

FARES PLEASE!

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November 1989

W3 Tram Tour - Sat. Dec. 9

The BTPS is having a tram tour. One of an occasional series. We will be using our tram, 661, which is currently having a sabbatical on the more sophisticated routes of Melbourne.

It is intended to cover the termini of the Glenhuntly Depot routes, which will naturally involve much turning through the unique Balaclava Junction. We will then proceed to St. Kilda Beach where we follow the "proper" Route 55 to West Coburg, returning via Victoria, Swanston Sts., via "The New" Curve into Batman Are. and via Route 77. Then with a bit of inspired shunting we will return to Malvern via the reserved track in Dandenong Rd.

Departure from Malvern is a rather early 10.30am (One of the drivers has another tour later that day) with a return to Malvern about four hours later. If there is time we may have time to raid Acland St., at St. Kilda Beach Terminus for some refreshment.

Cost: \$20.00
Date: Sat. Dec 9, 1989.

For details, queries and bookings contact:
Warren Doubleday 376 6882
Peter Winspur 699 2631
Chris Jacobson 689 2602

Members Entertainment Meeting

A Members Entertainment Meeting will be held on Tuesday, 28th November, 1989 at 7.45pm. The venue will be the Steamrail Rooms, 4th Floor, Commerce House, 328 Flinders Street, Melbourne, which is opposite the cobblestone driveway that leads to Platform 1 West. Slides of our works at Ballarat and some railway movies will be shown.

The front doors of the building usually remain open until 8pm but should you be locked out, telephone 629 1786, let it ring 3 times, then hang up and someone will come down to let you in.

Annual General Meeting

The meeting was held at the Tram Depot on Sunday, 15th October and was a pleasant occasion at which 25 members attended to hear reports and vote for acceptance of them. Carolyn Dean spoke on the financial position of the Society and highlighted the overall increase in Sales and Traffic revenue. As Warren Doubleday spoke the usual Ballarat rainstorm arrived and drowned out his words as it roared down on the iron roof. Warren spoke on the maintenance of the fleet and the restoration progress on

News of the Ballarat Tramway
Preservation Society Limited.

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the horse tram. Richard Gilbert spoke, in better weather conditions, on the effect advertising has on patronage and detailed the various initiatives undertaken in this area. The W3 tram is currently in Melbourne and we expect a number of charters will be run in the summer period. Peter Winspur followed on with comments on advertising and member support in operating the tramway. He also reported on the overhead wiring in his position as Overhead Superintendent.

Frank Hanrahan declared the Board of Management elected as there was no requirement for an election and Richard Gilbert spoke on being elected to the position of President. Frank replied saying that he had enjoyed his time in the position, which went back to 1976, and said that work commitments had caused him to relinquish the position this year. Neville Gower made a speech reminiscing the years with Frank as President and thanked him for all his work. The members responded with acclamation. Frank will hold the position of Immediate Past President.

After some general interest questions during General Business the members adjourned for the seemingly obligatory tram ride, in No.38, then returned to the depot for afternoon tea.

Teddy Bears Picnic

As part of Children's Week the Ballarat Children's Home organised a Teddy Bears Picnic in the Botanic Gardens on Sunday,

29th October. The Society was asked by the organisers if we could provide some sort of rides for the children and it was decided to operate a special tram to provide 'free' rides for one hour after the lunch break. 'Kidspace' of the Central Square shopping mall provided a large bear and this proved a popular attraction to the children. Peter Walker and Phillip Bertram ably crewed the tram which ran from 2pm to 3pm. It was a fine spring day and as a number of Society members turned up it was decided to run maximum traction tram No.40 on the scheduled public service. This was changed over for No.26, our popular California combination tram at 4pm.

Bicycle Chaos

The 'Sun' Round Victoria Bicycle Race stopped overnight in Ballarat on Sunday, 22nd October. The finish of the event at Lake Wendouree on this day caused chaos to our operation as the race organisers took over Wendouree Parade. Despite assurances from them that the whole thing would be orderly, the police closed down our operation saying that the organisers had shown a lack of ability to plan for other users of the gardens and a total lack of regard in consulting the 'tramways'. We were therefore forced to suspend our operation for one and quarter hours which cost us an estimated \$100 in lost revenue. The Society Board intends pursuing some sort of recompense from the race organisers.

