

"FARES PLEASE"

SEPTEMBER 1985

P.O. Box 632, Ballarat, 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Annual General Meeting: A reminder that the twelfth Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at the Tram Depot at 1.30pm on Sunday, 13th October, 1985.

We urge as many Members as possible to come along, bring your friends and families and enjoy a day in the picturesque Botanic Gardens.

Board of Management: The following Members have nominated for the vacant positions on the Board:-

	Candidate	Proposer	Seconder
President	F.Hanrahan	W.Doubleday	L.Doull
Ballarat Vice President	L.Doull	W.Doubleday	F.Hanrahan
Melbourne Vice President	P.Winspur	C.Jacobson	G.Rooftooth
Treasurer	C.Dean	H.Stoney	J.Phillips
Secretary	R.Gilbert G.Jordan	A.Mitchell J.Chadwick	A.Bradley R.Prentice

Ordinary Board Members (6 positions)

P.Allen	G.Jordan	E.Chapman
A.Bradley	G.Wood	P.McDonald
S.Butler	G.Pack	G.Young
A.Jordan	M.Stanley	S.Ohlsen
G.Jordan	R.Prentice	W.Scott
P.McDonald	A.Bradley	G.Wood
A.Mitchell	F.Hanrahan	P.McDonald
S.Ohlsen	V.Ohlsen	A.Jordan
W.Scott	R.Prentice	G.Jordan
M.Stanley	A.Jordan	S.Ohlsen
H.Stoney	A.Carson	C.Dean
G.Wood	P.McDonald	A.Bradley

Membership Renewals: Your Membership Card should be enclosed. If you have renewed quite recently it should be in the next mailout. For those who have not yet renewed a reminder notice is included and we ask that you give kind consideration to renewing with us. We need the support of a large Membership and many benefits can be gained from being a Member, such as working on the trams or at the depot, receiving our newsletter, attending social functions, free travel on the trams for you and your family or just knowing you are part of the Australasian Tramway Preservation movement when you visit a fellow museum.

School holidays: Traffic over the recent school holidays was very good as on most days around 150 people were carried. The trams ran every day from Saturday 31st August to Sunday 8th September and No.27 in its 1935 S.E.C. colour scheme was very popular with the riders. A charter was run on 1st August for the Wilderness School, Adelaide and one was run on 12th September for St.Annes Primary School of Sunbury. Thanks to all those Members who assisted us in providing these extra services.

B.T.P.S. Co-Operative: The Secretary/Treasurer of the Ballarat Tramway Preservation Society Co-Operative Limited, Allan Harnwell, has advised our Society that he wishes to relinquish the position as he has moved interstate and he has asked that we advertise the position. The task of Secretary/Treasurer is a responsible one but not an overdemanding one, the duties being to supervise the issue of shares and maintenance of existing ones, calling of one Annual General Meeting and a few Board Meetings for comply with the Co-Operative laws.

The Co-Op is a separate legal entity set up by our Society to raise loan money to build both depot buildings. The first building has been paid off and that loan has been wound up and the repayment of the loan for the second building is still underway.

You don't have to be a share holder to occupy this position. It's the sort of job that can be administered from someones own home once every couple of months. If you are in a position to help please contact: Secretary, BTPS Co-Op Ltd, PO. Box 632, Ballarat. 3350

Allan has also asked us to advertise that there are a number of shares in the Co-Op available for purchase at a price of 10 cents each in the dollar. Enquiries for these would be welcome.

