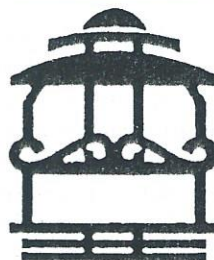


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria
Incorporated

New Series No.175

September 2005

Annual General Meeting

This was held on Saturday 27th August 2005, at Hawthorn tram depot. Some 17 members and guests were in attendance for the meeting.

In accordance with the Rules of the Society, at the close of nominations the following nominations had been received:-

Chairman	-	Russell Jones
Deputy Chairman	-	Andrew Hall
Ordinary board Members (3)	-	Michael Fedor
		William Fedor
		Shane Moore

K. L. Pariossien & Associates were reappointed as our auditors for the forthcoming year. The final item of business raised was a motion placed by Secretary Graham Jordan to the effect that Russell Jones (Chairman) be elected to the position of an Honorary Life Member of the Society, in recognition to his service and ongoing generous financial contribution to the Society and museum activities. This was unanimously carried by all those present.

Following the formalities of the meeting light refreshments were served, followed by a showing of a very interesting and unique collection of slides from the Society's archives, rekindling many fond memories of times gone by.

Museum Works

Tram maintenance and restoration works continue at a steady pace at Bylands. Work on the restoration of Q class No 199 to near original condition, by Doug Prosser is being undertaken in the workshop area of the Exhibition Shed. The transformation of the car from its previous works car configuration as 16W, has seen some amazing progress been made in just several months. This has been made just that little bit easier, by the provision of almost a complete car set of spare parts and body fittings from sister cars Nos 193 and No 200, which were stripped by the Society in the early 1970's. Doug has also made some investigations as to the correct original paint colours, for when the time comes to completely repaint the vehicle.

Other tram restoration works continue on Ballarat No 17 by Graham Jordan and 7W by Michael Fedor. Work is now being undertaken on the north end and western side of Ballarat No 17 in preparation for undercoating and repainting. The cream colour has already been applied to the southern end and eastern side of the car. The tramway green colour, apart from the saloon windows, will be applied once all the cream is completed. Some time ago, Graham was able to perfectly match the SEC green with a commercially produced product, and as a result, following a request for assistance, we were able to provide the Ballarat Tramway Museum with the necessary information which will assist with their restoration projects. This information has also been provided to Ian Hanson of the Sydney Tramway Museum, during his recent visit to Bylands, for future use on their two former Ballarat trams being Nos 12 and 37.

External work on 7W has seen all the north end totally stripped back to bare surfaces, repaired where necessary, primed and undercoated. Due to this vehicle spending a greater part of its life outside, including many years at Bylands, the amount of deterioration is unbelievable. Michael is patiently working on this seemingly never-ending minefield, but the end result should be fantastic. Other tram maintenance has seen repairs to the lifeguard of W2 643 completed, and investigations and minor repairs to the trolley bridge of X1 467 undertaken, thus returning both cars to traffic.

Work continues on preparing and detailing Y1 612, including final repairs to the lighting circuits and door motors by Corey Robertson. The internal stanchions and all brass fittings including the tip-over seat handles have been buffed or polished by John Walker. John has also refurbished the controller covers back to their original varnished appearances. Although W2 646 now needs little work to bring it up to traffic condition, due to the limited nature and therefore stretching of our workforce on other works, this has not been prioritised. However, if anyone is interested in assisting us by cleaning out and detailing the car internally, we would appreciate any assistance offered.

Trackwork continues with the final ballasting of D road, by Russell Jones and Tania Ireton, now completed. The alignment of the proposed depot fan area has been measured out with preparations now underway on the final designs of how the proposed fan will look. During August we took delivery of a number of point castings and crossing pieces comprising six sets in total. These units were originally part of the Balaclava junction Grand Union that was replaced during April this year. It is hoped to use a number of these components, plus the better ones already on hand which we acquired several years ago from Malvern depot, to construct the fan, ladder track and connection to the main-line.

Other trackwork works include the tightening of a number of track bolts, which hold the fishplates in the main-line turnout at the Vehicle Maintenance Shed. Several more sleepers have also been replaced in the main-line near the southern terminus. A number of small holes around the site, have also been filled using the spoil from the trackworks.

Ballarat's Tramways Diamond Jubilee - Historical Highlights

On the 15th August 1965, Ballarat celebrated its 60th year of electric tram operation. Although trams had been operating in Ballarat since 1887, it was not until August 1905 that the first electric trams came into service. The Tramway Museum Society of Victoria, hired a bus (Mk III No 543) from the M&MTB (driven by Jim Dowell) to go to Ballarat for the occasion, and to travel over the tramways system in a specially decorated tram.

