	Melbourne
591	R.Sutherland	Wendouree
592	R.Gioia	Rockdale
593	F.Hussey	Pascoe Vale
594	K.Birkett	North Sydney
595	M.Atkinson	Ballarat
596	C.Polowski	Ballarat
597	D.Harvey	Bentleigh

The Membership year closes on 30th June and renewal notices will be sent to all Members in the next 'Fares Please' in early July.

Model Railway Spectacular: Our Society will have a display at the Model Railway Spectacular to be held at the Army Drill Hall which is between the Bridge Street Mall and Mair Street over the Queens Birthday Weekend from 9th to 11th June. Three display boards have been prepared and a video tape programme showing archival film of the S.E.C. tramway system and our society has been made. These and a Sales Table will be provided.

Press Clippings: A page of press clippings is enclosed.

Next 'Fares Please' will be issued in July