

# FARES PLEASE!

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July 1989

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## Notice of Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 1.30 pm, on Sunday 15 October 1989. The meeting will be held at the Society's tram depot in the South Gardens Reserve, Ballarat.

Nominations are called for the following positions which will fall vacant on the Society's board of Management on that date:

President  
Melbourne Resident Vice-President  
Ballarat Resident Vice-President  
Honorary Secretary  
Honorary Treasurer  
Ordinary Board Members (six 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. Members must be financial to be entitled to be a candidate for election, a proposer, or a seconder in accordance with the Articles of Association.

Any nomination is to be sent in writing to the the Returning Officer, to reach him not later than 5.00 pm, on Friday 8 September 1988. Nominations may be sent to:

The Returning Officer  
Ballarat Tramway Preservation Society Limited  
PO Box 632  
Ballarat Vic. 3350

or may be 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 is to be signed by the proposer and seconder and consented to in writing by the candidate.

Nominations may be accompanied by a statement (of not more than 500 words) setting out the candidate's policies and record of service.

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

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# News of the Ballarat Tramway Preservation Society Limited.

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### Tramcar and Depot Works

The third door of the original shed's three doors has been re-clad in bronze olive cladding, the same as the newer portion of the Society's depot. The section above the doors will be tackled in the next two months or so. Following this, all the other metal work on the front of the depot will be repainted in a matching colour.

Some months ago, we reported that number five road of the depot had been extended out to the Gillies St. footpath. This enabled 661 to be loaded onto the truck, without having to move the overhead in the vicinity of the old loop as we have had to do in the past to allow for the crane. A truck load of the crushed rock was recently purchased and this material was spread out along the new track to form a proper road surface, and was finished off at rail head height to allow for Council mowers.

The opportunity has been taken recently to lift the overhead wiring in the vicinity of the depot. The overhead was originally set out at a little more than door height for most of the area. This is now being raised to about normal overhead height (17'), except in the immediate vicinity of the doors.

Work continues on the restoration of the Horse Tram. This is the prime task of the Society's small band of depot workers. Maintenance of our running fleet has not been neglected however. This is carried out on a scheduled or as required basis. Such examples are controllers on 18 and 14 which required a little bit more than normal servicing, but entailed removing the barrel and giving them a full clean up, dressing the various contacts, and adjustments.

In the last issue of Fares Please!, the installation of the internal support rods in the Horse Tram was underway. This has since been completed, and these rods stressed to give the roof an upward bow. A start has been made on fixing the roof slats to the roof ribs.

Other jobs carried out have been, the installation of the hand rails to the saloon, adjusting the base of one of the sliding doors so it operated properly, and the fabrication from various bits of steel of the casting which allowed the towing rod to pass up from the underneath the floor and through the end aprons.

A start has been made on making up the two canopies. The first job is to form the outside curved member in which the canopy ribs are attached to. This is being done by laminating ply wood strips bent to the required shape. When this job is completed, the car will look very much like a single deck horse tram.

Some thought is being given to the next big stage of the job which will be forming the stairways.

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## W3 661 Runs Again in Melbourne

W.F.Scott

Twenty years after withdrawal from regular service our W3 class car ran a number of all-day tours in Melbourne during April and May 1989.

Three motormen at Malvern depot had formed a group to run tours in Melbourne, independent of any specific tramway heritage society and chose the name Yapper Tours. Yapper was a name given unofficially to Melbourne's Y and Y1 class cars 469 and 610 - 613. The first tour occurred in 1988 with car Y1 613.

In early 1989 a member of the group conceived the idea of a tour with a W3 class car as they had not run regularly in Melbourne for twenty years. The car sought was ours, since the only other operable car of this class in Victoria was the TMSV's example undergoing repainting at the time.

We were willing to charter the car and the MTA agreed on the tours. Events thereafter moved steadily ahead with all MTA, insurance, crantage, haulage and publicity arrangements for the venture. Owing to the high total cost, the fare for each of the Yapper Tours outings was set at \$20.00 a head.