The bus left Flinders Street at 9.30 am with 30 passengers and arrived in Ballarat at 12 noon after a brief stop at Bacchus Marsh. Upon arrival at Ballarat a further 12 more passengers joined the tour. After lunch the party moved to the tram depot situated in Wendouree Parade, on the north side of Lake Wendouree. Here they were met by Mr Dan Irvine the Depot Foreman, and Mr Les Denmead Acting Departmental Tramways Superintendent who showed them around the depot explaining the different types of trams, some of their history, the system and conditions under which they operate.



Society tour Mk III bus No 543 sits outside the Ballarat tram depot with tram No 18, which was decorated with the appropriate signage to commemorate the event. In between the vehicles, from left to right are Mr L. Denmead (Acting Departmental Tramways Superintendent, SEC), Mr D Irvine (Ballarat Depot Foreman, SEC), Mr J Dowell (MMTB Bus Driver), and Mr T Young (SEC Tram Driver). The depot doors at the rear now grace the front of No 1 depot at Bylands

Photo: G. Bowen

Ballarat's first trams began to operate in December 1887. They were horse drawn, four wheeled, double decked, double ended vehicles with six windows per side in the lower deck and built by Duncan & Fraser of Adelaide. The crews usually worked throughout the day, with 1½ hours off for lunch and 1 hour for dinner, and one day off per month.

The Electric Supply Company of Victoria Ltd bought the franchise of the horse tramways and started operating them with electricity from the 18th August 1905. Duncan and Fraser converted the majority of the horse drawn trams whilst six more were purchased from Sydney. They were 32 feet long, powered by 2 x 30 hp motors and seated approximately 32 passengers. Trams constructed in 1913 for the Sebastopol run (which was the replacement of the last horse drawn tram in Ballarat) were 31 feet long, weighted 10 ½ tons, powered by two motors of 38 hp each and the seating capacity of the tram was 40. One man operation first started in 1913, about the same time that windshields were fitted – to the front of the trams.

In July 1931, the State Electricity Commission of Victoria bought the franchise of the tramways system and work commenced on modernisation in October 1934. In 1930-31 the then operator the ESCo, purchased ten single truck cars from Melbourne to replace those scrapped and withdrawn from service. During 1935 the last of the old types of trams were withdrawn and replaced with five more purchased from Melbourne, four from Geelong (which were originally from Melbourne) and three from Adelaide. During the years 1942-46 because of manpower shortage, 21 conductresses were employed.

In 1945 the first maximum-traction bogie trams arrived from the M&MTB. By 1950 Ballarat had 17 single truck cars and 9 bogie type trams. At the beginning of 1965 the Ballarat tramways tested a tram with the top half of the front apron section painted white, thus increasing reflection of the canopy lights fitted several years before. This trial was a result of the thought it unwise to strengthen the headlight, with resultant glare. The test proved successful and was continued and applied to the remainder of the fleet.

As at August 1965, Ballarat had 26 trams, 10 maximum traction bogie trams, 15 single truck and 1 scrubber car. It takes 17 trams to operate a weekday service and 7 for Saturday and Sunday, and 42 conductor/drivers and 24 conductors.

By the time the TMSV party had looked over the trams and taken photographs, it was 1.30pm and time to board the tram for the tour of the system around Ballarat. The tram used was single truck car No 18, driven by Mr T Young. During the trip, all cross-overs, loops, shunts and terminus were visited or used, along with other places of interest around the city. Although the weather conditions on the day were poor with rain most of the day, it did not dampen the enthusiasm of those present. Arrival back at the depot was at 6.00 PM and after tea boarded the bus for the return journey to Melbourne.

Ballarat No 18 (former MMTB H class No 63) sits on the depot fan of the Wendouree Parade depot before leaving for a tour of the system organised by the TMSV to commemorate the 60th anniversary of electrification of the Ballarat tramways. Following the closure of the Ballarat system, No 18 was donated to the Borough of Sebastopol, but subsequently returned to operation with the Ballarat Tramway Museum in 1982.

Photo: G. Bowen



Working Bees at Bylands

The next working bee at Bylands has been scheduled for Saturday 19th November 2005. We would welcome all possible assistance from members on this day. Never fear that regardless of the weather conditions, there will always be something to do, so do not be deterred. To assist with catering on the day, please register your attendance with Keith Kings on 9808 0971 or Graham Jordan on 9798 6035. Please note that for safety purposes, it is advisable to wear appropriate clothing and footwear. A pair of work gloves would also be useful. Proposed dates for the next working bees at Bylands are Saturday 18th February 2006. **Please mark these dates in your diary.** Your help would be greatly appreciated.

