

BALLARAT TRAMWAY  
PRESERVATION SOCIETY  
LIMITED

Box 632, P.O., Ballarat, Victoria, 3350

8th April, 1986.

Dear Sir,

The Ballarat Tramway Preservation Society Limited is seeking financial assistance or sponsorship for the restoration of Ballarat's **Horse Tram No.1**. A copy of our project submission is enclosed.

The Society is seeking a total sum of \$53,000, from both government and private sources. This will enable the society to employ a restoration team in order to complete the project in time for the centenary of the Ballarat Tramways and the entry into service of **Horse Tram No.1**, in December, 1887.

If your Trust is able to assist in this project, the Society would, in return, be able to offer advertising space, in conjunction with other sponsors, for an agreed term.

The Society would be grateful if you could examine the submission and advise the Secretary, at your earliest convenience, if you are able to assist with this project.

If you require any further details, please contact the Society at the above address or by telephone on:-

President (053) 39 1147  
Depot (053) 34 1580.

Yours faithfully,

Frank Hanrahan.  
PRESIDENT

BALLARAT VINTAGE TRAMWAY

# BALLARAT VINTAGE TRAMWAY

HORSE TRAM No. 1  
RESTORATION PROJECT



1.0 INTRODUCTION

In December 1887, a Horse Tramway commenced operation to serve the people living in the post Gold Rush town of Ballarat. The system consisted of three routes and nineteen trams. The service continued until the First World War when the system was finally electrified. The horse trams were gradually disposed of to various groups and private buyers during the 1920's.

In November, 1985 the Ballarat Tramway Preservation Society acquired for restoration, the body of **Horse Tram No.1**. It is believed that **Horse Tram No.1** is the sole survivor of the Ballarat Horse Tramway fleet.

In order to celebrate the centenary in December 1987, of the opening of the Ballarat Horse Tramway, the Society has embarked on a project to restore **Horse Tram No.1** to operational standard.

The Society believes that it is important to complete this project in time for the centenary. To do this within the framework of a purely voluntary organisation would not be possible, so the Society has decided to embark on a sponsored, full time project.

Donations to the Society are fully tax deductible and the Society would also enter into promotional agreements with the various sponsors if required.

This submission will briefly introduce you to the Ballarat Tramways and explain the **Horse Tram No.1** restoration project.

2.0 THE BALLARAT HORSE TRAM SERVICE

**Horse Tram No.1** was one of fifteen similar cars built in 1887 to begin Ballarat's horse tram service. The cars were built in Adelaide by the firm Duncan and Fraser, then dismantled and sent across to Ballarat, where they were re-assembled.

The Ballaarat Tramway Company's horse tram service was officially opened on December 21, 1887 and regular services commenced on Boxing Day, 1887. Horse car lines radiated around the prosperous gold mining town of Ballarat.

The cars were open top double deckers seating 44 (22 on each deck), with a spiral staircase at each end. They were usually pulled by two horses with an extra horse often being used to help the cars up the hill in Sturt Street between Grenville and Lydiard Streets. The cars were licensed to carry 46, but often 80 people or more were packed on board, thus placing a tremendous burden on the horses. Horse tram operation was also hard on the traffic staff, who worked long hours in all types of weather, standing on an open platform.

