

3(7)

ITEM NO.
CONFERENCE

1957 Conference Item No.	Action to be Taken	Action By	Results	Remarks
8(d)	Works Division to prepare a list of the stationary and slow moving permanent way and overhead items at present held by the Bendigo store, and forward it to that Branch with recommendations regarding disposal.	Works Division	This has been done.	
	Upon receipt from Works Division of the above list, Bendigo to inform Works Division of their agreement or otherwise with the proposed arrangements regarding disposal.	Bendigo	This has been done.	
8(e)	Works Division to write to M. & M.T.B. thanking them for their offer of two Birney tramcars and stating that the Commission is not interested in purchasing either tramcar.	Works Division	This has been done.	

Item No.	Item	Raised By	Details	Notes
1.	<u>RESUME OF ITEMS DISCUSSED AT PREVIOUS CONFERENCE</u> (c) Availability of special works. (d) Availability of rail.	Works Division Works Division Works Division Works Division	<p>A discussion of these items should take place only if members consider that the summary does not adequately cover the matter. Some items have been brought forward for further discussion and these, listed below, appear later on the agenda. However, any other item may be raised if desired.</p> <p>(a) Trolley pole cords - Agenda Item No. 7(d). (b) Insitu hardness testing of rails, tyres and brake shoes - Agenda Item No. 4(a). (c) Experimental alterations to wheel flange profiles Agenda Item No. 4(a). (d) Brake blocks - Agenda Item No. 4(b) (e) Reduction of tramcar painting - Agenda Item No. 5(a). (f) Bendigo road rollers - Agenda Item No. 6(a).</p>	
2.	<u>MAINTENANCE - PRESENT AND FUTURE POLICIES</u>	Works Division	An examination of maintenance policies.	
3.	<u>TRACKS</u> (a) Maintenance - general (b) Brake blocks (b) Maintenance - special works.	Ballarat Works Division Ballarat	<p>Involving the alteration of wheel flange profiles to help compensate for excessive rail head wear.</p> <p>In view of the official Government reply to the recent petition regarding the future of the Ballarat tramways, time is considered opportune to discuss the inevitable increased annual expenditure on track maintenance, if reasonably-safe working is to be maintained indefinitely under present operating conditions.</p> <p>Replacement methods were considered.</p> <p>Ballarat will outline the difficulties being experienced owing to the implementation of the Departmental directive dated 9th May, 1957, that "works and supplies should be based only on a period of, say, twelve months ahead."</p>	

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3.	<u>TRACKS (Cont'd.)</u> (c) Availability of special works. (d) Availability of rail.	Works Division Works Division	Geelong to supply information of all special work in that city that is reclaimable and could possibly be used in Ballarat or Bendigo. 2,000 ft. of 90 lb. BSS. No. 1 grooved tramrail ex High Street, Belmont, has been stored at the North Geelong depot for use by the Branches as and when required. Information on the proposed usage rates of this rail is requested.	<i>Geelong to supply costs to excavate special work.</i>
4.	<u>TRUCK MAINTENANCE</u> (a) Tyres (b) Brake blocks	Works Division Works Division	Ballarat to report any information further to that supplied to the 1957 conference on insitu hardness tests of tyres, brake blocks and rails. Ballarat to report results to date, of experiments involving the alteration of wheel flange profiles to help compensate for excessive rail head wear. Bendigo to report on any results of similar experiments carried out in that Branch. At the last conference, Bendigo expressed concern that, although their brake blocks are received from the same foundry as Ballarat's, their life is considerably less. Replacement methods were compared, and Bendigo is requested to report on current mileage figures. Ballarat to supply the most up to date figures available, for comparison.	

