

"FARES PLEASE"

APRIL 1976

P.O. Box 632 Ballarat.

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

Tramway Operation: Without fail the tramway has operated every day that it has been advertised to operate. An increasing number of members have been trained to work in all facets of the tramway operations. There is always room for members to join the many interesting activities associated with running an attraction such as ours. Vacancies still exist for tram conductors and conductresses and after a qualifying period these members may be trained as tram drivers. We would also be pleased to hear from members who may like to join the tram Maintenance Committee which employs people who have a liking for working on car bodies and running gear. There are jobs that have to be done elsewhere such as painting, track cleaning and staffing the Museum Display and should you wish to enquire for more details on any of these tasks please contact Richard Gilbert on Melbourne 90 3466 during the evenings.

Members travelling from Melbourne and other distant locations are reminded that the Society house at Bungaree is available for overnight accommodation.

Tramway patronage has remained at a reasonable level during the Begonia Festival with up to 900 people a day being carried. This year the number of tourists visiting Ballarat is down considerably on 1975. All local attractions have experienced a decline in patronage. During the summer months any decline was offset by the additional days on which the tramway operated. Weather is the critical factor in the tramway passenger traffic, good fine weather brings hundreds of day trippers flocking to the Botanic Gardens, if the weather is hot the tourists go to the beach and if it is cold they stay at home. Traffic Branch analysis of current patronage trends have enabled a considerable amount of car mileage which was not earning much revenue to be abolished. We advertise to the public that the tramway operates from 11.00am to 5.00pm on operating days, in fact we frequently commenced earlier and finished later, the operations of the tramway are now adhering far closer to the published hours. A more flexible approach is being made in the operation of two trams on Sunday afternoon by only operating the second car if traffic warrants it and employing crews who are normally doing other necessary works duties. The additional staff now available have enabled the Society to manage well during the Begonia Festival and Easter period.

The busiest period of the year was once again the Begonia Festival over the Labour Day weekend when three trams on certain days operated at the same time to carry the crowds. An event not well advertised outside Ballarat - the 'Head of the Lake' rowing carnival for the second year in succession resulted in large numbers of school students travelling on the tramway. Once, most of the students in Ballarat had ridden on the trams when they operated the regular service now five years have almost passed since closure (to those active in the Society it seems like only yesterday) and our Conductors are finding that even Ballarat children now find a ride on the trams a novelty that many of them have never before experienced. Increasingly adults are riding and remembering the days when they rode to school on the trams. Many of our passengers now suffer from large bouts of nostalgia. A good indication of the worth of preserving the tramway as a part of Ballarat's living history.

C.O.T.M.A. The Society has joined the Council of Tramway Museums of Australasia. The B.T.P.S. was responsible for organising the first conference of tramway museums in 1975. A second conference was held this year in Sydney from Friday, 30th April to Monday, 1st May. The theme of the conference was "Museum motivations". The conference ranged over such subjects as philosophy and planning, educational value, professionalism, track work, management policy and aesthetic presentation. Our Society was represented by three Board Members. The conference was an outstanding success and demonstrated the enthusiasm shown by tramway museums towards mutual co-operation. A publication detailing the papers presented and the conclusions reached at the conference will be available to members in the near future. The South Pacific Electric Railway are to be thanked for organising the conference.

Tramcar acquisitions: Tramcar number 39 which ran in Ballarat in the days of S.E.C. operation has been acquired by the Society following negotiations with the Lions Club of Lismore. This group have agreed that the tram be returned to operation in Ballarat. The tram is to be returned over weekend of 8th and 9th May 1976 where it will be placed in storage. Members interested in assisting in the move should phone Campbell Duncan on Melbourne 568 2379.

The Society is very pleased to have been able to obtain another Ballarat tram and we thank the Lions Club of Lismore for their foresight in allowing the tram to return to Ballarat. A plaque will be placed in the tram acknowledging the assistance of the Lions Club. Money which was donated by members of this Society several years ago for this project will be put towards covering the costs of returning this tram, however, costs have risen greatly since that appeal and we are now appealing for more money to bring this tram back. Please see the enclosed Appeal Sheet for further details.

W3 661 and W4 671: The Melbourne and Metropolitan Tramways Board has offered the Society two trams which are surplus to their requirements. The trams are W3 class 661 and W4 class 671, together with a spare type 9B truck. The price of these is \$150 for each tram and \$50 for the truck.

As you will be aware, the purpose for which the Society was originally founded was to preserve a section of the Ballarat tramway system complete with Ballarat trams. At the time the Society was incorporated it was felt desirable to draft the aims of the company sufficiently widely to allow for possible acquisition of non-Ballarat trams should the need arise; nevertheless the prime objective of the Society has always been to run Ballarat trams in Ballarat. The negotiations and eventual acquisition of Ballarat tram 39 (see above) reflect the Board's awareness of this objective.

