

FARES PLEASE!

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November 1987

Annual General Meeting

The Annual General Meeting of the Society was held at the Tram depot on Sunday, 12th October. Uncertain weather dictated an indoor meeting for the thirty members present. The depot fan was again graced with a variety of tramcars for all to see.

The Society President, Frank Hanrahan, opened the meeting and welcomed all present. Reports were presented and adopted by the meeting and Warren Doubleday was elected to the Board of Management to fill a casual vacancy. The meeting adopted a resolution lowering the age at which guarantors are no longer required for younger members to eighteen years.

After the close of the meeting members enjoyed afternoon tea and rides on tram No.13 and the Cable Grip Car.

One Hundred Years Of Ballarat Trams

Sunday 26th December will see the centenary of the opening of the tram services in Ballarat. The Ballarat Tramway Company's horse tram service was officially opened on December 21, 1887 and regular services commenced on Boxing Day, 1887. A members day will be held on this day to celebrate the occasion. Two interesting attractions are offered.

Electric tram No.26 will be recommissioned to service and Melbourne Cable Tram Trailer No.171, owned by member Darryl Hawksworth, will be operated as a horse drawn tram between the Gardens Loop and St Aidan's Drive terminus.

After the normal service closes for the day a B.B.Q. and celebration evening will be held at the depot (please BYO - food and refreshments). All members and their families are invited to attend this special day.

Visitors to the Depot

During mid October two groups of international tourists visited the depot, the Schachers from Switzerland and Messrs Stork and Van der Gragt from Holland. Being mid week visitors they were unable to see the trams operating but made a handsome contribution to sales revenue.

News of the Ballarat Tramway Preservation Society Limited.

Tramcar and Depot Works

After some nine years, Car 26 is back in operating condition. The fitting of replacement wheels and new bearings, as well as a general truck overhaul have been completed. The refurbished car ran out into the Parade for the first time on Oct 30.

Outstanding work on Car 26, to allow the car to enter revenue service, is the fitting of the fixed seat brackets, bells and a drop rail on the offside of the car, as well as revarnishing the interior. Dave and Jackie have been busy during November fitting the footboards and attending to the detailed jobs yet to be completed.

It is intended that the Car 26 will be returned to full service on Dec 26.

A number of cars had their floors painted recently, anticipating heavy loadings during the Christmas to Begonia Festival period. Dave Macartney has so far completed Nos.13, 11, 26 and 40. He has not yet challenged Jackie's record of three cars in one day (two single trucks and one bogie). The fleet continues to operate very well with very few 'in service' problems.

Car 13 ran its first non-members trip on Oct 29, for about forty members of the Lake Goldsmith Steam Preservation Society. The Society was celebrating its 50th Rally at Lake Goldsmith and our Society had the pleasure of inviting them for a complimentary ride during their visit to Ballarat. Lake Goldsmith is the owner of this car which is on extended loan to the BTPS.

The Horse Tram is progressing well. Gary Wood has cut out the four new corner pillars, at Sovereign Hill, from solid Mountain Ash. This is a difficult job and one that the Society has not tackled before. At present he is busy cutting the many slots and holes in the pillars to which the rest of the car is anchored.

The experience gained in restoring this car will be very useful in future years. Most of the components for the car have been prepared and it is hoped the body will be sufficiently complete for the display on Dec 26.

Work on the conversion of Tram 39 to a stationary display area continues. Dave Macartney recently undercoated the sides of the car after an extensive preparation of the side panels. The next major job for this car is the preparation of a maximum traction truck to go under one end.

The Society recently acquired a Cincinatti Time Recording Clock from the MTA, through the auspices of COTMA. The clock formerly stood on the Fishermans Bend Bus route. It has been removed from its metal case, the inner wooden case repainted and it is now mounted on the wall in the new messroom, where it is keeping perfect time. This was very timely as the old electric clock the Society had been using for many years had failed, succumbing to very worn gears.