661 was transferred to the Preston workshops on Wednesday 5 April 1989 by Hi-Haul Transport P/L of Bayswater. Barry James Mobile Cranes P/L of Ballarat lifted the car and trucks onto the low loader.

After arrival at Preston an MTA crane placed the body upon pyramids. The trucks were then checked over and subsequently reunited with the body. The re-assembled car was given a test run and judged to be in excellent condition by the MTA staff involved.

Much more thought and care went into the design and construction of the W3 cars than is generally realised today. They were all built between 1930 and 1934, with 661 constructed in 1932. Technically they were considerably different from their immediate predecessors, the W2 class, as was revealed in the *The Electrical Engineer and Merchandiser* for March 1932. The article explained that the tramcars had been designed with the special objects of improving the riding qualities and reducing noise, and the expected improvements had been more than realised. These cars were built to the same general outline as the standard car, the W2 class, at the Preston tramway workshops of the then M&MTB.

Each car was 47ft long, 7ft 6in wide over pillars, and 9ft wide over footboards, 10ft 5in high from rail to roof and weighed 15 tone 14 cwt. The seating capacity was 52 persons, the total crush loading capacity was 150 passengers.

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### W3 661 Runs Again in Melbourne cont.

The bodywork of these cars was built of steel, electrically welded, woodwork being used only for interior facing on the steelwork. Considerable strength combined with lightness had been achieved with this design, about 2 $\frac{1}{2}$  tons in weight having been saved over the wooden super structure on a steel underframe for the same design of car.

A new design of bogie truck had been developed in connection with this car. This truck was new to tramcar design in that the springing had been made similar to motor car practice, that is, long semi-elliptic springs clamped to the axle boxes and attached to the truck frame by shackles, through which the drive was taken. This arrangement eliminated the use of horn guides, and thereby cut out a considerable amount of noise. The maximum size wheels used in tramcar operation, namely 33in diameter, were used. Large wheels give much smoother rolling action along the rails than smaller ones, which reduces the impact at special work and the noise of the rolling action on the rails. Large wheels also have less tendency to corrugate the rails. Each truck was fitted with two 40hp motors giving equal traction on each wheel.

The truck side frames were made of mild steel, by using a piece of 7in x 3 $\frac{1}{2}$ in x 15lb I-beam. First a section was cut away from the web by oxy-acetylene flame. The top and bottom flanges were then bent to the correct shape, the web being cut away allowing the angle smith to carry out the work very much more easily than bending the full 7in depth section. The difference of length between the top and bottom flanges, after bending, was about 2in, which represented the amount of draw that would have had to take place had the web not been cut away. After forging to shape, the web was again joined together by electric welding, and the whole section made solid once more. Side frames thus made proved to be cheaper than steel casting and had the advantage of being lighter, more ductile and homogenous.

The braking on these trucks was also a departure from conventional design of fitting one brake cylinder on the car body, and operating through foundation brake rigging to the brake gear on the trucks. On the new design the brake cylinders were fitted upon the trucks and operated directly upon the brake beams. Clasp brakes were fitted to the wheels and although this was standard practice in railway rolling stock, it was new on tramcar design. The air cylinders were connected to the straight air brake system through a relay valve by a flexible hose. The use of the two brake cylinders on each truck eliminated a heavy brake cylinder on the car body, plus all the brake levers, rods and pins, with their loss of efficiency, weight and noise.

While in the service of the M&MTB, car 661 ran 1,027,792 miles.

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## W3 661 Runs Again in Melbourne cont.

