

# FARES PLEASE!

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## MUSEUM PROJECT

No. 1 Road has definitely taken on a different appearance, as work continues on construction of our new museum, to be housed in tram No. 39. After being used as a storeroom for some years, it has been cleared of junk and moved to No. 1 road. (No. 11, our current museum, has been relocated to No. 2 road). The undergear of No. 39 was also removed to enable it to be moved into the old shed.

Garry Wood has been working steadily on the conversion of the maximum traction tram. Work achieved to date includes reconstruction of the front driving compartment, with controller and brake valve having been installed. One of the side panels, too badly rusted to be of use, was removed, only to reveal severe rot at the bases of the timber uprights. One section of base has been kept and will actually form part of the museum display, as an example of the types of problems we encounter in restoring tramcars.

Meanwhile, work continues on the interior of No. 39, and it is now possible to visualise the final result. The tram/museum, when complete, will bear the 1939 livery of the State Electricity Commission provincial tramways. No. 2 end of the car has been stored in the depot, pending future use.

## HORSE TRAM

Horse Tram No. 1 resides peacefully still on No. 5 Road, awaiting its turn of major restoration. Some small jobs have been carried out on it already, mostly designed to determine the condition of the car (very good!) and to give the public an idea of what it will look like when complete.

The Society has embarked upon a major fund-raising campaign, so that sufficient money can be obtained to commence restoration of the tramcar. A professional submission has been compiled and sent to major companies, government departments and other potential benefactors. On a slightly smaller scale, a donations box has been placed adjacent to No. 1, to receive donations from visitors to the museum. We remind members that any donations they may care to make towards No. 1 are fully tax deductible, as per the usual requirements.

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# News of the Ballarat Tramway Preservation Society Limited.

No. 26

Work continues on the restoration of No. 26 to a California Combination car. Dave Macartney has been working on this car for the majority of his time spent at the depot. A trial layout of paint schemes has been applied to one panel, complete with lining, to gauge the full effect. The "Indian Red" panel certainly stands out in the midst of all the green of the other cars. It is planned to have at least one side of No. 26 fully painted by October.

Manufacture of the end seat bases and backs is underway. The tip-over seats have been completed, though they are not yet installed. The end window frames have been removed for repair and restoration to a varnished finish. Next Summer should see the debut of our new-look No. 26.

NEW OFFICE AREA

John Phillips is continuing with the construction of the new office and crew facilities, at the rear of the museum, and can be heard cursing the Engineering Manager (Warren Doubleday) every time he bends a nail in the well-dried framing hardwood that is being used. At time of writing, the wall has been erected and the windows will soon be placed.

TRAMCAR MAINTENANCE

New destination blinds have been received, for fitting in tram Nos. 18 and 33. Apart from day-to-day maintenance carried out on all service cars, the following work has recently taken place:

- No. 13 - Trucks from this car are currently at the Preston Workshops of the Melbourne Tramways, for welding, grounding and reprofiling. The top chord of the truck has been removed from the underside of the car, so that it can be welded in two places where fractures had occurred.
- No. 40 - Grids for the controllers' first notch have been replaced and the brake rods have been extended to ease adjustment of the brakes. Both controllers have been inspected and repaired where necessary. For increased driver safety, a footboard has been installed on the lake-side of No. 1 end.

No. 32

Oh yes, by the way... We have acquired another tramcar. We welcome No. 32, which has joined us from its former home at the now defunct Maryborough Wildlife Park.

The Society has been interested in this car ever since we moved into our new depot, as it sat for many months in the S.E.C. yard

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No. 32 (cont.)

at North Ballarat after the system closure in September, 1971. The subsequent neglect, vandalism (not one piece of glass survives), theft (both controllers, brake valves, etc.) and deterioration has left the car in very poor condition. We have acquired it primarily because it is still complete with motors and wheels, although the latter will need re-tyring before being safe for traffic.

The car was moved to the depot on 7th April (more later). Currently stored on No. 7 road at the depot, No. 32 will be moved when an alternative location can be found, as it will be some years before a final decision will be made concerning its future.

A BUSY WEEKEND!

Saturday 5th April saw two specially decorated trams (Nos. 38 and 40) being chartered for a late-afternoon wedding party. Ninety-three wedding guests from Creswick enjoyed a pre-wedding breakfast journey during which drinks and savouries were served. These were provided by the Lake Lodge and were replenished each time the tram passed the Lodge. Our conductors, Stephen Butler and Andrew Mitchell, found their duties extended beyond bells and trolley-poles! The guests, on leaving the trams, adjourned to the Lake Lodge to continue the celebration. The charter can only be considered a great success.

The next day, Sunday 6th April, saw our tramway visited by 172 members of the Australian Railway Historical Society, as part of their "R" class steam train tour to Ballarat. They were given the opportunity to ride upon tram Nos. 27, 40 and 661 and to inspect the depot, before departing in coaches for Warrenheip to watch the train "storming the bank".

As if that wasn't enough for one weekend, six workers journeyed to Maryborough on Monday 7th April, to rescue tram No. 32, which had spent the previous thirteen years at the Maryborough Historical and Wildlife Park. The galvanised iron roof was removed and the remainder of the shed easily dismantled due to an advanced state of wood rot.

Despite not advising local media of the tram's acquisition (due to its deplorable state), our arrival in Ballarat was noticed by the media scouts, and we featured on BTV6 and in the "Ballarat Courier".

Owing to workshop requirements, the overhead in Wendouree Parade was slewed at the site of the old storage loop, and No. 32 was unloaded onto the track, to be towed to the depot by No. 671. Of course, photo stops were arranged to record the car's first journey on rails for 14½ years! Thanks to Warren, Garry, Andrew, Richard, Geoff and Peter for their work on the day.

Normal running continued throughout the course of the weekend, in addition to the above activities. Generally, poor weather has continued to plague us and, as a result, patronage during April and May has been less than exciting. Easter, however was more satisfactory, with over 1100 passengers being carried over the break.

### MEMBERSHIP NOTES

We welcome new member, John Biele, No. 623, of King's Park, S.A., to the Society.

Society Secretary and General Manager, Richard Gilbert, is currently enjoying long-service leave, and has fled to New Zealand, far away from the many pressing engagements of the Ballarat Tramways. In his absence, Stephen Butler is acting as Secretary and Frank Hanrahan, in addition to his responsibilities as Society President, is acting as General Manager.

Towards the end of June, you will receive in the post your Society membership renewal form. We are pleased to inform you that there is to be no increase in the cost of membership for the 1986-7 financial year, the fee remaining at eight dollars.

### DEPOT WORKS

Recently, forty-eight sleepers were delivered to the Society, courtesy of the Bellarine Peninsula Railway. These will be used to upgrade Nos. 2 and 3 roads at the depot, along with sections of the access track. When this work is completed, the area in front of the old depot will be filled with crushed rock, to bring the surface level up to the top of the rails.

These sleepers are replacing the second-hand ex-Victorian Railways sleepers purchased by the Society in 1972. At that time, the sleepers cost twenty cents each, compared with today's price of eighteen dollars each.

When sealed in with crushed rock and with plenty of tie-bars to hold the rails in gauge, the Engineering Manager expects to be in his wheelchair before they require replacement.

### CAN YOU HELP?

The Society uses many materials in our restoration work. One item we are currently low on supply of are soft rags. If you are able to supply some, or know of a source of supply, please contact Gavin Young, care of the depot.

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