

"FARES PLEASE"

JULY 1984

P.O. Box 632, Ballarat. 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Annual General Meeting: Notice is hereby given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 1.30pm at the Tram Depot, South Gardens Reserve, Ballarat on Sunday, 14th October, 1984.

Nominations are called for the following positions which become vacant on the Board of Management from that date:-

President

Melbourne resident Vice President

Ballarat resident Vice President

Honorary Secretary

Honorary Treasurer

Ordinary Board Member (6 positions)

Any two members may nominate any other member to serve as an Office Bearer or Ordinary Board Member provided that no person who at the time of such nomination is an Unfinancial Member shall be entitled to be a Candidate for election or a proposer or seconder pursuant to the Articles of Association.

The nomination shall be sent in writing to the Returning Officer to reach him not later than 5.00pm on Friday, 24th August, 1984. Nominations may be sent to 'The Returning Officer, Ballarat Tramway Preservation Society, Box 632, Ballarat. 3350', or placed in the Ballot Box at the Tram Depot. Envelopes forwarded by mail should be endorsed 'Ballot material' on the back of the envelope. The nomination shall be signed by the proposer and seconder and consented to in writing by the candidate and may be accompanied by a statement of not more than 500 words of the candidates policies and records of service and experience.

A member may be nominated at any one time as a candidate for more than one position on the Board provided that upon his election to any position on the Board a Members' nomination for any other position shall forthwith lapse.

Membership Renewals: Your renewal form is enclosed in this mailout. The Companies Office recently changed a lot of legislation and one part that does affect us is that they require a list of members of the Society with their full names. Our records do not show, in all cases, the full name of each member - it is imperative that we have the full names of each member and a section has been printed on the back of the Membership Renewal Form for you to assist us in this regard. Please ensure this is completed.

The Membership Rate remains at \$6.00 which is one of the cheapest subscription rates around, as our policy is to maximise the membership and keep all of them in touch with Society activities by mailouts and offering them the opportunity of taking part in our various activities. We value your membership with us and trust you will renew.

For those who do not subscribe to 'Trolley Wire' magazine it is an excellent monthly publication of the Australian Tramway Museums and is produced by the Sydney Tramway Museum. The subscription rate is \$9.00 and a section is provided on the renewal form if you wish to subscribe.

We remind you that all donations to our Society are tax deductible and if you feel you wish to make a donation a section is also included on the form. We can assure you that money raised from donations is well used to purchase much needed equipment or supplies and any donation is sincerely appreciated.

Tramcar Maintenance: No.18 - The window glass has been cut and will soon be placed in the window frames. David Macartney has been varnishing the interior of this tram, a first in this area of restoration by our Society. A re-varnished tram enhances the appearance of a restored tram greatly and thanks to David for his interest in undertaking this work.

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No.40 - Miller Brothers Engineering has almost reassembled the maximum traction trucks for this tram. Meanwhile back at the tram depot (that's like an old-line from a Saturday matinee, amongst the rustle of Jaffa boxes) the wearing plates and earth cabling have been placed in the tram.

No.14 - New axle bearings have been installed and David Macartney is also varnishing the interior of this tram.

No.26 - An order has been placed with our friends at 'Bill Hardings Foundry' to cast iron seat ends for the cross bench seats on tram No.26. Thanks very much to the Bendigo Trust for loaning the patterns.

Trackwork: The curve on No.4 & 5 Road at the depot has been relaid after a series of problems were encountered since its first use. The original layout saw two sharp shorter curves and then a straight track between them. The maximum traction trams in particular didn't go around this curve, most times, and it was apparent the radius of the curves was too tight. Warren Doubleday re-designed the curve to allow for an overall broader sweep. New rails were cut to length and David Macartney provided most of the brute force to bend the rails on the rail bender. The flange on the inside rail was built up by welding a metal strip along the existing flange on the rail and the curve is much more satisfactory.

Smoking in the depot: The Board has passed a resolution on smoking in the tram depot after considering requests from the Membership. From now smoking is allowed in the Office area only. An ash tray has been provided and is only to be used for this purpose, it is not a rubbish tin. Discretion is to be shown by smokers whilst other members are eating in the Office area. Smoking is not allowed anywhere else in the depot including the entrance walkway between No.1 & 2 roads.

Model Railway Exhibition: Our Society had a display at the exhibition held in Ballarat over the Queens Birthday weekend. A popular attraction was the video presentation of a ride around Ballarat by tram in the 1960's which was produced by Paul McDonald from a 16mm film loaned by Bob Prentice. Paul arranged the hire of the necessary video equipment for the display and much thanks is offered to Bob for making the film available and Paul for all his work. Our sales at the exhibition did not do well but the publicity gained was well worth it. Thanks to all who worked hard on setting up and manning the stand.

Photos for sale: Our sales department is offering the following photographs for sale:- 8 inches by 10 inches colour prints of

- 661 in chocolate colour scheme on our access line
- 14 on our access line
- 27 in Wendouree Parade
- 27 & 33 at the Gardens Loop
- 40 outside Young & Jacksons Hotel Melbourne whilst running in the Melbourne transport pageant.