Bogie Trams in Ballarat by Bob Lilburn

After the end of World War 2 with the need for larger trams in Ballarat, the AETA suggested that surplus Melbourne bogie trams be purchased. The Ballarat Depot Foreman inspected several stored maximum traction units, at Brunswick Depot.

From that inspection it was decided that cars with K35JR Controllers and equipped with Line Breakers were the most suitable. As a result Car 117 was the first bogie car despatched to Ballarat on Oct 19, 1945 and performing a trial run on Oct 22.

Soon after entering service it was found that on the Gardens route, travelling round the long reversed curves the journal boxes were overheating and as a result a lubricating device was fitted. This device accounts for the oily appearance of Ballarat maximum traction bogies.

Another car No.132 arrived from Melbourne on Oct 24, 1945 and was eventually followed by No.137 on Jan 22, 1947 and No.124 on Feb 28, 1947.

So successful were these cars that the SEC Ballarat Branch inspected the remaining cars in storage at Brunswick Depot and purchased No.41 on May 1, 1951 No.42 on May 22, 1951 and No.35 on Jun 13, 1951.

When first introduced into service in Ballarat No.117 ran in M&MTB livery with interior numbers on the bulkheads and the body exactly as it was in Melbourne. One passenger was reported as saying that "it hurt one's posterior to sit on the seat, the varnish was so badly cracked."

This situation did not remain for very long for all the cars went through the paint shop when time was available between repainting of the existing stock. As a result new veneer panels were fitted to the ceiling, the centre bell cord and holders were removed and the centre vent was lined and painted white. When No.39 first entered service it ran with the centre vent unlined and remained this way until Nov 1955.

No.117 was renumbered as No.22 and No.132 as No.15. No.22 was seen operating in M&MTB livery with the front apron repainted SEC Mid Bristol Green. For a short time a bogie car was running with no numbers and it is believed to have been either No.132 or No.137.

As the cars went through the workshop, two seats were removed from the centre of the former HTT cars and one seat from the former P&MTT cars to give easier access for prams.

Around 1953, No.38 underwent rather extensive rebuilding to convert it to one man operation, but due to union opposition it was never run one man.

In the early years of bogie car operation the cars were worked on the Gardens route. It was possible to board a car in Victoria St ride through the gardens and finish up at Mt Pleasant. As a result the points at Bridge St were always set by the inbound tram for the outbound tram.

Bogie Trams in Ballarat (cont.)

In later years bogie cars were withdrawn from the Victoria St service except for school runs in the peaks. When services were altered so that Victoria St and Mt Pleasant trams returned to their point of origin, bogie car operation began from Sebastopol to Lydiard St Nth.

The traffic pattern changed as did the operation of the bogie cars. If a bogie car was to run off the Sebastopol run after 6 p.m. a single truck car from the Gardens (i.e. to Mt Pleasant) would operate as such to Sturt and Lydiard Sts.

The following bogie car which would be showing Lydiard St Nth, would then run to Mt Pleasant and the single trucker would run to Lydiard St, with through passengers changing cars. The bogie car would then run to the "Mount" and back via the Gardens route and was in turn exchanged for a single truck car. This way dead mileage was eliminated.

During the 1956 Olympic Games all bogie cars worked the View Point service, also during times when a patient was admitted to the Ballarat Hospital suffering from tetanus the SEC was requested to operate trams via View Point due to noise levels in Drummond St which impeded the recovery of the patient. This occurred on at least two occasions.

The first major accident involving a bogie car in Ballarat occurred on April 15, 1954 with damage being sustained to the No.1 end of No.37. The repair was estimated to cost £500.

In view of the impending closure of the Geelong tramways and the subsequent transfer of bogie cars to Ballarat the decision was made to scrap No.37 and it was sold on July 25, 1955 to the Learmonth aerodrome for use as an office. It was subsequently resold in 1961 to the Mt Pleasant Methodist Church and dismantled in 1963.

After the closure of the Geelong system three bogie cars were transferred to Ballarat. Geelong No.37 came to Ballarat on Feb 13, 1956 as No.42, Geelong No.39 on Feb 14, as Ballarat No.41 and Geelong No.40 on March 28, as Ballarat No.43.