C.E.P. Scheme: The Community Employment Project was finished up on Friday 30th August and Warren Doubleday was at the Depot to see the full time staff for their last day and to take them to lunch. By good accounting and planning the project was able to go 4 weeks beyond the planned finishing date. David Macartney, as Part Time Supervisor, handled the task very well and established a good working relationship with Steve and Jacki, the full time outside hired staff. Warren Doubleday, Society Engineer, researched and applied for the C.E.P. scheme and was fully instrumental in following it through to success. Initially Warren, as project Manager, supervised at the Depot but had to commence University studies early in the year and David Macartney took over the job as Part Time Supervisor. Ken, our full time Fitter, left the scheme a few weeks before it finished up as his area of work had been completed. The work completed under this scheme has advanced our restoration projects by years. Just a few tasks included; No.40 being returned to traffic after the various bogie components were assembled, tested and various adjustments made. This tram had been on jacks for 4 years whilst the bogies were at a local engineering works being overhauled on a part time basis as we could raise bursts of money on a 'pay as you go' arrangement. Tram No.27 had a full restoration effort carried out on it. New internal timbers were installed, new cab window frames built, the truck was worked on and our workers meticulously re-created the 1935 S.E.C. colour scheme The tram was varnished inside and clear light globes installed instead of the usual pearl globes. A lot of major work was carried out on tram 26 which had sat at the back of the depot with no real work effort being carried out on it for some time. Steve, our Carpenter, performed some excellent efforts at woodworking craftsmanship and used a lot of initiative in designing slatted floors for the drop ends, curved timber uprights and drop end seats. Bill Hardings' foundry has cast up metal seat ends, handrails and conductors bells from originals loaned by the Bendigo Trust. The work on this tram has proceeded so far that our workers will be able to complete the final tasks to bring this tram back to service early next year. At our Annual General Meeting it is proposed to place the tram outside the depot so that all those present can see the progress made. Tram No.13 was placed on jacks and the truck taken out and completely dismantled. The wheels are with the Melbourne Tramways awaiting turning and to allow the truck to be re-assembled and worked on a set of maximum traction pony wheels have been placed in the truck. No.14 had new flooring installed in the drop ends and some parts of the tram body were worked on. An amount of trackwork at the depot was also completed by our full time staff.

As you can see the scheme was a great success and thanks is extended to Warren for his initiative and to our four paid staff for all their commendable effort. One side benefit from all this full time work taking place was that a lot of souvenir sales were made on weekdays over a period when we would normally not have the depot open. Tourists would come to the depot, see the work being carried out, inspect the museum display and often purchase souvenirs. The depot cat also fell into a routine of being fed 7 days a week and is now having to re-adjust its life style.

Depot works: The concrete slab has been poured along the site of No.1 Road from the tram museum to the electrical substation. This will be the base for the new Office and Crew Room. The Crew Room will provide comfortable facilities for tram crews and other Members in which to eat their meals and relax from the various work tasks. The Office will be designed to allow for supervision of the museum and sales area. Construction of the crew room will commence shortly.

New Members: We welcome the following new Members to our Society and trust they will enjoy their Membership with us:-

<u>Number</u>	<u>Name</u>	<u>Location</u>
605	W.Hennington	Norlane
606	Reverend V.Kerz	Dée Why
607	R.Edwards	Melbourne
608	A.Turnbull	Burwood
609	J.Wilcox	Briar Hill
610	M.Dunstan	Parkdale
611	N.Gregory	Parkdale

Annual General Meeting: Election : Candidates speeches

The following speeches have been received from Candidates for the election of the Board of Management.

From P.Allen; My name is Peter Jon Alan Allen having been a Member of the BTPS for several years and having been actively involved in the Society by assisting in the recovery of No.18 from Sebastopol, No.13 from Lake Goldsmith, the cable tram chasis from Ararat. I have also assisted in the laying of track in the depot fan as well as No.6 & 7 roads in the shed but my major activity has been the construction of Motorman's bulkheads in No.26 without the assistance of drawings and rewiring of the lighting circuits and providing circuit diagrams of the same in the conversion of No.26 to its earlier form.

My objective is to see No.26 return to service and the serviceable trams operational. My aim is to see that No.11 & N.39 return to service. I feel I will be able to achieve these objectives and aims by being a member of the Board so I ask you to consider this when voting for the Members of the Board for we can only achieve this with your support.