Geelong Bogie Cars - R.Lillburn

Geelong received its bogie trams after Bendigo and Ballarat as a result of a State Government decision not to abandon the Geelong system in 1947. Thus Geelong was the last City in Australia to operate single truck cars only, with the exception of the isolated Footscray system.

Being last, Geelong never received any bogie cars with K36 controllers as those remaining in 1945-46 were allocated to Ballarat and Bendigo. When the respective foreman from Ballarat and Bendigo inspected the stored C class cars at Malvern and Brunswick depots, the decision on what was the most suitable cars was made on the electrical equipment, i.e. cars having K36JR controllers with line breakers.

Tram 118 was first bogie received at Geelong. It was given an overhaul and painted prior to entering service as Geelong 31.

The first trials of the car took place on the North Route and all went well till the return trip from North, when the car approached the corner of Melbourne Road and Glenleith Ave. It was found that 31 could not negotiate the curve due to an overhanging shop veranda. As the curves were laid out for single truck cars the outer rail of the up track was at the gutter. Quite O.K. for single truck operation, but of no use for bogie operation.

A very hasty conference ensued and as luck would have it, a single truck north bound car was approaching on the down track. Luckily an inspector was on the down car, and after

consultation with the superintendent, it was decided to bang road (i.e. on the wrong side of the road) 31 on the up track, to the end of the double track. The car then proceeded to North terminus where it was left till 11.30pm and then was driven back to the points outside Nth Geelong Station. After unspringing the points, it proceeded bang road to the crossover in Glenleith Ave and then finally back to the depot.

Bogie cars were then not permitted to operate on the Belmont-North route till the SEC relaid the offending curves to permit bogie operation. Bogie cars were permitted to run Station - Belmont, West. Newtown as required. The SEC had to compensate the shop owner due to the request that the veranda be cut back, a feature which can be seen to this day.

Bogie cars saw service originally on the East-Chilwell route, thence North-Belmont after works on the curves was completed. After the Chilwell route was truncated to the Beach or Station in 1952, trams ran as required to meet all incoming and departing trains, (there was always a tram to meet trains at the station - sometime 2 or 3. Bogies then ran the base service East-West route and there was also a table in the morning and afternoon using a bogie for school children on the Newtown line.

The writer would like to know if bogies ever ran Eastern Park, except for the charter of car 39 on 2.4.55 which did run to Eastern Park. It has been suggested that 31 did trials over the whole system including

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Eastern Park, but he would be interested to know if any reader could confirm this.

Car 39 was converted for one man operation in 1953, but continued to be used as a two man car owing to union opposition.

When 31 was first track tested in the depot, an unforeseen incident arose. 31 still retained its MMTB pole hooks and there was a little drama when the leading pole of 31 contacted the high metal destination box of a Pengelley car which also had one pole on the wire. As one shedman recalls, the Pengelley lit up like Luna Park, causing a double pole short circuit and temporary loss of power. To overcome this problem the alternatives were to reverse the hooks on the roof of 31, centre the hook to be compatible with the positioning of the Pengelley hooks and extend the hook by 12 inches giving Geelong bogies the Adelaide look. Geelong poles were longer also than their MMTB counterparts. The method of tying the ropes was also different. Ropes being tensioned with the pole down by placing the rope under a spring loaded hook at the bottom of the apron.

When 31 commenced service, there was keen competition by traffic staff wanting to do a shift on it, but the shed staff took a different view, bogies were generally known as @#%&* of a car with many more expletives deleted. Tram 37 on one occasion broke a side frame, no further comment there!!

The colour scheme on cars 31 - 36 was the most complex on any provincial tram in Vic. including VR trams. Each car

varied in the finish. 31 had varnished cab ceilings, 32 - 36 cab ceilings and return ends white. 31 also had rubber grummets attached under the barrier rails to stop noise when lowering rails. When 31-35 entered service, the cars ran with barrier rails as per MMTB. These were altered to Geelong style in 1951-52, i.e. single barrier rails for outer ends of smoker entrances and a double rail covering the inner entrances of smoker section. Bogies 31-36 received green sashes during the 1952 repaints instead of the previously SEC cream as did bogie 39 in 1955. Car 39 was the last bogie car to be re-painted in July 1955.

When MMTB 37 and 38 were prepared for delivery to Geelong, 37 was found to have a CP27 compressor. It was exchanged for a DH11 compressor and as a result MMTB' 38 was delivered to Geelong first and became Geelong 37. MMTB 37 then by its delivery became Geelong 38. It was the intention however that when MMTB 37-40 went to Geelong they were to be delivered in numerical sequence. As a result MMTB 39, and 40 ran after overhaul as Geelong 39 and 40.