These three cars were converted to be compatible with the other Ballarat bogie cars.

On October 5, 1965 Bendigo bogie car No.1 arrived and became the second No.37 in Ballarat. It too was converted to be compatible, except that it retained its B23D controllers.

At one time the M&MTB "Dog Car" No.30 was offered to the SEC for £100, but the offer was declined. However the SEC could well have done with this car in view of the damage done to the first No.37. The "Dog Car" was similar to Ballarat No.38.

After the accident involving the first No.37 the Ballarat Branch of the SEC tried to obtain the "Dog Car" only to be told that it had been sold along with No.157 to the Fyansford Quarry and was being used as a store.

Bogie Trams in Ballarat (cont.)

No.117 was the pattern car for the first batch of bogie cars ordered from Duncan and Fraser and so there were subtle differences not generally discernable, such as different mountings for the pole hooks and different fascia.

After conversion for Ballarat conditions all cab doors opened inward (known as barn cabin doors in M&MTB parlance). No.36 at Bylands reveals that the doors were hinged to open inward on the end platforms as did No.117.

Cars 34, 35, 36, the first 37, 39 and 40 had their bumpers lowered to conform with with other SEC stock at Ballarat. The bumpers of former M&MTB single truck cars had been raised to conform with the height of the bumpers of the new W2 cars.

When the Geelong cars Nos. 37, 39 and 40 arrived at Ballarat they retained their M&MTB bumper height. Their bumpers also had weld marks along the leading edge to assist shed staff standing on the bumpers when washing the cars.

The first item to be changed on the former Geelong bogie cars was the reconversion of the pole hooks to the M&MTB standard. At Geelong the bogie cars had an Adelaide look as it was necessary to reverse and raise the pole hook height to avoid collision with Pengelly destination boxes. Also the length of the Geelong trolley poles had to be reduced by 18 inches.

The most memorable era of bogie car operation in Ballarat was 1956-1959 before roof advertising altered the original appearance of these wonderful old vehicles.

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>
640	Peter Walker	Knoxfield

Overseas Travellers

Member Austin Brehaut has just completed three months long service leave during which he and his wife visited both the Perth Electric Tramway Society in Western Australia and the Ferrymead Tramway in New Zealand.

At PETS they rode W2 368 and were given a tour of the restoration work in progress. Ballarat No.31 is owned by PETS but was not running this day.

John Shanks and Alan Roi at Ferrymead welcomed Austin and his wife aboard Brisbane No.236 followed by a comprehensive tour of the car sheds. Austin commented that the restored trams bear testimony to the great patience, skill, time and personal effort by the band of volunteer workers.

Overseas Travellers (cont.)

Richard Gilbert, Trevor Kruger and Steve Davis recently visited the tramway museums at Auckland, Wellington and Ferrymead. Richard was able to renew old friendships and participate in the activities of the tramways.

A particularly good evening was held at Ferrymead in which night tram running complimented an interesting slide show.

Tramcar in Disguise

The weekday workers were greatly complimented during a recent visit by Dave Kellett, a former SEC Tramway Inspector, who admired the work on Car 26. He then asked where the Society had acquired the car.

He was surprised to learn that it was the same old Car 26 he had driven for all those years.

Rockhampton Steam Trams Return

The Rockhampton City Council has been restoring a Purrey Steam Tram which will be recommissioned on June 5, 1988. Steam Trams were an important part of Rockhampton transport service for many years early this century.

This tram is being faithfully restored and members are invited to visit Rockhampton and participate in the recommissioning celebrations.

Sales

A recent addition to our range of Enamel badges is a copy of an early Victorian Railways logo. The size of a ten cent coin, the badge features the VR monogram in gold on a royal blue background. At \$4.00 plus postage the badge is very reasonably priced.

With Christmas approaching you might consider our range of teaspoons, badges and books. Please ring the depot on operating days for more information.

Fares Please! is published six times a year in alternate months commencing in January and is distributed to members and friends of the Ballarat Tramways. For further information regarding the Society's activities and publications, please contact:

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