Yours sincerely Peter Allen

From A.Bradley; I have been an active member of the Society for over ten years. During this time I have been involved with trackwork, conducting, and more recently, tram driving. Currently I am researching a history of the Ballarat Tramways, to be completed in time for the centenary in 1987. The Society has progressed very well over the last year, with the C.E.P. scheme, the return to service of Nos. 18 and 40, the repainting of Nos. 27 and 661, and completion of the depot trackwork.

The Board has made many progressive and inovative decisions over the past year, in a very united way, and I seek your support to continue as a Board Member for the next year.

Yours sincerely Alan Bradley

From S.Butler; Friends, I offer this election speech for your information and hope that you will vote for me; on my merits. My name is Stephen Butler and I joined the Society in 1979 after spending many weekends just riding the tram with its courteous crew and interested visitors.

Right up to this day I find that I still enjoy going around to the depot to meet my friends and work in all aspects of the tramway. I started as an Assistant Conductor in 1979, progressing to Conductor, Board Member, Tramway O.I.C. and finally one of my ambitions was reached this year when I became a qualified tram driver

Between 1981 and when I was re-elected as a Board Member in 1984, I not only worked on the traffic side of things but, was also involved with tramcar maintenance, overhead and trackwork. in 1984 I was elected as Promotions Officer by the Board and feel that over the past year I have more than doubled our past publicity efforts. One of my main projects this year was the entry in the 'Museum of the Year Awards' in which we gained a Certificate of Merit, now on display in our museum. Through the awards, Mr.Bob Edwards, Director of the Museum of Victoria, has joined our Society and has helped us with our museum plans. I have been liaising with the Museum of Victorias' Architect for the drawing

I have also attended several meetings, both with other tramway societies and Government Ministers and their staff to discuss matters from minor issues to Government grants. I have been to souvenir shops in Ballarat and Melbourne selling our badges and teaspoons. Regarding publicity, I have organised the printing of the reverse side of 64,000 brochures and boosted up the distribution - even to some points overseas. A new brochure is in the process of being printed.

Should I be re-elected I feel that publicity, souvenir sales and the promoting of the tramway can only become greater as my knowledge increases. I have been involved with the Board in making not only day to day decisions, but also in longer term decisions. These include the provisions of the Community Employment Project, the granting of \$2,000 from the Ministry of the Arts, the assistance from the Architects of the Museum of Victoria in the initial design of the new museum display area, the re-commissioning of tram No. 18 after lengthy discussions with the Borough of Sebastopol, and publicity in various major tourist journals. In the important area of mid week charters I have been involved with both organising and working on the trams.

In looking back over the past year I feel that I have input a great deal and aided by the present Boards' co-operation and assistance, I should be able to continue to promote our Society in the progressive manner we have seen, not only over the past year but since its inception.

I look forward to your continued support Stephen Butler

From R. Gilbert; My name is Richard Gilbert and I am standing for a further term as Secretary. I am a foundation Member and have been on the Board of Management from its inception. I feel that in serving on the Board I have contributed much input that has culminated in many ideas and suggestions coming to fruition. I have been the Secretary on two occasions, have edited 'Fares Please' for virtually every issue, arranged the newsclipping and other supplements, designed and compiled every Annual Report and have been involved in the production of virtually all the Traffic Rosters. I have also occupied the position of Traffic Manager from 1973 to 1980 over a period from no trams operating at all to setting up a Traffic Branch and seeing the operations aspect of our tramway settle down to a regular routine. I was appointed General Manager in 1973 and still hold the position today. One of my achievements in this position was the arranging of the lease of the railway house at Bungaree for our Members to stay at. In addition to administrative tasks I have worked on many manual construction efforts necessary to construct our tramway museum.

