

# FARES PLEASE!

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July 1987

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## Notice of Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 1:30 p.m. on Sunday 11th October, 1987. The meeting will be held at the Society's tram depot in the South Gardens Reserve, Ballarat.

Nominations are called for the following positions which fall vacant on the Society's Board of Management on that date:

President;  
Melbourne Resident Vice-President;  
Ballarat Resident Vice-President;  
Honorary Secretary;  
Honorary Treasurer; and  
Ordinary Board Member (six positions).

Any two members may nominate any other member to serve as an Office Bearer or Ordinary Board Member, provided that no person who, at the time of such nomination, is an unfinancial member, shall be entitled to be a candidate for election, or a proposer or a seconder pursuant to the Articles of Association.

Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5:00 p.m. on Friday 28th August, 1987. Nominations may be sent to:

The Returning Officer,  
Ballarat Tramway Preservation Society Ltd,  
P.O. Box 632,  
Ballarat, Vic. 3350;

or may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed "Ballot Material" on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than 500 words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall forthwith lapse.

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# News of the Ballarat Tramway Preservation Society Limited.

### The Lydiard St North Line Extension

Following the publicity given to Horse Tram No.1, most members will be aware that 1987 is the centenary year of tramway operation in Ballarat. December, 1887, saw the introduction of Ballarat's first tramway service. There is, however, another significant event to be commemorated this year: the fiftieth anniversary of the opening of the extension to the Lydiard St North route. In August, 1937, the line was extended from Gregory St to the new cemetery at Norman St. A brief history of the events leading to the extension follows.

In December, 1888 the Soldiers Hill Horse Tram Line opened; this line traversed Lydiard St North and Macarthur St to Lake Wendouree. In August, 1905, the Electric Supply Company electrified the Lydiard St North Line, whilst also extending it northwards to Gregory St, which formed the boundary between Ballarat and Bungaree Shire. A "Y" shaped loop was placed at the terminus, as if in anticipation of an extension northwards.

On those days many people visited the New Cemetery on Sundays. Horse cabs met the trams at Gregory St and carried passengers the final half mile to Norman St. The Electric Supply Company was frequently lobbied to extend the line but the company believed the line would not be viable, due to the small number of houses in the area.

Following the opening of the railway workshops and other industries in Ballarat North, there was further housing development in the area during the 1920's. However, as the Electric Supply Company's lease expired in 1931, it was not interested in expending finances on a tramway system of which it was shortly to dispose.

When the S.E.C. took over in the early 1930's, it adopted a policy of upgrading the system. It decided to recondition the tramways and so was interested in extending existing routes. Along with the extension to the New Cemetery, there was pressure from residents for two other extensions: from Mt Pleasant terminus to the recreation reserve; and from the Victoria St terminus to the Eureka Stockade.

In June, 1936, the City Council sought a grant of £5926 from the Employment Council - a body established during the depression to fund projects utilising unemployed labour - to fund the Lydiard St extension. After further pressure from residents, a request for the other two extensions was added to the submission. But in September, 1936 the Employment Council rejected the submission, because of the losses expected to be made on the extended routes.

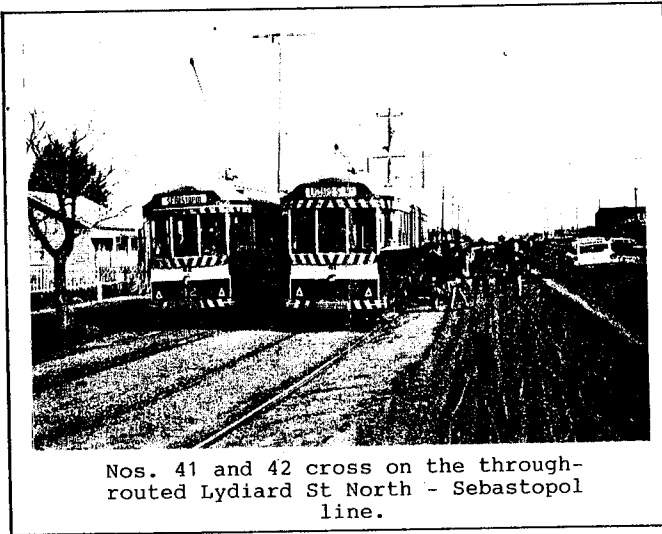
The Council sought the opinion of the S.E.C. as to which of the three extensions would be the most viable. The Lydiard St extension was expected to incur little or no loss; the Victoria St and Mt Pleasant extensions were expected to attract little patronage. The Council made a fresh request for the Lydiard St extension, and this was approved in January, 1937. Work on the extension was completed early in August, that year.