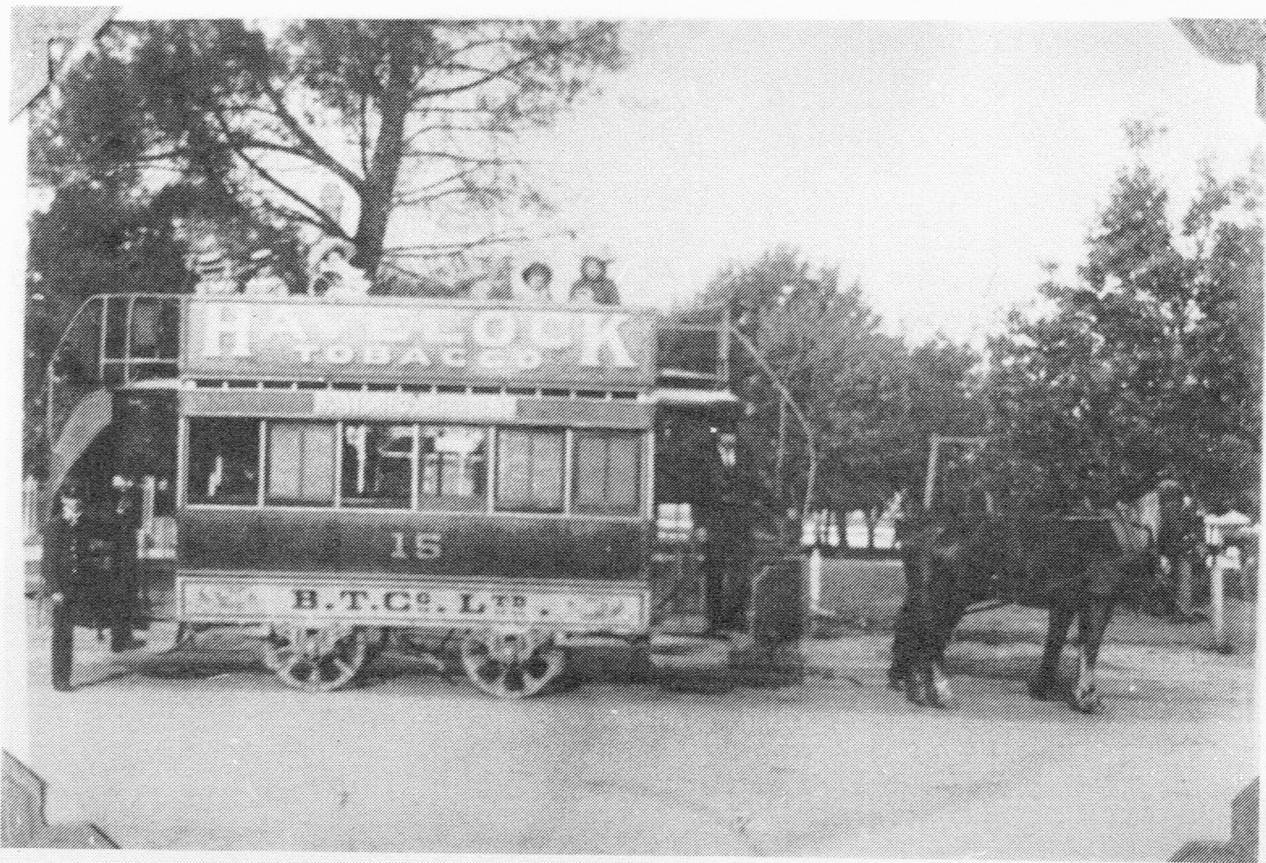
Although the horse trams were slow, and never in danger of exceeding their eight miles per hour speed limit, they were an improvement on what had gone before. A tram travelling on rails gave a smoother ride than horse buses and cabs traversing the rough roads of the day. This is what we are intending to re-create. By providing mass transport to outlying areas, the horse trams boosted land prices and encouraged development, also helping city businessmen by bringing large numbers of people into town for shopping.

In 1902 the Electric Supply Company of Victoria bought the Ballaarat Tramway Company, and began converting the horse tramway to electric traction. The electric tramway service opened in August 1905, but the southern service to Sebastopol remained horse drawn for several more years. The horse tram service in the Borough of Sebastopol was finally electrified in 1913.

