

# FARES PLEASE!

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January 1986

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## HORSE TRAM No. 1

Ballarat Horse Tram No. 1 has now arrived at our depot, having made probably its last trip along Sturt Street! Having resided in a backyard in Ballarat East for some years, it is now resting on No. 5 road, having been acquired by the Society from its previous owners, who for some years have used it as a bungalow.

Alan Bradley has conducted the negotiations with Mr Jack Leviston, the owner of the property, who has been most co-operative and keen to see the horse tram fully restored.

On Friday 13th December, a work party comprising Jacki Edwards, Richard Gilbert, David Macartney, Barry McCandlish, Paul McDonald, Peter Winspur and Garry Wood assembled at the Anderson Street address. Previous plans for the removal of the body needed to be rethought, as the crane operator announced that he would be unable to manoeuvre his vehicle along the home's driveway. After some thought, a new plan was arrived at.

The gang slipped the tram sideways from the fence, so that a sleeper slipway could be placed underneath it. After much humping and pushing, the tram was finally in a position where it could be lifted onto a hastily-hired tandem-trailer attached to Barry McCandlish's truck. The tram was loaded at approximately 3 00 pm, just in time for BTV Channel 6 to arrive to film the event. The Ballarat City Council was contacted and negotiations were made for the tram to make an historic visit to the Ballarat Town Hall during its journey to the depot.

As the clock struck four bells, we pulled alongside the prominent Sturt Street address. Mr Ian Smith, the Town Clerk, and Mr Robin Nuttall, the City Engineer, greeted us and spent some time inspecting our new acquisition. Again, the local media were present to record the proceedings.

No. 1 then continued along Sturt Street, which it last saw in the 1920's, to its new home at our Lake Wendouree depot. After being unloaded by crane, it was placed upon a set of Melbourne cable tram trucks.

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## News of the Ballarat Tramway Preservation Society Limited.

### PUBLIC LIABILITY INSURANCE

Perhaps this doesn't sound like the most interesting aspect of running a tramway, but we can assure you that it is a vital one!

During January, the Society was faced with the impending closure of our tramway operations, due to the expiration of our Public Liability Insurance policy, and the subsequent problems involved in negotiating a replacement.

A letter was received from our insurer late in December, advising that our existing policy would not be renewed when it expired on 16th January. This was not a reflection upon our Society, and indeed we are not the only operating museum to be faced with such a dilemma. Lloyds of London, who traditionally have underwritten claims made against such policies, have decided to withdraw their support from this type of insurance, due to the potential for massive payouts as a result of accident or mishap. Australian insurance companies, who, with Lloyd's backing, have previously designed such policies are suddenly and swiftly withdrawing from the field.

First to be affected by the new situation was the Bellarine Peninsula Railway, who operate a tourist steam railway along Victoria's Bellarine Peninsula. They were forced to cease operations for a short time in late December. Negotiations were quickly held with the Victorian Government-owned State Insurance Office, which agreed to provide the Railway with a new policy. Thus a precedent was set to save similar organisations from a like fate.

In response to our plight, Mr Tom Evans, MLA for Ballarat North, initiated discussions between our Society and the S.I.O. A meeting attended by Tom Evans, Warren Doubleday and Richard Gilbert - representing the Society - and Mr Peter Jackson, Deputy General Manager of the S.I.O., was held, at which a great deal of insurance detail was discussed. Four days later, the S.I.O. offered us some quotes, which were agreeable to the Society's Board of Directors, and the tramway operation was saved.

During the course of these problems, much media attention was gained, with the Ballarat "Courier" publishing several items, and a representative of the Society was interviewed on BTV 6, which broadcasts throughout the greater part of western Victoria.

An official signing of documents was held at the tram depot on Monday 19th January, attended by Mr Tom Evans, MLA, Mr Frank Sheehan, MLA (for Ballarat South), Mr Peter Jackson, and members of the Society. Again, the media attended to highlight the situation faced not only by our own museum, but by many similar organisations, who, through no fault of their own, are faced with the possible closing-down of operations.

The Society wishes to place on record its gratitude to Tom Evans, for his concern and prompt action taken in our support, and to the State Insurance Office for their equally swift response and solution to our difficulties.

### WEDDING GONGS

Members, Melissa and David O'Neil, were married at our tramway on Saturday 30th November. Dave drove tram No. 38 to the Gardens

WEDDING GONGS

Loop, where he waited for No. 18, driven by Stephen Butler, to arrive with his new bride on board.

The ceremony was held at the Loop, aboard No. 38, and was conducted (sorry) by a civil marriage celebrant, in the company of Society and family friends. After the ceremony, the wedding procession returned to the depot, where a barbeque lunch was partaken of and speeches made to commemorate the event. Drinks and communal company filled out the rest of the afternoon.