40 prior to going to Preston Workshops was stored for years in front of 164 at Malvern. There were many missing fittings which had to be scrounged from stores even before 40 was transported from Malvern to Preston. When 40 arrived in Geelong it was in so bad a condition the shed foreman was heard to exclaim "what the hell as we going to do with it?" Anyway after overhaul, 40 was the finest car that ever ran there. During its 1955 overhaul, 40 received a brand new set of gears and pinions, it was a delight to hear it on a quite evening in

Moorabool St (music to the writer's ears) you could hear it all over Geelong as the saying goes.

To drive a bogie car into the paint shop was a complicated manoeuvre. The traverser was only long enough for a single truck car. For a bogie car, the leading truck was driven onto the traverser, then the traverser aligned for the paint shop, the tram driven forward a quarter of a car length, the traverser lined up for the back truck, car powered to have the rear truck onto the traverser, traverser aligned once again for the paint shop, and finally the car was able to be driven into the paint shop. (Sounds horrible! ed.)

Cars 31-35, 37 received Zebra stripes and canopy lights circa 1954-55 as a result of motor vehicle accidents on the North route beyond the gas works.

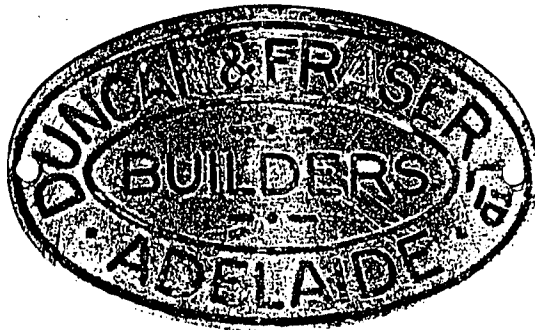
Tram 40 was the only bogie ever to run in Geelong 1951-55 with all its ex MMTB varnish and numbers internally. It was very dark inside. During its 1954 overhaul it was fully stripped except the veneer

panelling on the ceiling which had its scroll and lining, reminders of early days. For some reason, not known to the writer all Geelong bogies had the MMTB barn cabin doors replaced by outward swinging Pengeley type doors.

During the last days of Geelong trams one or two bogies were removed to Bendigo prior to closure. The union strongly objected to running single truck cars and no more transfers were effected till after closure.

All Geelong bogies had weld marks across the top of the bumper bars to give shedmen a grip on their footwear when washing down.

This is by no means a full history on bogie car operations in Geelong, I most humbly apologize for errors. Anyone with photographs or further information on Geelong trams, Bob Lilburn would be pleased to hear from you. His address is 4 Mitchell Court, Bacchus Marsh Vic 3340, phone 053 671 708. Negatives or photographs will be copied.



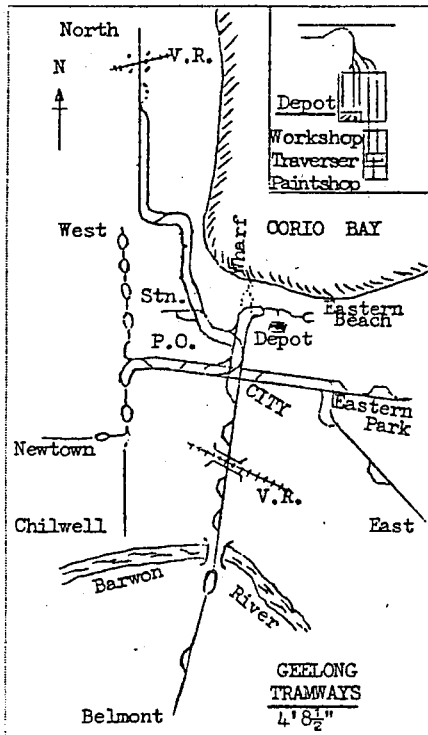
Duncan & Fraser
Builders Plate
from No. 31

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Geelong Bogie Trams - summary of car roster

Geelong No.	Original Melb. No.	Disposal to	Comments
31	N 118	Scrapped 1956	First bogie in Geelong 1947
32	N 122	To Bendigo, as No. 3,	now as Melbourne 122
33	N 120	To Bendigo, as No. 4	
34	N 126	To Bendigo, as No. 2	
35	N 119	To Bendigo, as No. 1	
36	C 36	To Bendigo, as No. 5	
37	E 38	To Ballarat, as 42.	Body sold 1971
38	E 37	Scrapped 1956	
39	E 39	To Ballarat, as 41.	To Horsham 1971
40	E 40	To Ballarat, as 43.	To Newtown 1971, Bylands 1987.