The principal points of call were planned as follows, in date order of fulfilment and showing the published commencement times:

- Tour 1: Saturday 22 April 1989  
Departing Camberwell Depot at 10.30 am visiting Wattle Park, East Burwood, Hawthorn Depot, Balaclava Junction, East Malvern, East Brighton, Glenhuntly Depot and Hawthorn East.
- Tour 2: Sunday 23 April 1989  
Departing Malvern Depot at 10.30 am visiting Richmond, Kew, Kooyong, Camberwell, Caulfield siding, North Coburg, Brunswick Depot, St. Kilda Junction, Albert Park siding and Malvern Town Hall.
- Tour 3: Saturday 29 April 1989  
Departing Kew Depot at 10.00 am visiting Mont Albert, North Balwyn, Brunswick Street siding, Bourke Street, Glen Iris, Dudley Street siding Footscray and Showgrounds siding.
- Tour 4: Sunday 30 April 1989  
Departing Malvern Depot at 10.00 am visiting Carnegie, St. Kilda Junction, Luna Park, North Richmond, Batman Avenue, South Melbourne Depot, South Melbourne Beach, Moreland, East Coburg, Brunswick Road siding, Prahran, and South Caulfield Junction.
- Tour 5: Saturday 6 May 1989  
Departing Thornbury Depot at 10.00 am visiting West Preston, Bundoora, South Melbourne and St Kilda Beach, Kew, Malvern Depot, St. Kilda Junction, Simpson Street siding and Northcote.
- Tour 6: Sunday 7 May 1989  
Departing Preston Workshops at 10.30 am visiting Domain Road interchange, South Melbourne siding, West Coburg, West Maribyrnong siding, Moonee Ponds, Essendon Airport, Essendon football ground, North Melbourne and Barkly St. siding.

Car 661 performed perfectly throughout this series of tours with impressive turns of speed in suitable locations. While travelling back from Preston Workshops on the last tour, 661 was hit by a van that passed through a red light in St. Georges Road. Damage fortunately was light, comprising mainly of a damaged footboard and scratched paintwork along one side. This was repaired or touched up in time for a tour organised by the Rail Tourist Association, using Yapper Tours at the operator for Saturday 27 May 1989.

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# 6- Fares Please!

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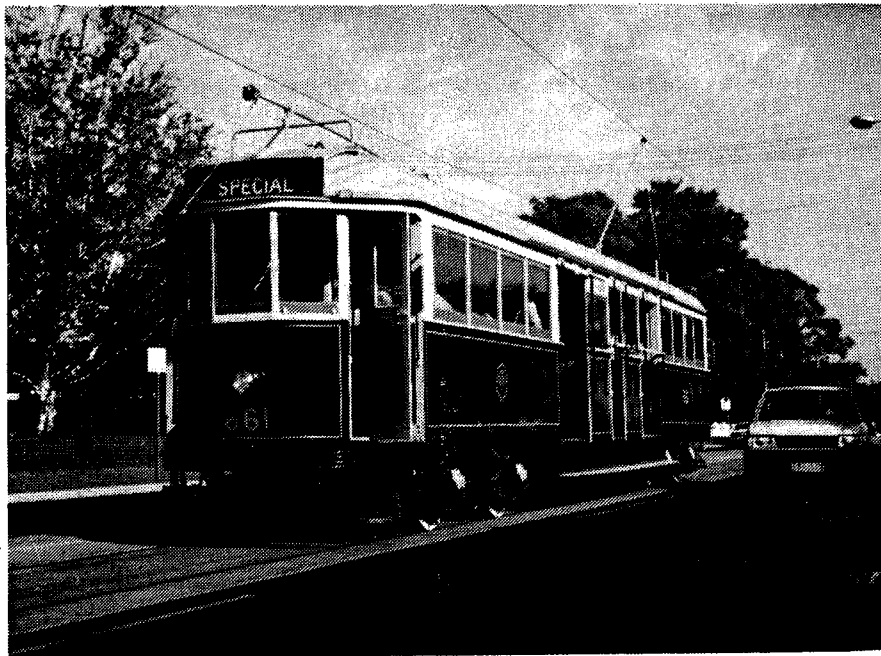
## W3 661 Runs Again in Melbourne cont.

This tour left Hawthorn depot at 8.40 am. It travelled to Malvern depot, Batman Ave, Lonsdale St, East Burwood, Caulfield siding, Carnegie, Victoria Parade, Bourke St, Showgrounds, West Maribyrnong, Footscray and Essendon football ground.