The past year has been one of great achievements as a result of the co-ordinated, intelligent management approach of the present Board Members. We received a 'Certificate of Merit' for our museum display from the Museums Association, we obtained a \$2,000 grant from the Victorian Ministry for the Arts, we computerised the Membership after receiving a very competent submission from Howard Stoney for use of his computer, completely rebuilt the trackside telephone system, increased our advertising commitment in brochures and magazines and saw trams 18 and 40 re-enter service. Major works input was conducted on restoration of trams 13, 27 and 26. No. 6 & 7 Roads were built and new overhead trolley wire was erected along part of Wendouree Parade. Our passenger traffic figure was the highest since 1978 and new Members have joined our ranks constantly as can be seen in 'Fares Please'. Our greatest gain was the Community Employment Project which advanced our tramcar restoration by years.

All these achievements have been possible because of the mature, close working of the present Board which is firmly co-ordinated and committed to definite plans of progress for the next year. In our coming year our new crew room with all facilities will be completed, new sales items, some already in production, will be added to our range, further tourist grants are being sought along with another possible C.E.P. scheme, two new brochures are currently in production and increased advertising in tourist booklets will be sought.

To continue with our progressive policies we need need persons of sound judgement who can devote their time, energy

and particular skills to responsibly managing this complex and challenging tourist attraction. I seek your support so that I may continue to work with the mature, competent Board Members of the past year

Richard Gilbert

From A.Jordan; Dear Members, Prior to and after joining the Society in December 1982, I have been involved in helping in some of the lesser tasks or areas commonly known to exist. These have included cleaning the Society house at Bungaree, preparing and cooking some of the meals for the working members after a hard days work at the depot, helping prepare for large caterings for such events as the A.G.M. or enthusiasts tours and supplying suppers for the monthly Board meetings. I felt that I could be more actively involved in other areas and soon after joining became a Conductress. Following training I was available to work on the trams as required and on many occasions have worked long shifts over consecutive days throughout the school term and Christmas Holidays. As well as conducting, I became interested in other areas of the Society's activities, this being done with the help and full support of my husband. I have on occasions shown visitors around the depot and through the museum display and sales area.

Over the years I have been involved, I have noticed that there are many areas where improvements can be made and shortcomings overcome. These include the following. A stonger internal communication between the Board and its Membership is required and a serious attempt should be made to rebuild a suitable membership of the Society. We need to expand our income areas from just passenger ticket sales and souvenir sales to include raising extra revenue through advertising on the trams and in publicity and publications. We need to maintain and improve our position in the Governmental stakes in competition for funding.

I believe we must improve our image in the public eye and provide an efficient, professional run tram service. This can only be done by improving the working conditions for our volunteer staff. There is not much to offer female members. There is little incentive for them to become involved, but as can be proved by our female CEP worker, similar opportunities can be made available. The same can be said for families who wish to take advantage of a day working on the tramway in the pleasant surroundings on the gardens. Some crew rostering can make it difficult for them to spend some time together as a family unit.

The Society is desperately short of volunteer workers. By improving and expanding our activities we can encourage you to become actively involved. These principals is an aim for continued advancement rather than stagnation.

With your assistance and support it would be my pleasure to take the responsibility of the position for which I have nominated in order to make our Society prosper into the future.

Signed Aileen Jordan

From G.Jordan; Dear Member, A lifelong interest in tramway led me to joining the Society in November 1971. It did not take me long to become a volunteer worker at the old S.E.C. depot before moving to our present Gardens site. At the time the Society had something to strive for and a growing membership, we worked hard to achieve our goal, gaining satisfaction in the process and having plenty of fun along the way. My involvement in the Society grew from digging drains to laying track, shovelling ballast, moving trams by hand and the eventual erection of the overhead wiring. When operations commenced in December 1974, I was one of the first conductors to be trained. In 1975 I was trained as a driver and since then worked quite regularly in both positions as well as O.I.C. on the Traffic roster. In recent years my wife has acted as my conductress when rostered.

I then turned my interest to tramcar maintenance and restoration. Many jobs needed to be done. With limited tools, proper facilities and a lack of qualified knowledge of these tasks in hand, one entered this field very optomisticly. The experiences gained has been rewarding, the results of these labours now show.