The Ballarat "Courier" was also in attendance, which duly reported and published photographs of the wedding in their social pages. An enjoyable, busy and exciting day seemed to be enjoyed by all who attended.

MUSEUM WORKS

Enclosed in this edition of "Fares Please" is a plan for the proposed development of the museum, to be located in tram No.39. The body will be altered and extended to provide an area in which a comprehensive and informative display of our operations and tramcars, along with a history of the Ballarat tramways.

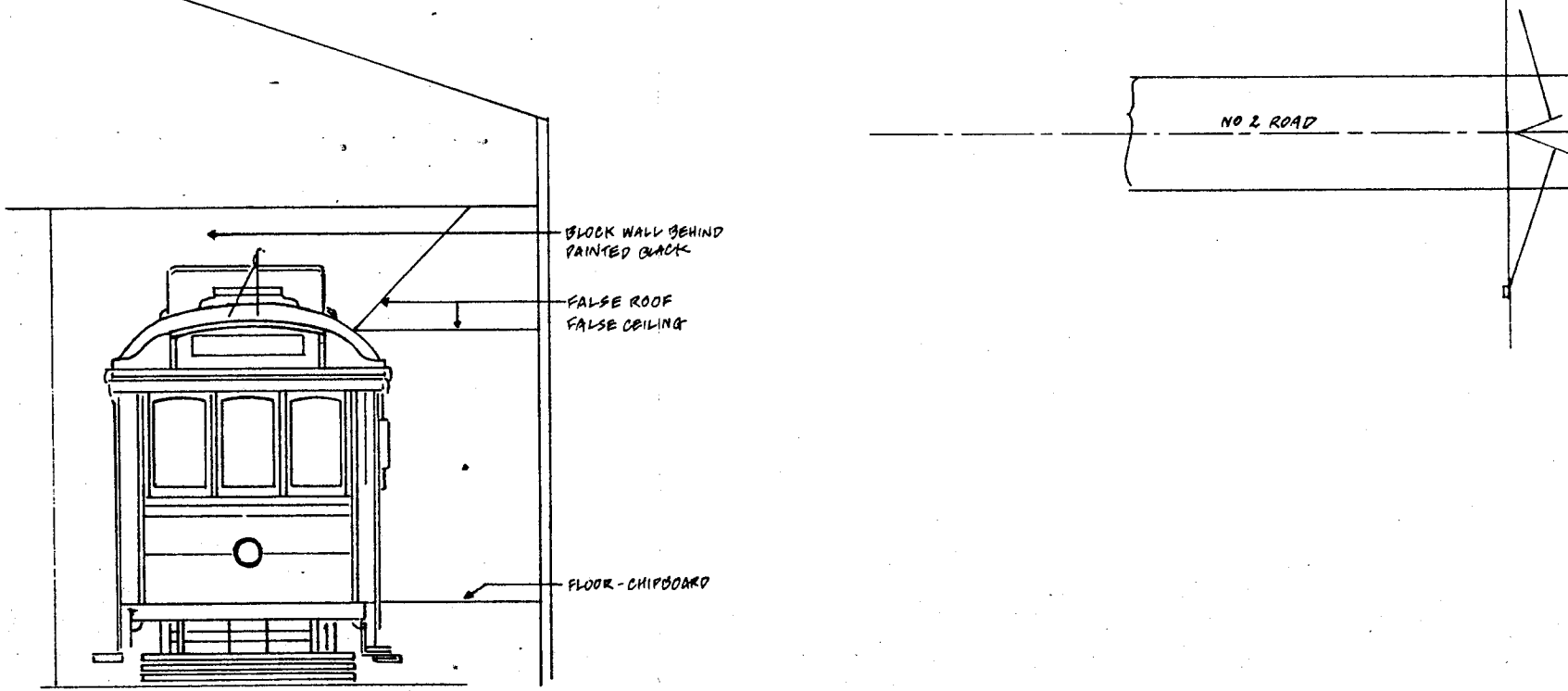
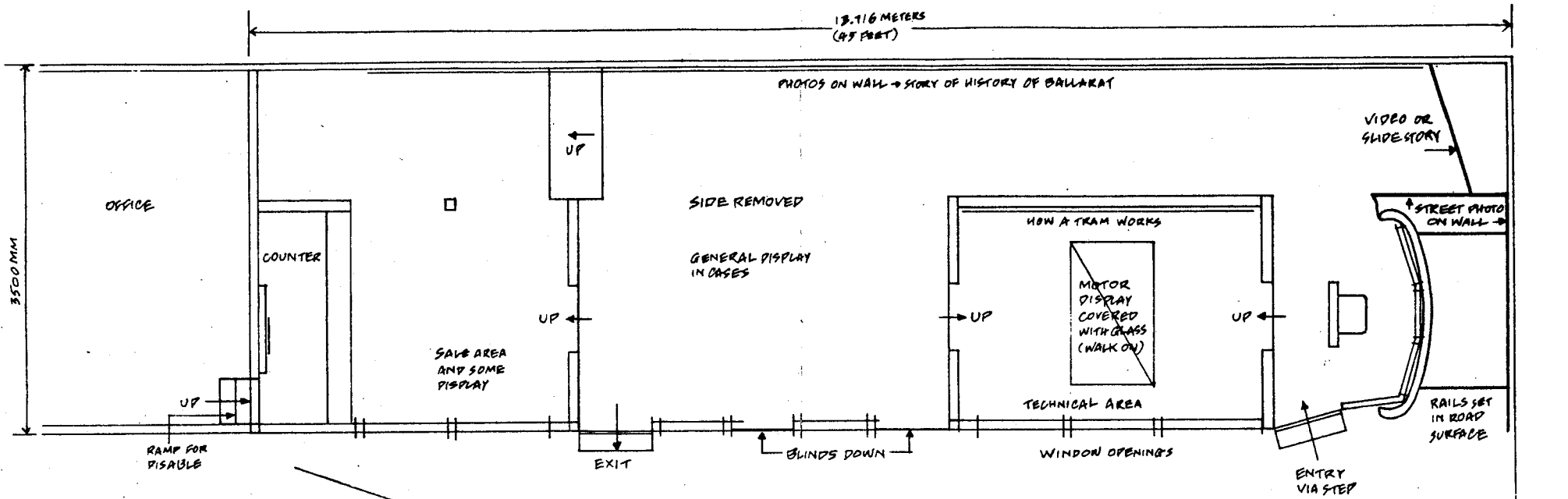
No. 39 will be placed above a pit road to enable the removal of essential operative parts. After this work has been completed, it will be placed on tracks where the present No. 1 road lies. The new crew room and office is currently being built, and the planning of the tram adjacent to these works is part of the overall plan for No. 1 road.

