

# FARES PLEASE!

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## THE BALLARAT CABLE TRAMWAY

History was made when a cable tram set ran successfully in Wendouree Parade over the Labour Day weekend. Till then no cable tram had operated on a street tramway in Victoria since 1940. The tram was loaned by the owners, Newton Williams of Swan Hill and Darryl Hawksworth of Blampied.

The grip car, which was built by Newton, utilises a number of parts from old grip cars. It is numbered 593, as 592 was the last grip car built by the M.M.T.B. A single cylinder 16 h.p. petrol motor is ingeniously concealed beneath the car, driving an hydraulic motor which operates the tram at about 6 m.p.h. The trailer car, No.171, has been meticulously restored by Darryl over a period of four years. It is an original car from the opening of the Clifton Hill cable tramway on 10th August, 1887.

The tram arrived on Thursday 5th March and was test run from the depot to St. Aidan's Drive. It performed well in the Parade and on all depot tracks.

The cable tram provided a service between the Gardens Loop and the Depot. This required alteration to the springing of the points at the loop to allow the electric trams to pass through on the straight track on both up and down trips. The cable tram ran onto the loop track, dropped the trailer car and the grip car ran around the trailer car on the straight track to again pick up the trailer car.

Shunting at the depot involved dropping the trailer car at the two road points and then pushing it onto three road. The grip car could then shunt from two road to three road and where it then picked up the trailer car.

The operation of the cable tram in conjunction with the regular electric service generated a great deal of public interest. On some trips to the loop there were many people crowding around to board the cable tram set. The passenger loading on the Monday required the operation of two electric trams which created some interesting traffic movements at the gardens loop.

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## News of the Ballarat Tramway Preservation Society Limited.

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### THE BALLARAT CABLE TRAMWAY (cont.)

Interest in the operation of the Cable Tram was enhanced by very good publicity on Friday on Channel 6 and Saturday in the Courier, where we managed a half of the front page on the Saturday morning.

Many staff assisted to provide the tram service, operating the vehicles, manning points at the Loop and Depot Junction and assisting in the arduous task of pushing the trailer around the depot when shunting. Neville Gower conducted informative guided tours of the depot for passengers from the cable tram.

Capacity loading of the cable tram on Sunday and Monday with twenty minute round trips resulted in one of the best weekends for many years carrying over 10% of the average annual loading.

Passenger loading was

	<u>Sat</u>	<u>Sun</u>	<u>Mon</u>	<u>Total</u>
Cable Tram	273	476	478	1227
Electric Trams	197	294	489	976

The weekend concluded with a large number of tired workers who can be well pleased with the results of their efforts.

### TRAFFIC

The Begonia Festival saw the electric tram service operate every day from Saturday 28th February to Sunday 15th March, the full length of the Festival. Loading on the weekdays was good especially during the second week when over one hundred passengers rode the tram on the Wednesday and the Thursday.

The last weekend was busy with extra people in the gardens for the Annual Float Procession on the Sunday. Following the Parade two trams were required to carry the passengers.

The cable tram continued to be popular, although not in service, attracting many people to the depot, where they saw the Cable Tram, the Horse Tram and the Museum. Both the grip car and trailer will remain at the depot till after Easter and they are available for charter.

### TRAMCAR AND DEPOT WORKS

Over the Labour Day weekend the depot was full to capacity. Looking around revealed twenty wheeled vehicles which included fourteen electric cars, two cable vehicles, one horse car, one works trolley and one tower wagon, not to mention several assorted wheel sets.

No.13 has now had its truck completely reassembled. The body has been lowered back onto the truck and all that remains is the final connection of the brakes and motor leads, the bolting of the truck to the car and testing of the completed vehicle. This car, which has not run since 1971, was returned to the Society in 1983. Soon we should see No.13 once again travelling along Wendouree Parade.

## TRAMCAR AND DEPOT WORKS (cont.)

No.26 has had half the footboards fitted and the handrails are currently being prepared. Soon it will swap places with No.13 to have its truck and wheels overhauled.

Work on No.39 progresses at a steady pace with some timber being replaced and the body patched and filled. Behind No.39 the new crew room and office are starting to take shape with panelling on the walls and the installation of a sink and some cupboards.

## HORSE TRAM No.1

The restoration team has commenced work in earnest stripping off the side panels to reveal the remaining frame, of which there is very little, allowing an assessment of the timbers. Planning is well underway for the new floor and the end platforms.

An appeal was conducted last year to acquire funds for this restoration job and although not obtaining the amount we would have liked several companies are assisting the Society in this restoration.

These companies include Telecom Australia, Coles Myer Ltd, Haymes Paints, Hospital Benefits Association, ANZ Bank, Bendix Mintex and the Ian Potter Foundation. The Society appreciates the assistance of these companies in this important restoration project.

December, 1987 marks not only the centenary of Horse Tram No.1 but also the Ballarat Tramways and marks a significant point for the Society. The restoration team are working towards having the Horse Tram ready to help celebrate the occasion.

A committee has been formed to plan events to ensure that the centenary does not pass unnoticed. Any member who would like to assist with ideas for the events is welcome to submit them to Stephen Butler.

## SALES

The latest item available at the depot is a high quality brooch featuring the Melbourne Cable Tram set which is now housed at the Museum of Victoria. The brooch sells for \$3.00.

Items in stock include teaspoons for \$3.50, car stickers for \$1.00, Horse Tram By-Laws for \$1.00, a large selection of postcards at various prices, embossed tankards for \$3.50 and a selection of enamel tram and train lapel badges for \$3.50. The Society also stocks a variety of books and publications.

Recently the Society was advised of the availability of a number of Victorian Railways newsletters available for sale. The newsletters are available from Tenet Books, P.O. Box 180, Hawthorn, Victoria, 3122 and catalogues will be supplied by them on request.

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## MEMBERSHIP

We welcome the following new and resuming members and trust they will enjoy their membership with us.

<u>Number</u>	<u>Name</u>	<u>Location</u>
443	Graham Pack	Chadstone
459	Brian Wood	Wendouree
632	Andrew Cheary	Forestville
633	Newton Williams	Swan Hill
634	Darryl Hawksworth	Blampied

## CABLES TRAMS 88 AND 461

The Society has over the last two years acquired two Cable Tram Trailers. As these vehicles had been in the open for many years their bodies were badly rotten and unable to be saved. Fortunately many fittings were intact on the bodies and these were salvaged along with the trucks.

Bob Lilburn has produced some facts about these vehicles. No.88 was built in 1886 and spent its working life servicing the Victoria Street line. It ran as No.88 till the conversion of Victoria Street to electric traction on 7th December, 1929.



No.461 was built as part of the Windsor Order for the Melbourne Tramway and Omnibus Company. The Builders number for the vehicle was 461 but it was numbered 91 by the MTO. After the takeover by the M&MTB it was renumbered as 461 and ran for a relatively short time as No.461. It was sold after the closure of the Windsor line which was converted to electric traction on 27th December, 1925.

Some of the MTO cable trailers retained their original numbers throughout their working lives and others had their numbers changed for various reasons. As there are no records on the numbering of all the cars it is only by locating vehicles like No.461 that reveals evidence about car numbering.

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