

MARCH 1986

PO. Box 632, Ballarat. 3350

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY

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Begonia Festival: The trams ran every day from Saturday 1st to Sunday, 16th March as part of the 1986 Ballarat Begonia Festival. Overall the patronage was disappointing but the weather on one week was very hot and it rained a few days on the other week. We also feel there is a general decline in attendance of people to the festival. One good day was Thursday, 13th March which was Senior Citizens Day and 140 passengers travelled. It was good to see so many senior citizens aboard and they were enthusiastically reliving their memories to us of the cable tram and early electric tram era around Australia.

A charter for a group of 40 people from Sydney was to have operated at 9am on Friday 14th March but on the Thursday morning the bus driver asked if we could run it on the Thursday at 1.30pm. After a quick scurry around extra crews were 'booked on' and the operation of No.38 on the charter took place. There were full loads on the service car, No.14, around this time and the two trams running along Wendouree Parade passing the many visitors and tourist buses looked a grand sight. Our Sales Section sold \$80 worth of stock to the bus charter people during their inspection of the depot.

The festival float procession was held at the new time of 1pm on Sunday 16th March which is one week after the Melbourne Moomba procession and this year it was a resounding success. The procession was a very long one and the crowds of spectators lined Wendouree Parade from Carlton Street to the North Gardens Reserve. Our tram service ceased at 12.20pm as the roadway was congested with spectators lining up for the big event. The tram service re-commenced shortly after the procession had passed but the road congestion caused by the many cars in the Gardens made for much concentration and application to the job by our crews. Quite heavy loadings on the trams during the afternoon also kept the Conductors working hard. If visitors to our tramway wish to see the Ballarat trams running in the street with incredibly heavy traffic conditions and good loadings then the Sunday after the March long weekend is the day to be there.

We thank all our Traffic Staff who helped operate the tramway over this, at times, busy and trying period.

Charters: We recently had a charter on 13th March (detailed above) and on Saturday 15th March for groups of senior citizens from Sydney. On Saturday 5th April there will be an early evening charter for a wedding party and on Sunday 6th April the Australian Railway Historical Society is chartering trams as part of their visit to Ballarat by double headed 'R' class hauled steam train which will be banked from Bacchus March by steam locomotive D3 639.

On Easter Monday the Jazz Convention is being held in Ballarat and as part of the delegates free time, arrangements, have been made to include a tram ride should they wish to do so between 10am and 1pm on the Monday.

Works report: Work on tramcar restoration and the museum construction is proceeding well and Garry Wood has joined our weekday working team. We are now a busy organisation from Monday to Friday with David Macartney heading our team of Jacki Edwards, working one day a week, and Garry Wood. By being open seven days a week we are selling a lot more souvenirs to tourists who come into our depot to look around at the museum display and workshop. The piped classical music from the A.B.C. FM wafting through the depot on these weekdays adds a finer touch to the pleasant location of the depot. Garry is working on the construction of the new museum and part of the government grant is paying his part time wages.

Saturday 15th March saw the great tram shunt when all our moveable trams were moved. This has happened a couple of times now when workshop requirements and traffic requirements reach a stage that a major re-shuffle is needed. The main result allowed for Horse Tram No.1 to be placed on

No.5 Road, No.39 was placed on No.1 Road to allow work to commence on conversion to a museum location and No.28 was placed on No.7 Road where the seats will be re upholstered.

No.39 sitting on our cable tram bogies, which are used for workshop transfers, negotiated all the tricky pointwork without a hitch with ex Melbourne W3 671 performing the task of shed shunter. The rails for No.1 Road are now cut off about 7 metres inside the doorway and steel troughing was placed beyond this point to allow 39 to be placed in its position as the new museum location. The tram will now be lifted to allow the cable tram bogies to be pulled out and it will then be lowered onto a support at the Office end of the depot and a maximum traction bogie at the 'lake' end.

Museum Grant: The Board of Management is pleased to announce to the Membership that we have been awarded a second grant of \$2,000.00 for the continued development of the museum project. The grant has been made available by the Victorian Ministry for the Arts. The Society was originally granted \$2,000.00 for the project in May 1985 and both grants will allow us to provide a display area of a high standard.

The Society Board of Management extends its thanks to the Victorian Ministry for the Arts for their very welcome and much appreciated support for our museum project in the form of the grants.

Tramcar maintenance: Garry Wood has commenced work on 39 by removing the weathered ply ceiling and discovering many birds nests crammed between the ceiling and the roof timbers. The Bye-Laws found behind a glass window on Horse Tram No.1 have been removed and taken to our local printer for reproduction. When this has been completed copies will be available for sale to our Members. A display board has been provided beside this tram to offer further information on the vehicle to those who inspect it. David Macartney has been concentrating his efforts on No.26 which is being converted back to its original appearance in Ballarat as a California Combination Car with cross bench seats at the open ends.

Destination blinds have been prepared by a local signwriter. These have our three destinations on them and they are to be added to the blinds in some of our trams which do not have our destinations. All of our fleet will then be properly equipped.

Transport Museums Dinner: On Wednesday, 12th February our Society was invited to attend a dinner and discussion evening at the Moorabbin Air Museum. The night was arranged by the Museums Association of Australia, Victorian Branch, and hosted by the Australian Aircraft Restoration Group. Our Society is a Member of the Museums Association and Warren Doubleday, Howard Stoney and Richard Gilbert went along. The night was very pleasant and after discussion papers and some slides presented by guest speakers the group adjourned to the airfield area where a World War 2 'Kitty Hawk' fighter was started for the group to view. This aeroplane had been fully restored by the group and when they originally found it there was very little left of the original machine and thus they are very proud of their efforts. The party then returned to the Royal Aero Club for Dinner and a social gathering. The night was most enjoyable and a lot of information about the museums represented at the occasion was exchanged.