Nos. 31 - 34 to Geelong in 1947, 35 - 36 in 1948, 37-40 in 1951.



Traffic Matters

In August 466 passengers were carried which was 124 higher than August the previous year and in September 1161 were carried which was 185 less than September the previous year. The trams were run for the School Holidays from Saturday, 23rd September to Sunday, 8th October. There were 1159 passengers carried on the weekdays which was 310 more than in the same period last year. The best weekday was Melbourne Show Day, 28th September when 177 passengers were carried.

On Monday, 25th September a motor car collided with an S.E.C. pole in Wendouree Parade near the St. Aidans Drive end of the line which caused the S.E.C. wires and our bracket arm and wires to come down. The S.E.C. replaced the pole and attached the bracket and our wiring and we had a truncated service operating during the afternoon. A special thanks is made here to the S.E.C. crews who were very co-operative and helpful to our situation. Flood waters from Lake Wendouree had also flooded this end of the line which made the job for the S.E.C. difficult and was part of the reason our service was truncated. The flooding by the lake has been a particular problem throughout this winter.

David Frost operated the service on Melbourne Cup Day which was greatly appreciated as we had difficulty in finding someone who was available.

We are looking for a driver to operate the service on

Christmas Day. This is usually operated from 1pm as a lot of tourists are in Ballarat at this time and are looking for something to do, at a time when most things are closed. If you can help, contact Peter Winspur. Andrew Cox has joined us as a Tram Conductor and we welcome him to our roster.

Postage Stamp Display

The Australian Post Office has released a series of five different stamps depicting trams of Australia. These are the normal 41c stamps. As part of the launching campaign our Society was asked by the Ballarat Postal staff to provide a tramway display at the Post Office. David Macartney arranged the display which ran for a couple of weeks during October. We supplied a cashbag, S.E.C. tickets, a uniform cap, ticket punch and a collection of tramway photographs. The staff at the Post Office were delighted and received a lot of comment from the public.

Museums Conference

Our Engineering Manager, Warren Doubleday, attended on behalf of the Society, the Museums Association of Australia's recent conference held at Melbourne University. The theme of the conference was "Museums Towards Tomorrow". The conference was attended by both professional and volunteer Museum managers and workers. Warren presented a paper at the conference titled "Will Today's 'Hands-On' Operating Museum still be with us Tomorrow",

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which examined the problems of Museums such as the Ballarat Tramway, and will they survive in an operating condition in the long term. He was disappointed at the representation at the conference from other operating transport museums. The Society was the sole representative of this now vast area, except for a number of representatives from Maritime Museums, which was quite were represented.

At the Depot

The reconstruction of the Horse Tram continues, with Dave Macartney presently fitting the windows into the saloon. Each window has to be individually fitted to enable it to slide up and down easily. Warren and Andrew Cox continue to work on the steps and the draw gear and coupler. To form a non-skid surface in the steel step, holes have been drilled at regular intervals, and then punched upwards after heating to form a dimple.

Another minor, but important item recently made up for the Horse Tram was the hanger castings for the bell strap. The original of these was loaned to us by Doug Bunker of Victor Harbor Horse Trams. These have the initials of Duncan and Frazer incorporated into the casting. Our thanks to Doug.

Work on the drop centre floor of No. 39 has been carried out recently by our staff. The floor was badly distorted at the various joints and a section also required replacement due to its very poor condition. After sanding to remove the worst of the ridges, ply was laid and this is currently being covered with malthoid.

Staff Changes

After four and a half years with us, Jackie Edwards has moved on to a full time job. Jackie started in Feb. 1985, when paid employment commenced in the restoration area, and has been part of the team on a full-time or part-time basis ever since. She has put in over 2500 hours of effort.

Never one to shirk a challenge, she would often take on jobs that others would avoid. She once painted three floors in a day, two single truck's and a bogie.

Jackie's place on the team has been taken by long time BTPS member Barry McCandlish. Let's hope Jackie remains a regular visitor to the depot, where her bright personality and ready smile have won her many friends and admirers.

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 pleased contact:-

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