I rebuilt, restored and hand painted tram No.28 returning it to service in 1976. All my spare time saw me in Ballarat, this including nearly every weekend, public holidays or annual leave sine 1972 until quite recently. I restored and totally repainted tram No.661 to its present condition. Between all these tasks other manual jobs associated with our depot extensions and buildings were carried out.

In 1975 I was elected to a Board position and held that position until I resigned in 1978. In 1982 I was re-elected to that position and hold it to the present day. I have been the Society's Membership Officer since 1983. I have represented the Society at all but one of the COTMA Conferences throughout Australia and New Zealand since its formation in 1975.

During the past few years the Society has made progress in some areas, stagnated in many and declined in others. There has been poor communication and trust within the Board and membership. I believe that a team effort involving a close working Executive, Board and membership may again set objectives or achievements. Unless a concerted effort is made now the project upon which many have spent countless hours will be lucky to survive.

I now seek your support for election to the position of Secretary (or Board Member), a position I feel I can adequately undertake. My professional and administrative experience and 14 years of working for the tramway equips me for the task. I wish to work with the other Board Members and others to encourage a full exchange of ideas. Potential exists for a sound management team and I hope that we can all look back in twelve months time with a greater sense of achievement than exists within OUR SOCIETY now.

Signed Graham Jordan

From P.McDonald; I'm Paul McDonald and I'm standing for re-election to the B.T.P.S. Board as Ordinary Board Member. I'm 23 years of age, having been a Member of the Society since 1977. Shortly after joining the Society I became a Conductor, and passed my tram driving examinations in 1983. I have been a member of the B.T.P.S. Board since 1980. I have lived in Ballarat all my life and I am employed by local television station B.T.V.6 as a programme co-ordinator/director. Other than working on the Society's trams my hobbies include photography and tramway modelling. In 1984 I was part of the society's delegation to the Council of Tramway Museums of Australasia conference in New Zealand, and whilst there visited all tramway museums in that country.

As many members of the Society know it is my policy that the Ballarat tramway museum fleet should be predominately Ballarat trams, and it would be my aim that eventually the Society should possess at least one of every main type of tramcar in Ballarat, in the various color schemes that saw service. Such a display would be of much interest to the visitor and would be a unique record of history for the city itself. With tramcar 26 nearing completion of its restoration and 27's new "old" color scheme, such a collection is becoming much nearer a reality.

One of my pet interests with the society is that of promotions/publicity, which in a business like air, is of vital importance. Through my civilian work I've been able to arrange much media coverage of our society from news stories to regular background appearances on local weather reports. During the 1985 Begonia Festival one of our trams was given national coverage on the Ten Networks' 'Goodmorning Australia' Program. Through television and newspaper coverage and special events such as displays at the Ballarat Model Railway exhibitions, our society has recently become much more well known and accepted as one of Ballarats' major tourist attractions.

I've always placed importance on the static museum display of our society and whilst present conditions in the depot are restrictive the soon to be built permanent museum room will allow a much more professional display to be arranged, and with completion of this the way is open for a much better impression upon tourists, which in turn will lead to more business. Once the permanent museum is installed regular visits by Tourist and Charter buses becomes a much better prospect than has been in the past.

Over the past few years the society has prospered well - aquisition of tramcars, major restoration works, effective tourist tramcar operation, sound economic position. Much of the success must be put down to the smooth operation of the society Board, who generally all get on well together, as does the society as a whole and I am pleased to work at my hobby in what is a good social atmosphere. Most members would agree that I never "take sides" and a Board Member always look at each issue individually, whilst I always am pleased to present any members' idea or view to the Board.

Thanking you for past support and hoping for further support.
Paul McDonald.