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4.	<u>TRUCK MAINTENANCE</u> (Cont'd.)			
	(c) Undercarriages - Horn stay keeps.	Ballarat	Ballarat requests experiences of other Branches regarding fractured side frames on Brush 22E undercarriages. During the past twelve months, three maximum traction tramcars have returned to the depot with fractured side frames. Initially, track deficiencies were considered to be the cause, but on further investigation it was found that the original horn stay keeps (on cars which had averaged 250,000 miles), had become excessively worn. By slightly amending the design of the keeps from flat section to angle section, no further side frame fractures have occurred.	
	(d) Bearing packings.	Ballarat	Ballarat requests experiences of other tramway systems concerning usages of various bearing packing materials. They have been advised by the Purchasing Officer that "Perfection" packing is no longer available and skeins of Onkaparinga wool have been supplied as a substitute. This packing is required for armature, axle and suspension bearings, and wool alone is ineffective without the addition of cotton and long horsehair, to give it resilience.	
	(e) Air compressors.	Bendigo	Six tramcars at Bendigo are fitted with G.E. CP27 air compressors. These are becoming worn and are liable to breakdown. As no spares are held at Bendigo it is desired to know whether any spares are held elsewhere.	
	(f) Renewable cups and inserts for brake gear.	Works Division	It appears that certain sizes of these items will have to be re-ordered within the next 12 months. Would both Branches please supply details of existing stock holdings of all sizes and estimated times that these stocks will last? In the interests of economy it is proposed that a co-ordinated order be placed on Works Division for as many of the items as possible at the one time.	

Item No.	Item	Raised By	Details	Notes
5.	<u>CAR BODY MAINTENANCE</u>			
	(a) Reduction in tramcar painting.	Works Division	Branches to report on the effects, to date, of reducing the painting of tramcars by 50%, in accordance with the Departmental directive of approximately 12 months ago. What will be the results if this policy is continued indefinitely?	
	(b) Weather blinds.	Bendigo	Weather blinds on many of the Bendigo cars are deteriorating badly and are in need of replacement. This would cost approximately £200 excluding cost of installation, for the full fleet of 11 maximum traction cars. How far should Bendigo go in deferring such expenditure?	
	(c) Accident repairs.	Ballarat	Ballarat request guidance on repairing damage to tramcars. For example, recently No. 28 single truck tramcar was involved in a "rear-on" collision with another tram whilst stationary. To restore No. 28 to its former condition was estimated to cost £49, but to effect only essential repairs to make the car "roadworthy" was estimated at £12. Views of members are sought as to which course should be adopted.	
6.	<u>PLANT AND EQUIPMENT</u>			
	(a) Road rollers at Bendigo.	Works Division	Further to 1957 conference Agenda Item No. 7(a), Bendigo to report on current position concerning the Jelbart and McDonald road rollers, with a view to declaring one of these surplus to requirements.	

Item No.	Item	Raised By	Details	Notes						
7.	<u>GENERAL</u>									
	(a) Electrolysis	Works Division	Ballarat to report, for the information of conference members, on the troubles recently experienced and attributed to electrolysis, concerning the corrosion of water pipes in the vicinity of the Ballarat Base Hospital.							
	(b) Molybdenum disulphide lubricants.	Works Division	Branches to report on experiments concerning the use of Molybond Grease GA10 on tramcars, etc.							
	(c) Traction lamps.	Works Division	<p>A stores standardization sub-committee will shortly be considering "Lamps, Electrical." From information held at Richmond, the following are the tramways requirements of types of traction lamps:-</p> <table><tr><td>Lamp - B.C. I.F. 40 watt</td><td rowspan="5">} 100 volt, gas filled, rough service.</td></tr><tr><td>" - B.C. Clear, 60 watt</td></tr><tr><td>" - B.C. I.F. 60 watt</td></tr><tr><td>" - E.S. I.F. 60 watt</td></tr><tr><td>" - E.S. Clear, 60 watt</td></tr></table> <p>Is this list complete and satisfactory?</p>	Lamp - B.C. I.F. 40 watt	} 100 volt, gas filled, rough service.	" - B.C. Clear, 60 watt	" - B.C. I.F. 60 watt	" - E.S. I.F. 60 watt	" - E.S. Clear, 60 watt	<p>100 v. 60 W. Gas filled. clear of pearl Traction L.S. all units in fact.</p>
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" - E.S. I.F. 60 watt										
" - E.S. Clear, 60 watt										
	(d) Trolley pole cords.	Works Division	Further to Item 1(a) of 1957 conference agenda, Branches to report results of any further experiments and/or results with different types of trolley pole cords.							
	(e) General discussion	Works Division	Members are invited to raise any question or other matter that may be of general interest, which has not been included in the agenda.							