

Ballarat Tramway Museum

COTMA 2014 Conference Report

Part 1 – Since the last conference

Tramcars – No. 18 to Preston



Just after the Adelaide conference tram 18, now over 100 years old, made a quick trip to Preston Workshops in October 2012 for wheel profiling on the wheel lathe. Its first visit to Melbourne since it left there in 1931. The tram left on a Monday and returned the following Wednesday.

In an article in the August 2014 issue of Fares Please!, “This is your life 18 and 40”; No. 18 noted that no are more cable trams in Melbourne, but now big bendy trams, no air brakes on trams but they have heating and cooling, lower steps, no trolley poles and that there are something called super stops, because passengers don’t like high steps or steps at all!.

No. 40 remarked “The passengers and crews have gone soft” and that both of them (18 and 40) belonged in a museum, where the passengers seem to like us for being old fashioned!

Reconstruction of ESCo 12



The City of Ballarat enabled 1 for 1 grant funding of \$5000 each during late 2013 for reconstruction of Electric Supply Co tram No. 12. The central section of this tram began its life in North Sydney as a cable trailer. This grant enabled us to restart the work after a few years of hiatus.

Unfortunately at this time we do not have volunteer workers who are to undertake the detailed joinery on this tram. The Museum employed a specialist joiner from a local firm Ludbrookes to undertake the work. He normally makes specialist windows.

They have completed the lower framing on both the saloon sides of the tram, commenced work on one of the driver's bulkhead, fabricated new saloon windows, the open end seats and under seat panels. It is planned for work to recommence later this year.

Repainting No. 13 and repairing 671 bogies.



Tram No. 13, on permanent loan from the Lake Goldsmith Steam Preservation Association had its second repaint under the Museum's care. The work was undertaken during early 2013. The tram sides were spray painted by Bendigo Tramway's painter Les Woodford. The tram was returned to service during October 2013. . It was decorated as the 2013 Christmas tram.

During late 2012, the leaf springs were replaced giving No. 13 a much improved ride.

Another major tramcar project was the remedial work on bogie tram No. 671's No. 9C trucks. This involved some heavy engineering work to straighten the leaf spring supports and other repairs. This work was undertaken at United Group's workshops in Ballarat at a very low cost. They normally rebuild the similar No. 15 trucks of Melbourne's W class tramcars.

This meant for the first time, the Museum had all its 13 operable trams actually operable. During August 2014, No. 18 was withdrawn from service and work to overhaul the truck, motors was commenced. The work will involve a repaint of the tram as well.