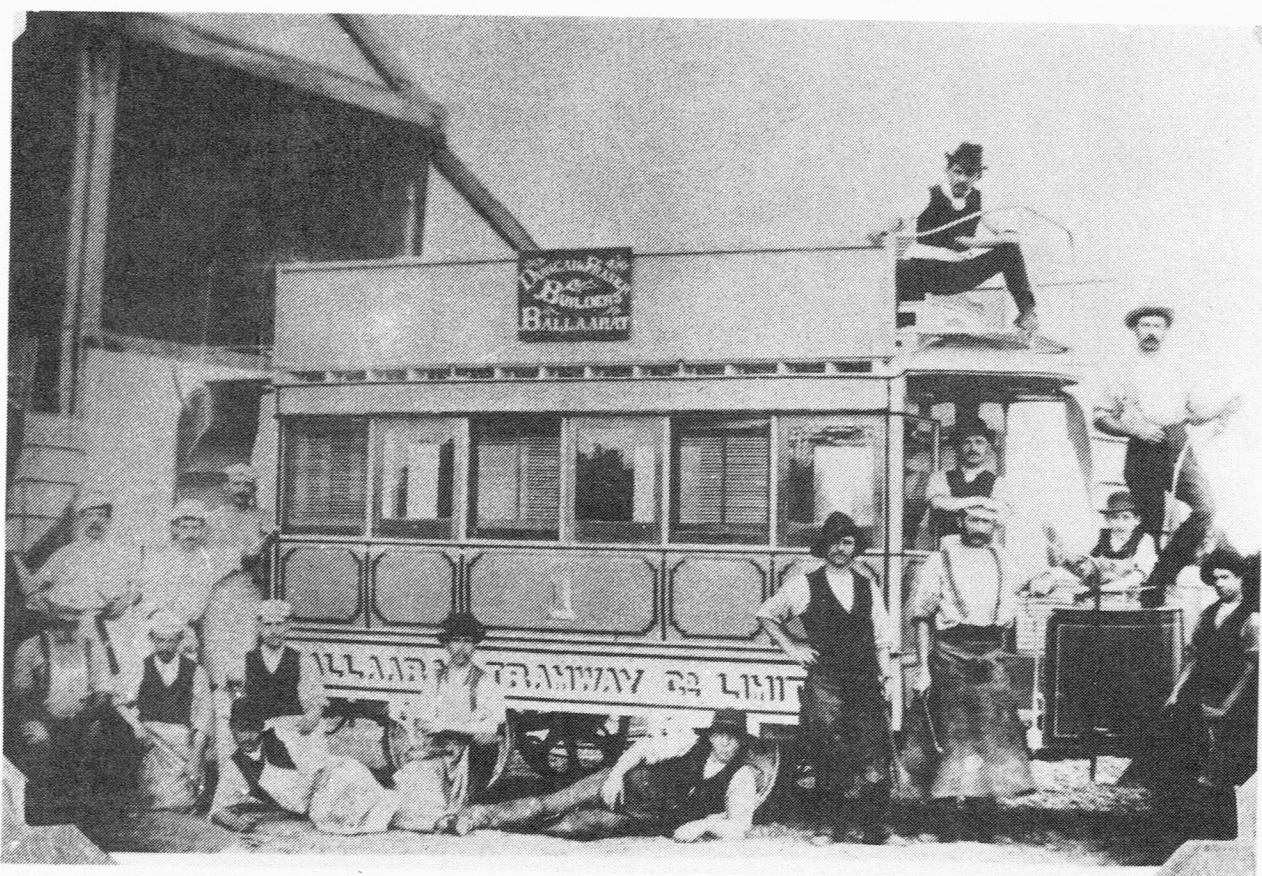
Some of the horse trams were retained in Ballarat for use as trailers to the electric trams, and some were sent to Bendigo for the same purpose. They were used as trailers during the busy periods until the late 1920's.

All the horse trams had been scrapped by the mid 1930's. Several horse tram bodies were sold to property owners in the Ballarat district and half a century later **Horse Tram No.1** is the only one known to have survived.

# THE HORSE TRAM PROJECT



Horse Tram No. 15 by Lake Wendouree



Horse Tram No. 1 newly assembled at Ballarat Depot 1887.

3.0 THE BALLARAT TRAMWAY PRESERVATION SOCIETY

During the 1960's and into the 1970's there was a growing interest in the tramways then operated by the State Electricity Commission in both Ballarat and Bendigo. They represented an era which is now, long since vanished in public transport tramways, and so were virtually operating museums. Provincial operations had closed years earlier in other places and those capital city tramways that remained were devoid of their earliest rolling stock, which would have been around sixty years old.