"Wanted" (please)

Not only would we appreciate additional financial assistance, but also physically at Bylands to assist to undertake works around the site and on the traffic roster. However we are also still on the lookout for extra materials and equipment to make our jobs just a little easier. Several times we have placed a request for fencing materials to build or repair or boundary fences., but no response has been forthcoming. We are also in need of old rags for tram cleaning and maintenance purposes. Additionally we are also in need of some conductor's bells, to replace those missing from some of our trams. If you can assist financially or know of someone who can assist us in either of the other matters, please contact the Secretary. Remember all donations over \$2.00 are tax deductible. By financially helping your museum, you are also helping yourself.

In Retrospect - Letter to the Editor

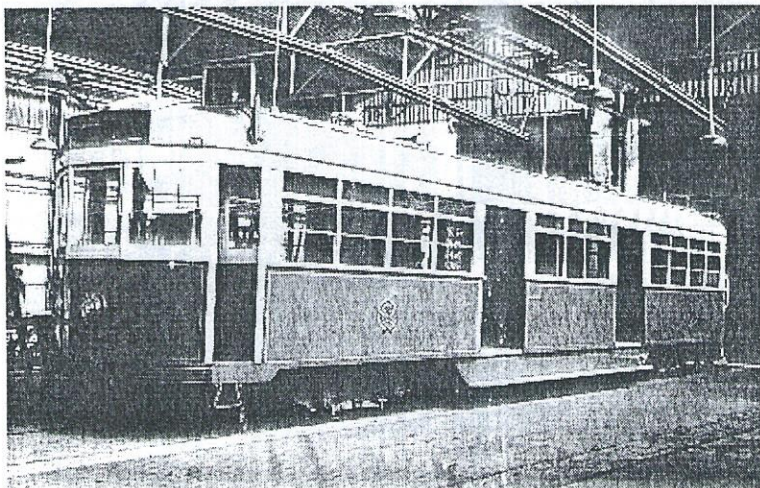
Following Keith King's article on the 50th Anniversary of the opening of the Bourke Street line in the last issue of Running Journal, another of our long time members Norm Cross provided some additional information which is of great interest. We thank Norm for his valuable input.

Notes on 50 years of Bourke Street tramways. As a youngster (in the second decade of my life) at the time, I rode the first southbound tram to the city catching it at Darebin Road. It was W6 985. I returned to east Preston on W7 1016, the following tram. I then rode back to Darebin Road on W7 1011. After I had lunch I returned to High Street to watch the trams. I observed Nos 984 (having raced this tram on my new bike), 988, 1005, 1006, 1010 and 1015. Also No 973 running "Special".

The highest number tram at Preston No 1017 did not run this day, No 1002 was unavailable for service until October, being badly damaged in a rear on collision at Malvern on running in duties. No 1003 was also accident but repaired in time for the Bourke street opening. Nos 1018 and 1019 were operational, but were allocated to Kew Depot in October 1955, never starting at Preston.

Used W6's 971 to 977 were repainted and fitted with resilient wheels for Bourke Street. Due to a fleet shortage unpainted trams SW5 842, SW6's 882 to 886, 925, 928, 938 (resilient wheels), 961, 962, 967 (resilient wheels), 968 (with canopy headlights) and 970 ran on Bourke Street services. Newly painted W2 266 was tested but rejected as unsuitable.

Finally Nos 937, 939, 946, 951, 957, 963, to 966 and 969 were allocated to Preston Depot for Bourke street running, some with resilient wheels. The 800's plus 925 and 928, returned to Collins Street services. I have great memories of these trams.



New trams continued to be constructed in the early 1950's in readiness for the electrification of the Bourke Street lines. On the 12th August 1954, the last W6 to be built No 1000 is seen here in the Paint Shop at Preston Workshops during the finishing stages of production. The tram is sitting on temporary (ex-cable tram) bogies.

Photo: MMTB Official

New Book

To celebrate the Centenary of the electrification of the Ballarat Tramways, the Ballarat Tramway Museum is to soon launch a new book titled "The Golden City and its Tramways", by their own Society's historian Alan Bradley. This book would be a wonderful addition to any enthusiast's collection. A flyer advertising the book with a pre-publication offer, which expires on the 20th September 2005, is enclosed. Although the actual date of the Centenary is the 18th August, the BTM will be holding their celebrations with events to be held in Ballarat over the weekend of the 24th-25th September 2005.

Running Journal is your newsletter. Why not be part of it? We welcome your articles for inclusion. Articles can be sent to the Secretary c/- 38 Piccadilly Crescent, Keysborough 3173 or by e-mail to graleen@hotmail.net.au preferably in Microsoft Word format. Typed or neat handwritten format is also acceptable.

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