3½ inch by 5½ inch and 5 inch by 7 inch Black and White prints of 20 different views of trams around Ballarat featuring 18, 28, 37, 23, 17, 26 and Myers Santa Tram in the 1960's. There is also a variety of Melbourne tram photos from the 1920's to the 1950's

Prices; Colour \$4.00 each plus 50c postage for any number of the set
Black and White; 3½" by 5½" \$1.00 each plus 50c postage for any number of the set
5" by 7" \$2.00 each plus 50c postage for any number of the set.
Should you wish to buy more than one set add \$1.00 for postage.

The photos are available for sale from the depot if this is more convenient, if you wish to save on postage and ensure they are delivered flat.

Visit by M.C.T.A. Member: On Saturday 21st July Bryan Trim from the Museum of Technology and Transport in Auckland visited our museum. Bryan was a leading figure at the recent Council of Tramway Museums of Australasia Conference held in Auckland recently at which three of our Board members attended. Bryan was in Sydney on a business trip and incorporated a visit to Victoria as part of a plan to organise a tour to Sydney, Melbourne, Ballarat, Bendigo and Adelaide by approximately 30 tramfans from New Zealand in October. He was shown around our museum by Richard Gilbert and also had meaningful discussions with Eldon Hogan of Steamrail and the Association of Railway Enthusiasts to decide how to fill in their time to the best advantage whilst in Victoria.

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Already a tentative 'full week' has been planned in Victoria. We look forward to the visit by this group in October and we will keep our members informed of developments.

Report of the C.O.T.M.A. Conference - Auckland, New Zealand 1984
Compiled by Richard Gilbert.

The seventh Conference of Tramway Museums of Australasia was hosted by the Tramway Division of the Museum of Transport and Technology in Auckland, New Zealand. On Friday, 1st June in the company of Allan Bradley, Paul McDonald and Keith Kings we departed Sydney for Auckland by Air New Zealand. We were met at Auckland by John Radcliffe, Chairman of C.O.T.M.A. and David Webb of M.O.T.A.T. and we travelled to the museum. The museum is located in a 'heritage park' arrangement and features all manner of past technology and transport. We arrived at the site at 9pm and went directly to the 'Colonial Arms' Restaurant which is a delightful double story Victorian era house relocated on the museum site. Here we met our hosts and fellow conference delegates and partook of a delicious smorgasbord supper and drank heartily in a convivial atmosphere. The next day the conference commenced with vigor firstly there was an official welcome at the museum in the form of the traditional challenge by a Maori Warrior to signify that the group came in peace and friendship. Our guest speaker at the conference, Jim Walker, of the Orange Empire Trolley Museum in California represented our group during the ceremony and took up the dart which had been placed on the ground by the Maori Warrior to signify that the group came in peace and friendship. The ceremony was most effective and appropriate and judging the faces of the Maori group, poking their tongues out, chanting and carrying spears surely must have made Captain Cook uneasy at his first encounter.

After the challenge was over an official luncheon was held in the Colonial Arms - again the friendship and conviviality flowed. Jim Walker opened the conference with a keynote address concerning the North American scene. Various specialist 'workshops' were held on the Saturday, Sunday and Monday and some of the subjects dealt with were:-

- Management of shop work/use of skilled and non skilled labour,
- Forward planning/work schemes/assistance from local government,
- Tramcar maintenance, Raising finance, Volunteers or paid staff,
- Staff Training, Organising special functions,
- Painting, varnishing, protection and maintenance of finishes on trams
- Image to the public, Advertising, Admission charges, Safety procedures
- Trackwork, Overhead, substations, storage of trams & buses - displaying them also safety, vandals and theft.

The Saturday evening was devoted to individual museums presenting slides or movies of their activities over the last 24 months. The Sunday afternoon saw a articulated bus trip to the Glenbrook Vintage Railway about 30 miles south of Auckland, and a most enjoyable visit was had on this steam railway. The highlight was being banked from the terminus to the Glenbrook station by a beautifully restored Shay locomotive. On returning to the tramway museum we spent the evening with a spit roast of lamb and plenty to drink, once again. This was followed by evening tram rides and what can only be described as an impromptu trolley bus trip with a wandering lead to the tram rails (arc, arc, pop, crack, arc) all good fun with lots of lightning effects. Steam train rides on the M.O.T.A.T steam railway were taken on the Monday evening.

The Tuesday Annual General Meeting of the C.O.T.M.A. organisation was commenced at 9.30am and was well attended by delegates and spectators and was most informative and constructive in strategy and policy making for this body. The C.O.T.M.A. was considered by all to be wellworthwhile and it has established itself well in the eyes of the transport authorities it deals with. It was decided the next Conference will be held in Adelaide in 1986. The closing luncheon at the motel was so good and again quite 'liquid' that it went well past its closing time of 2pm until 4pm.

