

# FARES PLEASE!

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Registered by Australia Post Publication No. VBH3548

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May 1987

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## TRAFFIC

Easter running was successful with over 1200 passengers carried, despite poor weather, on Sunday and Monday. The Cable Tram set ran again on Easter Sunday, although heavy rain prevented it running out until 3 p.m. 156 people rode the tram over five trips.

The trailer has now returned to Blampied, but with the permission of Newton and Darryl we hope to operate the set again in the near future.

The three days of the "new" April school holidays were very successful although this year May is proving to be very quiet.

The Society is looking for good secondhand green MTA uniform trousers for its uniform stock. If anyone can assist with the supply of these, please contact Richard Gilbert or Peter Winspur.

## BUNGAREE HOUSE

The railways recently sold the house we have occupied at Bungaree for many years. Consequently, we have moved into the house next door, necessitating changes to the arrangements for accommodation.

All those who use the house on a regular basis should by now have received a letter outlining the new arrangements. Briefly, there is now available an annual rate for regular guests and a revised overnight rate of \$8-00 per night (including breakfast). It should be noted that no key is left on the new premises, so if you're planning on making a visit, contact Richard Gilbert beforehand.

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# News of the Ballarat Tramway Preservation Society Limited.

## HISTORICAL NOTES

The majority of the Society's electric trams originally served in Melbourne. Member Bob Lilburn has written some notes about memorable incidents involving trams No. 40 and No.121.

No. 40, a Prahran and Malvern Tramways Trust car, was once loaned to the Hawthorn Tramways Trust. It was transferred to that system by jacking and slewing the tram at the corner of Glenferrie and Riversdale Roads.

Whilst operating for the Hawthorn Tramways Trust it was involved in an amazing derailment. At that stage the line was single track downhill along Toorak Road from Warrigal Road towards Hartwell. Travelling at a high speed, the tram entered a loop too fast and struck No.117 (which later became the first Ballarat No. 37). No. 40 then derailed and rolled onto its side.

The tram was placed back on the tracks and taken to Hawthorn workshops for repairs. During the repairs the body was overtightened; this feature is still apparent today when one looks at the roof line. No. 40 had the reputation, of being the only tram in Ballarat to have the roof water run off the ends in the rain.

No. 121 is a former Hawthorn Tramways Trust tram which was donated to the Society and is now stored at Bungaree.

This tram featured in a spectacular runaway in Riversdale Road around 1923. It ran through the railway catch points at the Riversdale Railway Crossing, left the tracks and demolished the railway fence. After coming to a stand the two pony wheels were touching as the derailment caused the front bogie to sheer from its mounting and as it was pushed under the drop centre demolished the compressor, resistance grids and other mechanical parts.

The tram was rebuilt and in 1938 was involved in a rear end collision when struck by a W2 from Carnegie at St Kilda Junction. The tram was repaired and overhauled at Preston Workshops but the union refused to run it as there was a ban at the time on trams with B23D controllers. The tram was sold in March 1939 and moved to a private property in Mount Evelyn.

## SALES

A new teaspoon, featuring a Melbourne cable car, is now available at \$3-50 (plus \$1-00 postage), as well as our No. 27 spoon, at the same price.

A visit to the Sales area is always interesting where there is a large range including books, periodicals, postcards, badges, embossed glasses, stickers and teaspoons.

TRAMCAR MAINTENANCE

No. 1 - Currently, a new frame is being constructed. Mr L. Collins, from Sovereign Hill, has inspected the tram and recommends new corner posts be built into the tram. Work on the roof seats is underway.

No. 13 - All of the major work has been completed on this tram. Before the car returns to service, some minor body repair work is still to be undertaken. Although not yet trafficable, the car has been driven under its own power.

No. 26 - This car has replaced No. 13 on the jacks over No. 4 Road and overhaul of the brake gear has commenced.

No. 33 - Taken out of traffic service to effect minor repairs.

ANOTHER BALLARAT TRAMWAY?

Mentioned recently in the Ballarat "Courier" were plans for a proposed horse-tram service from Sovereign Hill to the central business district and Lake Wendouree. The proposer of the scheme, Ballarat-resident Mr N. Shaw, was quoted as saying the trams "could be either horsedrawn or motorised and would run on tyres instead of tracks or rails".

While the Society has not made any formal response to the proposal - nor has it been invited to - the editors feel it is stretching the point to describe a motorised vehicle with rubber tyres as a 'horse tram'!

THANK YOU

The "707 Operations" group has donated a supply of crater grease for use in the traction gears of our trams. We thank them for replenishing our stocks. "707 Operations" maintains and operates steam locomotive R707. They have diligently restored this Victorian Railways mainline passenger locomotive to operating condition and have run a number of successful tours. Based at Newport Railway Workshops, several of our members are involved in this project.

# 4. Fares Please!

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## DEPOT WORKS

Work on the new office and crew room continues apace. Cupboards have been installed and the plumbing completed.

Garry Wood continues work on the reconstruction of No. 39, which is soon to be undercoated.

## MEMBERSHIP

We welcome the following new member and trust he will enjoy his membership with us.

<u>Number</u>	<u>Name</u>	<u>Location</u>
635	Neil Gallier Jr.	Nth Sydney

Membership renewals will be posted at the end of June. There is no change in the membership rate for 1987/88, so it remains at \$8-00.

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