From A.Mitchell; Dear Member, I offer myself for re-election for the next financial year. I have been a Member of the Society for 8 years, joining in May 1977 at the age of 15. When I first became a Member my first task was to clean the trucks on tram No.27. This made me interested in tramcar restoration and maintenance. I then became a Conductors Assistant for a period of 2 years and since then I have gradually progressed to a Conductor, then Driver and Officer-In-Charge which involves running the tramway. I stood for the position of Ordinary Board Member in 1981, and was elected, and have had the honour of being on the Board from that date. I have the pleasure of working with a Board of competent people who I get on well with and can discuss important matters in a friendly and co-operative atmosphere. Being on the Board has taught me how much understanding, expertise and dedication is required and the very intricate workings that are required to keep the Society functioning and fulfilling the legal requirements of what is virtually a public Company.

I put a lot of my spare time into the trams, at other than weekends such as week nights as there are not enough hours in the weekends. Some of my tasks have been assisting in trackwork, overhead construction, painting tram floors and roofs, maintenance of trams such as fitting new brake blocks, lifeguards, motors and many other associated jobs. At the moment I have my own project underway and that is rebuilding a tram shelter to the same design as the original shelters in Ballarat under S.E.C. operation. This has been and will continue to be very interesting as I find I am learning new skills all the time plus gaining a lot of satisfaction. I have been a tram driver for a period of 2 years and always look forward to when my tuen comes around. At tram driving I am always learning new aspects of driving and never get bored as I'm always meeting different and interesting people. The Community Employment Project has been very beneficial for the Society and have met the full time staff and get on well with them. The Board has been very pleased with the progress made.

I hope you will vote for me at the Annual General Meeting as I would like to continue my service to the Society Board.

Signed Andrew Mitchell

From S.Ohlsen; I, Steven Robert Ohlsen have been a Member of the Ballarat Tram Preservation Society for 3 years. As a Conductor and Driver I would like to be considered for position of Ordinary Board Member at the forthcoming election. I have worked for 12 years with the Victorian Railways in various fields of safeworking and workshop operations. Many members will probable know myself, wife Vicki and daughter Karen. I hope I can lift the dwindling moral in the society and start getting people doing what we are here for "Runing and Restoring Trams".

Thank you Steve Ohlsen

From W.Scott; Dear Members, Election Statement as Ordinary Board Member Candidate from William F. Scott

Tramways have interested me since an early age. From many years observing various systems here and overseas, I gradually realised that tramways are an excellent and flexible transport mode. I have developed this theme as Guest Photographer in the June 1985 issue of the "Australaina Railway Enthusiast" magazine.

Tranquil Lake Wendouree with the majestic tall timbers and grounds of the Botanical Gardens make the perfect setting for our tramway. Visits are an opportunity to renew the spirit after the cacophony of big cities. Hence my involvement with our Society, which began in November 1978, and I became a platform staff member soon thereafter.

Other contributions to our Society by me include, the "Ballarat Vintage Tramway" booklet, the new six panel brochure, the Ballarat entry in the book, "Rail Preservation in Australia" and Ballarat photographs supplied to "Trolley Wire" since 1980. I intend to continue contributions in these areas, my wife being very accomodating!

It is evident that our tramway along with most others, needs increased non-fare revenue to finance major restoration and renewals. Government assistance to date has proved crucial, however, we also need to increase cash flows from our own initiatives. we should revitalise our sales range and outlets. Moreover, I consider that relying principally on casual fares, as now, leaves room for increased passenger revenue by positive boosts through additional charters.

We could approach schools, clubs and the smaller bus companies specialising in school and or other charter work. My preparation of the booklet and brochure was partly intended to assist in providing modern advertising when seeking new contacts, especially by correspondence.

Further, for sometime I have thought that our tramway alone is perhaps a little too small to provide the complete attraction to the general public, particularly when in parties. That is why I listed "Other attractions nearby" on our new brochure.

Accordingly, I suggest we ought to approach the owners of the Lake Wendouree paddle ferry "Sarah George" to offer assistance with operating staff and thereby ensure regular sailing, at least in season.