Horse tram submission: A Sub Committee of Members has been busy preparing a submission to be sent to both Government and private organisations seeking funding for the horse tram restoration project. The very detailed submission has now been compiled and the Sub Committee is justly proud of its efforts. The project is intended to be a full time effort undertaken by paid staff for a period of around 30 weeks. It is estimated the full cost of the project would be \$53,000.00 which covers wages for 3 people and materials and specialist contractors costs. It is hoped to have the tram restored in the third quarter of 1987 in time for the centenary of the Ballarat Tramways in December 1987. Should Members like a copy of the submission simply write to the Society address and forward 3 thirty three cents stamps to cover postage costs.

Change of address: Two of our Members have moved interstate and therefore cannot take an active role in our Traffic Branch activities. Austin Brehaut has moved to Launceston and Graeme Sewell has moved to Sydney. We thank them for their work at Ballarat in the past and trust they will continue to enjoy having contact with us through reading their mailouts as interstate Members. Richard Gilbert is going to New Zealand in April for an extended holiday whilst on long service leave and Stephen Butler will act as Society Secretary.

Tram Drivers: Driving exams were held on Sunday 16th February at which David O'Neil and Greg Rodgers were passed and the Society welcomes them to that position. Craig Tooke was present for his first day of training and is currently undergoing our Driver Training Scheme.

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>
619	Roy Sheedy	Geelong West
620	Donald Norley	Frankston
621	Ms. Pat Bushmain	Frankston
622	Pat Nixon	Melton

We also welcome back resumed Member Keith Stodden of Elsternwick

Trolley Wire Subscriptions: The publishers of our Australian Tramway Museums journal 'Trolley Wire' have advised us that as from the renewal subscriptions in June that organisation will directly handle subscriptions instead of the previous arrangement where our Society acted as agents in collecting the subscriptions. A subscription renewal form will be included in the June issue of 'Trolley Wire'.

Visits to other museums: Gavin Young recently visited the Perth Electric Tramway Society museum at Whiteman Park. He travelled on the tramway and spoke with Lindsay Richardson and others on the finer details of traffic crew operation particularly relating to ticketing and accounting. Gavin says the museum is very interesting to visit and he took a number of slides which we hope to view in the near future. Lindsay Richardson visited our museum on Sunday 16th February and was given a first hand view of traffic operations.

Richard Gilbert visited the Sydney Tramway Museum on Sunday 23rd March and also travelled on a special electric train tour around the suburbs of Sydney, organised by S.P.E.R., on Saturday 22nd March. The electric train tour was very enjoyable and interesting as it consisted of 3 parcel vans and 2 trailers, one of which was a wooden body car built in 1913. This tour was the last train to travel over the Ropes Creek line which runs to the Defence Forces factory site. The line was constructed during the Second World War and electrified in the 1960's but falling traffic brought about closure on 22nd March. As the military area is considered 'restricted' all cameras were taken off the train at Dunheved where the Federal Police held them until the trains' return. Member Don Easton was the Guard on the last train to Dunheved, which is just outside the military area. This last train was steam hauled and was run a couple of hours after the electric train tour for the Railway Credit Co-Operative. This electric train tour was also a good time to talk with Ballarat Tramway Society Members residing in Sydney.

The visit to the tramway museum at Loftus on Sunday 23rd March was enjoyable and after closing time a convivial time was had with the S.P.E.R. Members at the hotel at Sutherland where the new tram terminus will eventually reach. The traction power is now connected at the new site and some trams have been run.

On Saturday 18th January a number of our Members visited the Haddon site of the Melbourne Tramcar Preservation Society where an enjoyable barbeque and film show was provided.

Advertising Rates: The Board has recently reviewed advertising rates for the trams and has decided that new external roof adds will be charged \$150.00 per year and new interior adds will be \$150.00 for 3 per tram in up to 7 trams per year.

New format: You may have noticed that this edition of our newsletter has been printed in the old style. In our last production our new printer had his machine break down at the last minute and in a great rush a commercial printer produced the final result. This time the amount of business has been so much over the last month that we have not had time to conduct final negotiations with our proposed printer. We hope to be set up and ready to go with the new format for the next issue. This issue has been typed in A4 size for those who wish it to conform with their files.

Sales items: The following are some of the items available from our Sales Department at Ballarat.

Beer glass with handle showing a gold embossed line drawing of a single truck tram \$3.95

Teaspoons: With a photo of single truck tram No. 27 or Bogie tram No.38 \$3.00

Ballarat Vintage Tramway booklet: Gives a concise history of our tramway and a photo of each type of rolling stock in our fleet.

\$1.75

Melbourne Tramways \$11.95

100 years of Melbourne Trams: Produced by Metro. Transit Authority for the centenary of Melbourne trams:

\$3.00

Steaming Down Argent Street: A history of the Broken Hill steam trams:

\$12.50

The Kilmore Horse Tramway: A look at the T.M.S.V. horse tramway.

\$1.40

Brisbane Tramways \$6.95

Early trams of Sydney: Photos from the Mitchell Library

\$4.95

Destination City: Melbourne tramways

\$6.00

Tramways of Australia: \$25.00

Ten Years: Book produced by Ballarat Tramway Preservation Society to celebrate ten years of the Society:

\$2.00

A diverse number of teaspoons are available from our Sales Department and should you require a list of the types available please write to us.

If you are ordering sales items by mail please add a reasonable amount for postage and an Account can be issued for any amount owing or a refund made should you have overpaid.

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Next 'Fares Please' issued in May