The conference now over it was holiday time for us in New Zealand. Five of us, we now had Peter Kahn of the Sydney Tramway Museum in our company, spent the next day travelling the Auckland suburban railway system. The New Zealand Railways operate diesel hauled trains over three suburban lines and we were met at the lunch stop of our journey by Conference Organiser, Bryan Trim, at his suburban station of Henderson. The wineries of the Auckland region are based here and we ^{loured} these and had lunch at a winery which has a dining hall. Well refreshed (again) we were driven by Bryan and his wife to the station and continued our journey. That evening we revelled in attending a 'real' picture theatre - The Civic, which for those who know the Forum in Melbourne, The Capitol in Sydney or the former Ambassadors in Perth it is a magnificent 'atmospheric' theatre

with its blue ceiling and twinkling stars, statuary, unending staircases and large chandeliers - what nostalgia, oh yes! we saw Footloose.

The next day we boarded the Silver Fern rail car and travelled through marvellous scenery of snow covered mountains, rich river plains and over the Raumapu Spiral which is a railway engineering masterpiece of 1 in 52 grade over 11.52 km lifting the railway 215 metres in altitude on its way to Wellington.

We felt somewhat at home stepping from the station into the street and seeing the overhead wiring above us. This is the city of trolleybuses. The next day (Friday) the Wellington Tramway Museum members had a trolley bus tour organised for us and it was not only an ideal way to see the entire system and depots and workshops but a perfect way of seeing the sights of the city. We even saw the 'beehive' where Mr. Muldoon was sharpening his political axe. On the Saturday we travelled by electric suburban train to Johnsonville and Upper Hutt. The Johnsonville line is operated by the older 'red trains' and extremely scenic passing through tunnels and much steep mountain terrain. The Upper Hutt and Paekakariki lines are operated by the very new electric trains built in Hungary. At Silverstream, just short of Upper Hutt, we alighted on the return journey and visited the steam railway operated by the New Zealand Railway and Locomotive Society. This group had only commenced operation on the line a fortnight before and were most pleased to show us around, and they ran a special steam train for us.

On Sunday our group of five travelled by suburban train to the Wellington Tramway Museum near Paekakariki. We were welcomed to the site and enjoyed a pleasant day riding trams and looking around the depot and site. At about 5pm the museums' sleeper carrying road vehicle blew a tire and it was all hands to the task of unloading a great stack of sleepers from the road vehicle and loading them onto a tramcar underframe which was coupled behind a tram and towed to the advancing railhead. The Wellington museum is currently extending its line to the beach and is about $\frac{1}{4}$ mile short of that goal. By the time we reached the end of track the sun had set and all the sleepers were placed out with the aid of one motor cars headlights. Two rails were then placed on top of these and the tram and 'conscripted workers' returned to the museum. Actually it made an interesting end to our day and we of course all enjoyed being able to assist.

Keith Kings and Peter Kahn stayed behind for a couple of days in Wellington and on the Monday our group of three from Ballarat proceeded by ferry to the South Island. The sea was calm and it was a very pleasant journey in the modern vessel equipped with outstanding facilities. At Picton we joined the train which had just arrived from Christchurch with its passengers bound for the ferry and some forty minutes ^{later} we departed on this train arriving Christchurch about 8.30pm. On the Tuesday we went to the Ferrymead Historical Park which houses the tramway museum, and enjoyed a full day there. It is much quieter at the park on weekdays than weekends and only one tram was operating. On the Wednesday we departed Christchurch by train for the west coast town of Greymouth and scenery on this line is spectacular. The 8 mile (or thereabouts) electric section through the tunnel between Abthurs Pass and Otira was outstanding and we saw electric locomotives at work here. Greymouth is a pleasant town and on the next day we travelled on the Rewanui coal railway. The railways operate a mixed train service to the State Coal Mine. This train is advertised to tourists and it also conveys the miners and coal and the mine is only accessible by rail. The scenery and mountain splendour is unsurpassed and the pure nostalgia of travelling with the miners and their hard won coal shipment makes this trip to the west coast most worthwhile. On the Friday we returned by train to Christchurch and spent the Saturday looking around the city. On the Sunday we had a full day at the Ferrymead Park Tramway and rode all the operable trams including the restored Kitson steam tram. The restoration work that is undertaken by this group is magnificent. The steam railway was also operating and we rode this and looked at the many other interesting exhibits which make this park such a drawcard.

On the Monday we had to say goodbye to New Zealand and our friends we had made there, even though our departure was put back 8 hours by a fault on the plane. The Conference, the attractions and overall hospitality shown by New Zealanders made our trip memorable and enjoyable. We look forward to another trip to the land of the long white cloud and we also look forward to seeing all the delegates at the 1986 Conference in Adelaide.

Thanks all

A social night showing the slides and movies of this trip will most likely be advertised in the next issue of this newsheet.

The Association of Railway Enthusiasts plans to operate a group tour of New Zealand from 26th December for 4 weeks covering much of what is printed above. Details from A.R.E. PO. Box 4810, Mail Exchange, Melbourne 3001