A combination of the ferry and us, would be the perfect complimentary arrangement. We could increase our membership base by approaching marine and sailing clubs for additional members with relevant experience, to assist with ferry operation and no doubt and exchange of skills would occur.

This arrangement would be more saleable than either, alone. (I must stress that this precept has not been referred to the ferry owners and is not meant as a prelude to pressuring them.) Both services would benefit, each securing extra fares. Also, our assistance would naturally attract a share of the ferry income through an agreed formula.

These moves to increase income and therefore the long term viability of our Society are concepts I would put forward for discussion and action, as an Ordinary Board Member.

Yours sincerely William F. Scott

From M. Stanley; Dear Member. My name is Maurice Stanley and I have nominated as a candidate for a position as an ordinary Board Member at the forthcoming Annual General Meeting.

I have been a member of the Society since December 1981 and since joining been actively involved in the Societys activities. I have sold countless enamel badges for the Society which has raised much needed revenue. I have been on the traffic roster for approx 3 years at first as a conductor and later a driver following passing the necessary tests as set down by the Society. I have continually worked at Ballarat almost every month since in the capacity of either driver or conductor as required. I worked the whole of Christmas Day both in 1983 and 1984 in order to have the tram operate on that particular day. I also worked on the traffic roster every day over the Easter holidays in 1984. I was employed as a tram driver by the S.E.C. on the Ballarat Tramways during the late 1960's and once again enjoy working on these fascinating little trams.

If I am elected to the position for which I am standing, I will endeavour to perform my duties to the best of my ability and for the betterment of the Society. I hope I will have your support, and oblige.

Yours faithfully Maurice Stanley

From H.Stoney; My name is Howard Stoney and I would like to introduce myself to you and tell you of my reasons for standing for the position of Ordinary Board Member. I have been a Member of the Society for eight years and during that time I have worked within the Society in a number of areas. I have assisted in Tramcar and Overhead maintenance, have worked as Conductor and Motorman, have trained and examined Motormen for the Society and recently I have assisted the Membership Officer in bringing that aspect of the Society into the Computer Age. I feel I may be able to further help the Society by serving as a Member of the Board at a time when there is a resurgence in public interest in our history.

I ask for your support to elect me to the Board so that I may continue to constructively assist in the continuing growth of the Society.

Yours sincerely Howard Stoney

From G.Wood; Fellow Members, my name is Garry Wood, and as I am currently standing for the position of Ordinary Board Member, I would like to say a few words about myself so you will be better informed when voting at the election.

I have been involved with the Society for several years now and have been a Board Member for one year. During my time with the Society I have been involved in many projects, such as the restoration of tram No.18, the recovery of tram No.13, the maintenance of the Societys' telephone system and many other minor and major works involving the Society.

You may also have noticed that there are a large number of candidates this year. I would like to see the Board remain very much as it is, as during the past year we have worked well together to achieve a great deal, such as the very successful C.E.P. project, increased publicity for the Society and computerisation of the Membership Records. There are also a number of new ideas currently under investigation and I am seeking your support for a further term so that these ideas can continue to be negotiated.

Yours sincerely Garry Wood

Annual General Meeting: Election of Board of Management

After reading the list of Candidates for election to the Board of Management on Page one of 'Fares Please' you will see an election is necessary for the position of Secretary and the position of 6 Ordinary Board Members.

The other positions on the Board have only one nomination and the Returning Officer has declared those persons so elected. A Proxy Form is printed below for those people who will not be attending the Annual General Meeting. If you intend sending a Proxy it must be lodged with the Returning Officer by Wednesday, 9th October, 1985. Proxy forms can either be handed to the Returning Officer, Stuart Lodington, or mailed to the Society address. The correct way to address an envelope is:

The Returning Officer,
Ballarat Tramway Preservation Society,
Box 632,
BALLARAT 3350

The rear of the envelope should be marked 'Voting Paper'
David Macartney has been appointed by the Returning Officer to receive any Proxy forms that may be hand delivered to the Tram Depot.