The visiting tramway enthusiasts and local citizens, on hearing the inevitable closure was soon to occur, banded together at a public meeting in May 1971 and formed the Ballarat Tramway Preservation Society. Agreement was made with both the Ballarat City Council and the State Electricity Commission on the basis of an operating museum proposal and the city council made available a portion of land in the Botanic Gardens for a tram depot.

The aim of the Society is to preserve part of the Ballarat Tramway system for the pleasure and education of present and future generations.

A co-operative Society was formed to raise funds for construction of a new depot building as the old S.E.C. depot site was sold for redevelopment. After the trams were securely enclosed the Society members worked hard on fund raising and the physical tasks of construction of trackwork, overhead wiring, building an electrical substation, setting up archives, a museum display, a driver training program and incorporation. Four years elapsed and in February 1975 Mr J.C. Trethowan, Chairman of the S.E.C., declared the tramway open.

In the fifteen years of its existence the Society has:-

- . been instrumental in calling together all the Australasian tramway museums to a conference where a Federal body (COTMA) was formed,
- . operated on every weekend and school holiday,
- . been actively involved in the Ballarat Begonia Festival, provincial Victoria's premium festival,
- . commenced charter work for schools, tourists and weddings,
- . won a "Certificate of Merit" in the 1985 Museum of the Year awards for the effort in preserving a special aspect of the history of public transport through the restoration and operation of vintage trams and
- . operated a static museum display which will soon be housed in its own building.

3.0 THE SOCIETY (cont'd)

The Society's operating policy is to try to represent the different stages through which the Ballarat Tramways went during their 84 years existence as a public utility.

Over the years some Ballarat trams which were initially disposed of to regional groups by the S.E.C. have been returned to the Society as the continued maintenance required and interest shown by those groups has waned. In the future the Society hopes to obtain the body of a former Electric Supply Company (the predecessor of the S.E.C.) tram that ran in Ballarat from 1905 to 1934.

The Society has now obtained the body of **Horse Tram No.1** which ran for the Ballarat Tramway Company from 1887 to sometime in the 1920's for the Electric Supply Company and which will now complete the story of the Tramways of Ballarat. All these trams are the remaining, tangible representatives of the various stages of the history of the Ballarat Tramways.

#### 4.0 THE RESTORATION PROJECT

##### 4.1 THE PRESENT CONDITION OF THE CAR BODY

The car body as recovered is still basically sound. This will enable retention of much of the original bodywork.

The roof is still in good condition, although a small section has been removed to allow for a wardrobe. This will be reconstructed without difficulty. Window frames will require to be renewed, but some 75% of the louvre windows are still in excellent condition. The wood side panels are generally sound, excepting the bottom half of one side which will be renewed with marine ply.

The basic frame and floor of the car will have to be rebuilt as the current floor is a 'newer' one installed a few years ago. This work to provide a new floor is the result of the car sitting on the ground for many years.

##### 4.2 THE WORK TO BE DONE

A basic summary of the work to be done is:-

- a) Provide new frame and floor with extensions for end platforms.
- b) Strip, prepare, varnish and paint the car complete with lining.
- c) Make up new seats for the interior and the top deck of the car.
- d) Make up and fit brake gear and equipment for horses to tow the car.
- e) Fabricate and install end aprons, steps to the top deck, walkway boards and canopies over the end platforms.
- f) Repair body side panels and roof.

A detailed listing of the work to be done and the materials required is presented in Table 1 below.

##### 4.3 PROJECT ADMINISTRATION

The Project will be managed by our Engineering Manager who is a qualified Engineer and has considerable experience in the restoration and maintenance of the Society's fleet.

It is intended that the work will be undertaken by the following people:-

- . Carpenter - employed or contracted for the period,
- . Assistant - a person who was employed in a recent Community Employment Project undertaken by the Society and
- . Restorer - who supervised the C.E.P. work, and who has a number of years experience in restoring the bodywork of trams and their paintwork. This person will also act as Supervisor at the Depot.



4.3 PROJECT ADMINISTRATION (cont'd)

The work will largely be undertaken at the Society's Depot in Ballarat, with specialist work such as joinery and metalwork being done by local firms who have previously carried out work for the Society.