Our Engineer made regular checks on the car, particularly for brake adjustments and changing over brake blocks. Spare brake blocks were stored under a centre section seat.

Yapper Tours showed themselves to very competent in arranging and managing the outings. Strict guidelines were required of participants in that no alcohol or food was to be consumed on the car and no tampering with equipment would be permitted. That these directions were made and adhered to have paved the way for further excursions with Yapper Tours of an even more unusual nature to occur in the future, finances permitting.

It was purely by a happy coincidence that tour tours were held in the twentieth anniversary year of the W3's withdrawal from regular service.



W3 661 Cotham Road Kew, 29.4.89

Photo: William F. Scott

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## Tram 661

The proposed tour using the Society W3 tram, No. 661 has been postponed until later in the year. This was decided after it became apparent that 661 will be remaining in Melbourne for a while yet. A date will be probably be given in the September issue of Fares Please!. It is also likely that other tours will be run using this car by Yapper Tours during the summer daylight saving period.

## Membership Renewals

Membership Renewals were posted out during late June. The membership fee was retained at \$10.00, despite cost increases. The Treasurer and Membership Officer would appreciate it if you are able to complete the form and send in your renewal as soon as possible. Thanks to those members who have already done so. If you have lost your form, or did not receive one, please let us know.

## Splish Splash

A great name for a song. Well your right. Board member Gary Wood and the 'Shyboys' band have made it to number 15 on the 3BA Top 40 with the release of their first record. Gary plays Bass Guitar and the band, which has a 50's style about it, is doing well for bookings. We congratulate the 'Shyboys' and Gary on their success and hope they continue on the musical road to prominence. By the way, we are selling it, and can be purchased for \$4.00 plus \$1.00 postage through the Sales Department.

## School Holidays

The trams ran every day from Saturday 24 June to Sunday 9 July inclusive for the Victorian School Holidays. The winter weather was not kind and the passenger traffic was reasonable in the circumstances. Thanks to our traffic crews who helped over this period.

## Visitors

Ron White, a long time member of the Adelaide Tramway Museum spent a weekend with us in late July. Ron thoroughly enjoyed his time in Ballarat at both the tramway and Members House at Bungaree.

Ron Fluck, another long time member, and who is now Site Manager for the Adelaide Port Dock Railway Museum visited during a non-operational day in early June. Some of the trams were run out for Ron, who is an old Ballarat Resident.

Dud Bunker, the operator of the Victor Harbour Horse Tramway called in recently. He was quite interested in the restoration of the Horse Tram, and is able to assist us on a few of the fittings we are missing.

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## 8. Fares Please!

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### Passenger Loss

For years, we had a regular passenger, Mr. Alf Nicholson, who travelled a single journey on our trams on his way to the Golf club. We have just learned of his death recently and he will be missed. He was the brother of Sir Arthur Nicholson, the Mayor of Ballarat at the time the re-opening of our tramway back in 1976.

Alf Nicholson was a good humoured man who took delight in travelling on the tram and talking to the passengers. He was always keen to offer comments on the local environment and Council political issues in his whimsical manner. He must have been a character at the Golf Club.

### 50th Anniversary

The 50th Anniversary of the Seashore Trolley Museum at Kennebunkport, Massachusetts celebrated its 50th anniversary on the 4th July. The Seashore Trolley Museum was the first tramway museum formed in the world, and rightly deserves our congratulations for having lead the way and celebrating its 50th year. We receive their magazine at the depot, and it makes fascinating reading. While it is a very large operation compared to us, it has many problems of a similar nature.

### Cat vs. Mouse

Visitors to the depot often asked about our three legged cat. It may look slow as it ambles up the visitors looking for a pat. But when it comes to chasing a mouse, it is still quite quick, as was recently demonstrated. A mouse was detected in the bottom of an empty garbage bin, having fallen in. When it was emptied out outside the depot, the cat gave immediate chase as the mouse ran back inside the depot again. After doing a three legged slide along the gravel floor, the cat pounced on the mouse as it tried to hide behind some controllers. The mouse did not last too long after that.