The Society is pleased to report that we have received a further \$2000 grant from the Ministry of the Arts to assist us in the construction of our new museum area. This is the second consecutive year in which the Ministry have provided us with funds and we are grateful for the encouragement that they have always given us in our museum project.

HOLIDAY SEASON TRAFFIC

Our trams have been operating every day since Christmas Day last year, as is our usual practice during the Summer holiday period. This is a truly commendable effort by our volunteer drivers and conductors. The Traffic Manager, Peter Winspur, and the Board of Management wish to thank all those members who have contributed their time and energy to ensuring that our tramway operates during every day of the season, for the pleasure of the many visitors to Ballarat during this time. In particular, mention should be made of Peter Hill, who provided the service on Christmas Day, and Clayton Giles, a relative newcomer to our Conductor's Sheet, who worked six days in one week. Both members are truly thanked.

On Sunday 5th January, we carried 256 passengers, which was our best day since New Years's Day, 1985. Australia Day, Sunday 26th January, saw 314 passengers ride our tram, which was followed the day after by a total of 286 passengers.



HOLIDAY SEASON TRAFFIC

All of our trafficable vehicles have run well during this period, and on most weekends, there has been the need to change-over the single trucker in service with a maximum-traction bogie car, to cope with the passenger loadings.

A slight hiccup occurred on Tuesday 28th January, when, following a dewirement, a section of overhead wire dropped from its supporting ear. Repairs were quickly effected by Dave Macartney late in the afternoon, and there was a minimum delay to the service.

PERTH ELECTRIC TRAMWAY SOCIETY

Our Society wishes to congratulate the Perth Electric Tramway Society on their efforts to achieve an operating tramway museum. Not since 1958 has it been possible to ride an electric tram in Western Australia, but in the near future, when Fremantle No. 29 becomes operational, a truly rewarding achievement will have been made. The society opened the first stage, 0.8 km, of their electric tramway at Whiteman Park on Saturday 30th November, 1985. Ex-Melbourne W2 and W3 class trams currently operate on Sundays and public holidays from 1 30 pm - 5 00 pm.

FARE INCREASE

Effective 2nd November, 1985, our adult fare has been increased to eighty cents, with a corresponding increase in the price of our All-Day ticket. These changes have been necessitated by the ever-increasing costs involved in operating our tramway; insurance and electricity are two areas in which the Society's costs have increased substantially. The fares now current are:

	<u>Single</u>	<u>Return</u>
Adult	40¢	80¢
Child	30¢	40¢
All-Day	\$1-60	-

Even with this latest increase, we feel the fares to be still well within the reach of the average family, who form the base of our passengers. With income generated through our sales items, we are able to continue to charge the lowest possible fares.