The restoration work itself will be carried out primarily using existing equipment owned by the Society. It is not expected that any new equipment, other than minor hand tools and expendable equipment will be required. The cost of these has been included in the materials portion of the project.

4.4 COSTING

The cost for the project has been estimated at \$53,000, made up of:-

. Labour	\$33,000
. Materials	3,000
. Specialist Contractors	16,000
. Administration	1,000

A detailed breakup of the projected costs is shown in Table 1 and the timing of the cash flow, based on a 30 week programme is shown in Table 2.

Labour rates (weekly) have been based as follows:-

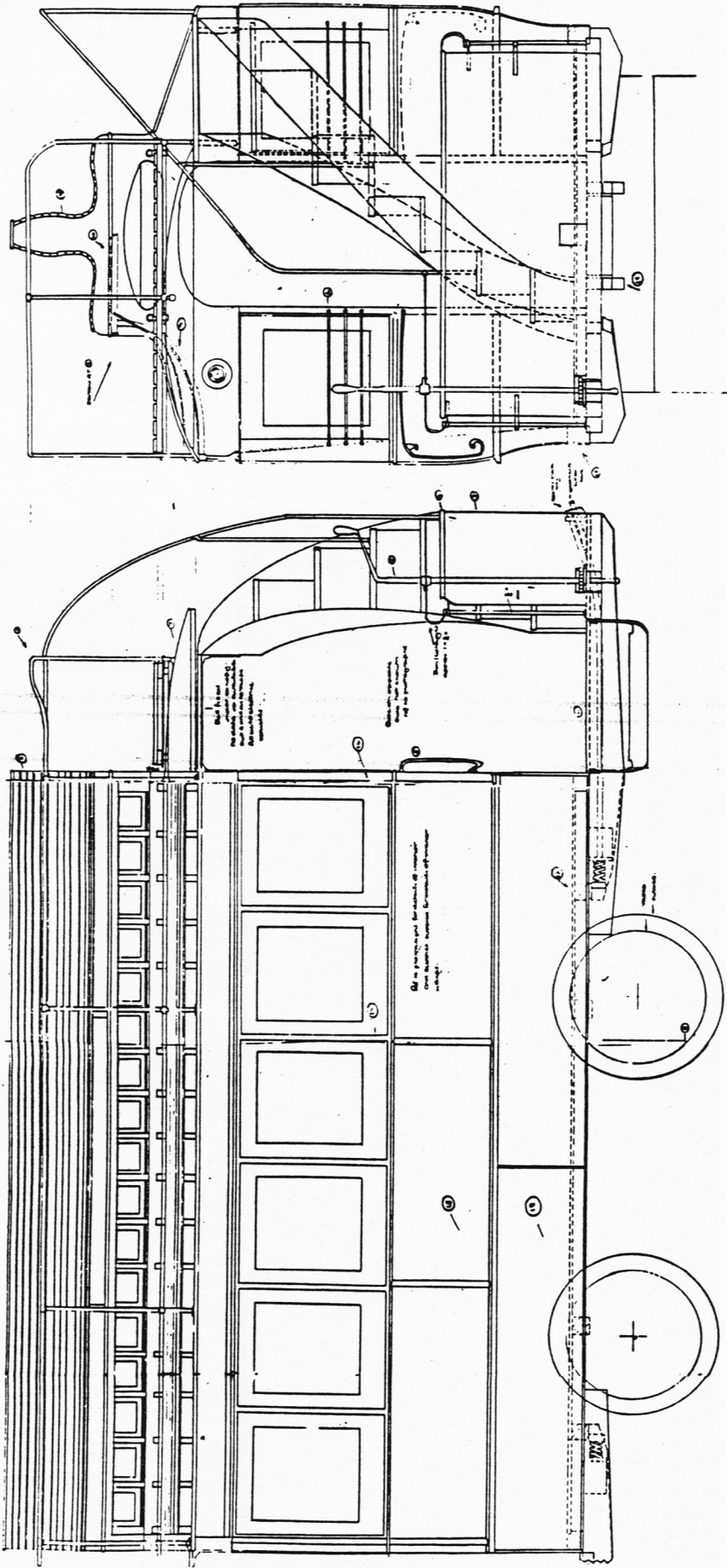
. Carpenter -	\$430
. Assistant -	\$360
. Restorer -	\$400

These rates include annual leave, workers compensation, an allowance for sick leave and are based on the current award rates.