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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:-

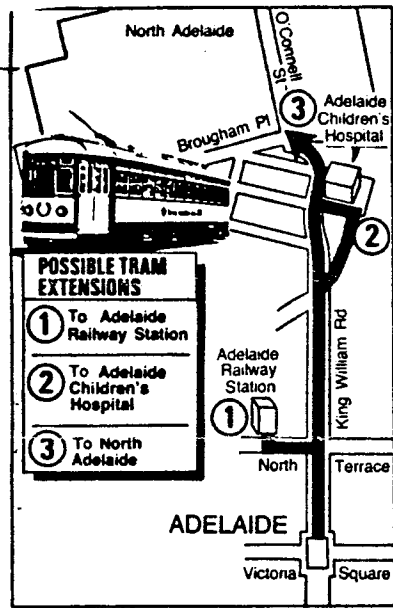
The Secretary  
Ballarat Tramway Preservation Society Ltd.  
P.O.Box 632  
Ballarat Vic. 3350                      Phone (053) 34 1580

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Adelaide Advertiser  
 Tuesday, April 25, 1989

# New options for extending tramline



By Political Reporter  
**MARK BATISTICH**

The Glenelg tramline could be extended to the Adelaide Railway Station, the Adelaide Children's Hospital — or through North Adelaide.

These are three possibilities being considered by the State Transport Authority among proposals to revamp Adelaide's public transport system.

The STA general manager, Mr John Brown, says that if the tramway ideas prove feasible they and other proposals may be put to the State Government for approval within 12 to 18 months.

An extension of the Glenelg tramline from Victoria Sq, along King William St to Adelaide Oval, was one of the recommendations of the

Fielding Report into Adelaide's public transport system.

Under the latest options, the tramline could:

**EXTEND** to the Adelaide Railway Station, enabling the STA to abolish the Beeline bus service.

**LOOP** around or near the Adelaide Children's Hospital, (shortly to become part of the Adelaide Medical Centre for Women and Children), to allow trams to return to the city centre without the need for a King William Rd terminus which would impede traffic.

**CONTINUE** down King William Rd and through North Adelaide, possibly connecting with the STA's Port Adelaide and Gawler railways just outside the parklands.

It is possible all three proposals could go ahead simultaneously.

"Assuming all three are feasible, my gut feeling is the one to North Adelaide — because it services the residential areas — would be the one to go for," Mr Brown said.

He said the STA had not determined what route the tramline could take once it entered North Adelaide.

But the only major routes through the centre of North Adelaide are O'Connell St and Jeffcott St.

The line could go to Barton Tce and then head west through the parklands to the Gawler and Port Adelaide train lines; could terminate at Barton Tce; or form a loop through North Adelaide streets.

Mr Brown said the North Adelaide extension had considerable merit, although detailed costing and feasibility studies would be needed.

"But, intuitively, it does seem to be the right thing to do to go as far into North Adelaide as we possibly can without upsetting the main thoroughfares," he said.

Mr Brown said North Adelaide commuters used buses which serviced the northern or north-eastern suburbs, so they often were crowded by the time they reached North Adelaide on their journey into the city.

A tramline extension would give North Adelaide commuters their own transport and northern suburbs commuters would have more room on buses.

The precise route of the loop near

or around the AMCWC had not been determined, but trams could turn right from King William Rd into Kermode St, then right again into Sir Edwin Smith Av and return to the city.

The Adelaide City Council's city manager, Mr Michael Llewellyn-Smith, said he was waiting for the Government to establish a working party with the council to consider the extension.

The Lord Mayor, Mr Condous, was not available for comment, but has said the tramline should be extended along O'Connell St to Barton Tce, North Adelaide.

A spokesman for the Transport Minister, Mr Blevins, said the formation of a working party to look at the feasibility of the Fielding Report's Adelaide Oval proposal was imminent.