POSTAGE STAMP OFFER

The Tramway Historical Society (New Zealand) and the Ferrymead Post and Telegraphic Society have produced a limited edition presentation pack comprising tramway stamps, printed envelope, folder and notes, for \$A10.

These stamps, which feature New Zealand trams, are available from the Ferrymead Philatelic Society, P.O. Box 2500, Christchurch, New Zealand. If you are interested in purchasing a set, forward a cheque for \$A10 to the above address.

AT THE DEPOT

A recent weekday visitor to our depot was a Miss Duncan, a Canadian visiting Australia for a short time. Engaged in conversation by Dave Macartney, she revealed that her grandfather was the Mr Duncan of "Duncan & Fraser", trambuilders to the nation.

Miss Duncan was escorted through the depot and museum, and took particular interest in the steel steps bearing the name of her grandfather's company. In a rare gesture, she was offered a drive of a Duncan & Fraser tram along the access track.

During the afternoon, she spoke of her grandfather at the time of his involvement in tram- and coach-building, her memories still vivid, and detailed the closing-down of the company.

Miss Duncan thanked Dave, wished the Society well, departed Ballarat, and is, by this time, back in Canada. The only problem: Dave was so engrossed in listening to her reminisces that he forgot to take down her address for further research!

MELBOURNE CABLE TRAM BADGE

Our Society has produced a very good quality enamel badge of a Melbourne cable tram on behalf of the State Museum of Victoria, which features a display of a fully restored vehicle formerly used on the Richmond - Spencer Street service. As they possess the entire stock, they may only be purchased at the souvenir shop on the ground floor of the State Museum.

The Museum conducts a number of exhibitions on different themes during the year, and currently showing is "The S.I.O. Great Exhibition of Victoria", which includes tramway and railway memorabilia. The Museum is located in Swanston Street, Melbourne, on the corner of La Trobe Street.

CHANGES

For the first time in several years, the Society has decided to alter the format and presentation of "Fares Please!". This issue sees the first of those changes and we envisage many more during the coming year. As you may appreciate, the compilation of a newsletter such as this is a fairly hefty task, so any changes will occur as time, energy and resources permit.

To be honest, we don't know whether what we have produced this issue is dreadful or marvellous! So we would like to know what you think. We would be most interested to hear any suggestions that you, the reader and member, may have for "Fares Please!". Either drop us a line to: Ballarat Tramway Preservation Society, P.O. Box 632, Ballarat, 3350; or contact Richard Gilbert (583 8034) or Paul Miller (347 2308). (Note: we are both shift workers, so can be difficult to contact. Keep trying!)

HORSE TRAM No. 1

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Over the next week, the metal sheet coverings and false roof were removed to reveal more of our 'time capsule' package. An amount of the original paintwork is still quite visible and the interior is quite complete, with window louvres and brass fittings to open the louvres still intact. On one side of the tram, the Number "1" can still be seen. Another bonus is a glass-encased set of Tramway By-Laws from the tram's days in service.

The B.T.P.S. has grand plans for Horse Tram No. 1. We are currently preparing a submission for funding, to be distributed to potential sponsors, as we plan to attempt complete restoration as a full-time project. Ideally, the tram will be in service for the centenary of Ballarat tramway operation in December, 1987, and the Australian Bicentenary in 1988.

A display board has been placed near the tram to provide visitors with information concerning both its past and its future. Several photographs and diagrams complement the written information, and provide the public with a real contrast to the shell they see at the moment.

BALLARAT TOURIST BROCHURE

On 17th December, the Ballarat Vice-President of the B.T.P.S., Len Doull, represented the Society at the launching of the latest and most comprehensive tourist brochure produced for the Ballarat region, at a civic function held at the Ballaarat Town Hall. The brochure, towards which the Society contributed \$250, has been printed in full colour, and amply demonstrates the many tourist entertainments to be discovered in Ballarat.

The function was a pleasant affair, reports Len, and there were several speakers from the tourist industry. The brochures are being distributed by the Gold Central Tourist Authority, of which the B.T.P.S. is a member.

A photograph of our tramway has been included on the front cover of the Summer edition of the "Ballarat and District Tourist Guide", a booklet published four times a year, frequently seen in the hands of visitors. We also carry a regular advertisement in this booklet.

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"FARES PLEASE!" is published six times a year in alternate months commencing in January, and is distributed to members and friends of the Ballarat Tramway Preservation Society Limited. For further information, contact:

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