4.5 PROGRAMME FOR THE WORK

An assessment of the work required to restore the car to an operating condition indicates that some 30 weeks will be needed for the work to be completed with an additional 10 weeks for contingencies and training.

A simplified work programme is shown in Table 2. It is planned to commence the work in the 4th quarter of 1986 and complete it during the 3rd quarter of 1987. This will allow some time for the training of crews and horses in the operation of **Horse Tram No.1** prior to its centenary in December, 1987.



# ELEVATIONS

# BALLARAT HORSE TRAM

5.0 OPERATION

The primary purpose of the museum has been to re-create the electric tramcar era in Ballarat 1905 to 1971 and the operation of **Horse Tram No.1** will complement this purpose.

It is envisaged that **Horse Tram No.1** would operate on certain nominated days each year as constant use of such a valuable and historic vehicle would subject it to excessive wear. Possible operating days would be Boxing Day, New Year's Day, Easter Sunday and the middle Sunday of the September school holidays. It would not be feasible to run it during the Begonia Festival due to excessive motor traffic in the gardens during this period.

**Horse Tram No.1** would operate in conjunction with the electric trams but only on the northern section of the route which is half a kilometre long. This section is subject to less traffic interference and is quite scenic. A round trip would take approximately 15 minutes.

A premium fare would be charged as operating expenses are expected to be considerably higher than for the electric cars. The operation should provide a great attraction because of the proposed limited number of operating days which would be widely advertised. No standees would be permitted and it would seat up to 44 passengers on the two decks.

**Horse Tram No.1** requires two horses for normal operation. It is envisaged that an outside horse operator would be invited to become involved, sharing the proceeds. The tramway would supply only the conductor and supervision.

Discussions with Mr. Peter Hiscock, director of Sovereign Hill Historical Park, has made the Society aware of the problems of operating horses, on a limited basis, in a public street. However, it is believed that these can be resolved.

During non operating days **Horse Tram No.1** would be on display at the Depot, in a prominent position near the museum, and would therefore be available for public inspection.

## 6.0 SPONSORSHIP

In return for sponsorship the Society can offer many different ways for promotion of the sponsors involved. An agreement for specific promotions could be made between the Society and the various sponsors of **Horse Tram No.1**. The agreement might include:-

### 6.1 MEDIA ADVERTISING

As this is a major restoration project linking the past with the present, it is bound to favourably meet the needs of the Ballarat and Victorian media. The Society has already received publicity for the acquisition of **Horse Tram No.1**, including television, newspaper and radio coverage. The Society envisages an increasing media interest including various television and pictorial magazines. Association with the project would be beneficial to the sponsors involved.

### 6.2 SPONSOR DISPLAYS AT THE DEPOT

In the Depot/museum area there is extensive room for an exhibition/display by any sponsor involved in the restoration project. This display could include photos, text, advertising and brochures. The display would be located near **Horse Tram No.1** when it is not running in the street.

### 6.3 ADVERTISING ON ELECTRIC TRAMS

The Society currently has seven electric trams being used for regular passenger traffic. It has been shown that internal advertising in these trams is most successful as the advertisements are read by the majority of passengers on the tram. A number of advertisements could be placed in each tram in prominent positions, indicating the sponsors involved in the restoration project.

### 6.4 BROCHURES, POSTCARDS AND PHOTOGRAPHS

A special brochure will be printed for passengers travelling on **Horse Tram No.1**, giving a brief history of the Society, **Horse Tram No.1** and the restoration project. In addition, a postcard will be produced featuring **Horse Tram No.1** and the major sponsor's name could be prominently displayed on external advertising attached to the upper deck Modesty Boards. Visitors to the Gardens regularly take photographs of the trams and as there will be external advertising on **Horse Tram No.1** this is another avenue for sponsors to gain recognition for their support.