For this reason, we feel all members should be made aware of the present situation in respect of ex-Melbourne cars, and of the reasons in favour of buying the two trams which have been offered to us.

Firstly, this opportunity to acquire non-standard Melbourne trams is unique. Once the W3's and W4's have been disposed of it is highly unlikely that the Society will have another chance to acquire any Melbourne car other than a W2 class, which, as you know, is likely to be running in Melbourne for many years yet. Trams 661 and 671 are just that much different to standard Melbourne trams to make a tram ride in Ballarat "different".

Secondly, these are complete trams in sufficiently good condition to start running again without further mechanical or body attention. Tram number 39, by comparison, will need extensive work on it before it can run again; it needs new controllers, motors, window glass, and attention to the body. The result is that by running 661 and 671 for off-peak loading the Society could save wear and tear on our valuable Ballarat trams, and allow a chance for more intensive maintenance work on Ballarat trams. Being old and heavily worked, our present fleet requires much attention, particularly to body work, which our volunteer staff is presently very hard pressed to provide.

Present plans are to acquire the two trams offered to us and to place them in storage until the opportunity presents itself to place them in our running fleet. When and how this occurs will depend on circumstances, and will be done only after consultation with members.

In order to finance our acquisition, we are launching a members appeal. The Board hopes to pay all costs from members' donations rather than from Society funds which will be needed to pay for acquisition, transport and storage of trams 39, W3 661 and W4 671. Please see the enclosed 'Appeal Sheet' for further details.

Depot Extensions: The Board has for some time been investigating the construction of a second depot and plans of this proposal should be available in the near future. The construction of a second depot will be a major advance in the Society's development. A preliminary application for a grant for the extension has been lodged with the Premier of Victoria Mr. Hamer.

Works: Painting is well under way at the Society's Bungaree House and a great improvement in the property is already noticeable. A heavy layer of ballast has been spread down both sides of the access track between the tram depot and Wendouree Parade.

~~Restoration work is continuing on tram No. 28~~ under the guidance of Graeme Jordan. It is hoped that this tram will be available for service later this year.

Telephones: The street telephone system has been completed and now work is being carried out to reinstate the former signalling system used in former S.E.C. operation.

Archives Officer: David Macartney has been appointed to this position. For some time David has taken a keen interest in archives and has a wealth of knowledge on early tramcar operation. With his appointment to this position the Board will attempt to inject a new lease of life into the museum display which is recognised as being an important function of our operation but this has been lingering over the last few months due to the need of an Archives Officer.

Membership: Mrs. Caryl Dean has been appointed Membership Officer and also in charge of uniforms.

B.T.P.S. Co-Operative: The Annual General Meeting of the Ballarat Tramway Preservation Society Co-Operative will be held at the tramway residence at Bungaree at 8.00pm on Saturday, 15th May, 1976. All members of the Co-Operative are invited to attend.

The Co-Operative was set up to raise funds for the tram depot. The money it borrowed (\$4,000) is now being paid back at 6½% interest to the State Savings Bank of Victoria over a period of 10 years.

Entertainment Meeting: The next Society Entertainment Meeting will be held in Room 11 Victorian Railways Institute, Flinders Street Station, Melbourne at 8.00pm on Tuesday, 18th May, 1976. Member Paul Nicholson will screen slides of electric traction in Scandinavia.

Trolley Wire Magazine: The official Society publication 'Trolley Wire' printed bi-monthly and describing the Australian tramway preservation scene is available for \$5 yearly subscription. This is a high quality magazine, printed in Sydney and is recommended for those wishing to find current preservation details. The Sales List below includes a subscription form.

SALES LIST

Current items on sale from the Sales Department are as follows:-

<u>ITEM</u>	<u>COST</u>	<u>POSTAGE</u>
Tramway Preservation Project (Story of the B.T.P.S.)	30c	20c
Society Postcards		Covers up to 4
No.40	15c	18c
No.14 & 40	15c	Covers up to 10
Society Poster (Shows all types of trams used in Ballarat)	20c	20c
Souvenir Badges (Line drawing of single truck car)	20c	20c
Trolley Wire Subscription	\$5.00	Covers up to 4
Destination Paradise (History of Adelaide Tramways)	\$2.00	-
Rails to the Bay (History of Glenelg Tramway)	\$3.00	50c
Tramway Topics (New Zealand preservation and historical articles)	60c	50c
Society Tee Shirts (Tram emblem on front)	\$1.00	60c
Mind The Curve (Melbourne Cable Trams)	\$5.40	60c

Please indicate if you wish to have more than one of the items above.

To: B.T.P.S. Sales Dept.
P.O. Box 632, Ballarat 3350, Australia.

Please find enclosed cheque/Money Order to cover the purchase and mailing of the above items.