7.0 BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED BOARD

President

Frank Hanrahan - Electrical Maintenance Supervisor  
St. John of God Hospital  
Ballarat

Ballarat Vice President

Len Doull - Civil Engineer  
Road Construction Authority  
Ballarat

Melbourne Vice President

Peter Winspur - District Traffic Inspector  
Metropolitan Transit Authority  
Melbourne

Treasurer

Carolyn Dean - Electric Tram Driver  
Metropolitan Transit Authority  
Melbourne

Secretary

Richard Gilbert - Electric Train Driver  
Metropolitan Transit Authority  
Melbourne

Board Members

Allan Bradley - Claims Clerk  
Williamstown Naval Dockyard  
Melbourne

Stephen Butler - Computer Operator  
ANZ Bank  
Melbourne

Paul McDonald - Production Controller  
BTV 6  
Ballarat

Andrew Mitchell - Trades Assistant  
State Transit Authority  
Ballarat

Howard Stoney - Control Centre Operator  
Metropolitan Transit Authority  
Melbourne

Garry Wood - Trainee Technician  
Ballarat

Society Engineer

Warren Doubleday - Civil Engineer, Project Manager  
Metropolitan Fire Brigade  
Melbourne

THE HORSE TRAM PROJECT

No.	DESCRIPTION	MATERIALS		CONTRACT CARPENTER		ASSISTANT RESTORER		CONTRACT	
		\$	\$	weeks	weeks	weeks	weeks	weeks	weeks
1	Strip fittings etc. and lift off truck								
2	Adjust wheels, repair underframe and clean down	100	1000		1	1	1	1	
3	Make new floors, end extensions and base frames	400			1	1	1	1	
4	Repair, strip and refit side panels, pillars etc.	200	200	5	2	2	1	1	
5	Place carbody onto frame	100		4	2	2	1	1	
6	Repair roof, ceilings and strip for varnish	250	400	0.4	0.4	0.4	0.2	0.2	
7	Make new seat from some existing parts for top deck	200		2	1	1	1	1	
8	Make interior seat	200	300	0.4	1	1	1	1	
9	Strip and Varnish interior, carry out miscellaneous repairs	200		1	1	1	2	2	
10	Install new windows, glaze etc. and repair and refit doors	100	400	1	2	2	2	2	
11	Repair and install louvre windows	100		1	1	1	1	1	3
12	Order and fabricate the following parts by contractors	100		1	2	2	1	1	10
	a Roof rods		100						
	b Stairways		5000						
	c Brake equipment		2000						
	d End aprons		2000						
	e Window protection bars (brass)		500						
	f Handrails (part steel and brass)		1000						
	g Tow bars and towing gear		1500						
	h Footsteps		400						
	i Interior oil lamps		500						
13	Recanvas roof, seal and make roof stepboards	200		1.2	1.6	1.6	1.8	1.8	
14	Make end canopies and install	300		3	2	2	1	1	
15	Install metal work	100		2	2	2	2	2	
16	Paint and varnish exterior	200			5	5	5	5	
17	Line out	200			2	2	4	4	
18	Miscellaneous work and installation	250	1000	1	3	3	3	3	
19	Administration	1000							
	Totals	4000	16300	23	30	30	30	30	20

TABLE 1

THE HORSE TRAM PROJECT

MONTH	1	2	3	4	5	6	7
Strip fittings and lift off truck	■						
Repair truck and adjust	■						
Make new floor and extentions	■	■					
Repair and refit side panels		■	■				
Place car body on frame			■				
Repair roof and ceilings			■				
Make top deck seat				■			
Make interior seats				■			
Repair, strip and varnish interior			■				
Install new windows and refit doors				■			
Repair and reinstall louvre windows					■		
Order and fabricate metal parts	■	■	■				
Recanvas roof, seal and fit stepboards				■			
Make and install end canopies					■	■	
Install metalwork					■	■	
Paint and varnish exterior						■	■
Line out							■
Miscellaneous work					■	■	■
Estimated Monthly Cash Flow	8000	10700	9700	9300	6900	4800	3600
Estimated Total Cash Flow	8000	18700	28400	37700	44600	49400	53000

WORK PROGRAM AND CASH FLOW

TABLE 2.