## The Lydiard St North Line Extension (cont.)

August 28th, 1937, saw the official opening of the Lydiard St North extension. The Mayor of Ballarat, Cr. J. Pryor drove tram No.32 along Lydiard St to the old Gregory St terminus. On arrival, he cut (using gold scissors) a blue ribbon, stretching from the overhead to the track. The car was then driven to the new terminus at Norman St and back to the City. The official guests then adjourned to the Electra Hall in Camp St.

Passenger services commenced that day, from the city terminus at the corner of Grenville and Sturt Sts to the New Cemetery. The following day, August 29th, the service was through-routed to Sebastopol and was run this way until the closure of the Ballarat tramway system.

The Lydiard St North and Sebastopol routes were closed on September 19th, 1971. Tram No. 42 ran the last trip from Lydiard St North terminus at 10.30 p.m. The replacement bus service commenced the following day.



Nos. 41 and 42 cross on the through-routed Lydiard St North - Sebastopol line.

## Traffic

This year marks the first time in Victoria that the school year has been divided into four terms, providing a new challenge to the Traffic Branch. The recent holidays have proved to be particularly successful with over one hundred passengers travelling each day excepting the last Friday.

Having the school holidays occur in July has given this usually quiet winter month a substantial boost, with passenger loading figures rivalling our earliest years.

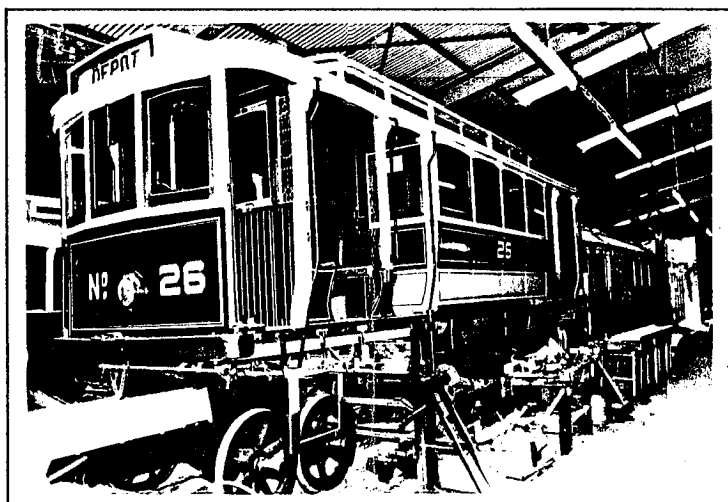
## Tramcar and Depot Works

On the non-operational side of the Society's activities, the Engineering/Restoration branch has been busy over the past two months.

Our staff has been concentrating on the restoration of Horse Tram No.1. The frame is now complete with brake rigging and bracing. Other activities are being done in conjunction, whilst we await the delivery and installation of the corner pillars. These are being cut out at Sovereign Hill.

Visitors have continued to come to the the depot over the last few months and asked to see the horse car. For a while, the car virtually consisted of only a roof and a sign saying Horse tram No.1. It had completely disappeared, so to speak, having been dismantled to facilitate restoration. We were, however, able to show a new frame being assembled nearby. Everyone seemed pleased to see the progress; visitors were not disappointed that the body of the tram was unable to be viewed. While showing them the frame, we have commented upon "Our new one hundred-year-old tramcar!" Many have left a donation in our nearby box.

Car 26 has been lifted and the truck prepared for a wheel changeover. While the truck is out, we are dismantling the component parts of the truck and brake rigging, to enable cleaning, inspection and, if necessary, repair.



No. 26 is currently undergoing major restoration, a feature of which is its return to the livery of the 1920's. Note the leadlight windows and open crossbench seating, representative of cars from that era. When complete, No. 26 will be the ideal vehicle for Ballarat's warm summers.

## Tramcar and Depot Works (cont.)

Our other current major project has been the construction of a proper mess room. We are pleased to report that this has been sufficiently completed to enable crews to use the new facilities. The first coffee was spilt on Sunday, 19th July. Kitchen cupboards, floor and wall tiles, panelling, window architraves and doorways have all recently been fitted.

One recent and untimely incident that can occur on all operating tramways is the failure of the wood block in a section insulator. The insulator in the access track, just before Wendouree Parade, failed just before we were scheduling to run a charter for the Clunes Primary School. We were able to give them a detailed tour of the depot and commentary upon how a tram works but only a short ride around part of the depot fan. Temporary repairs were quickly effected, so that the next day's running would not be jeopardised.

## 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>
120	Robert Kidd	Spotswood
635	Neil Gallier	Nth Sydney
636	Anthony Deppler	Drysdale
637	John Green	Pascoe Vale
Junior Supporter	David Nixon	West Melton

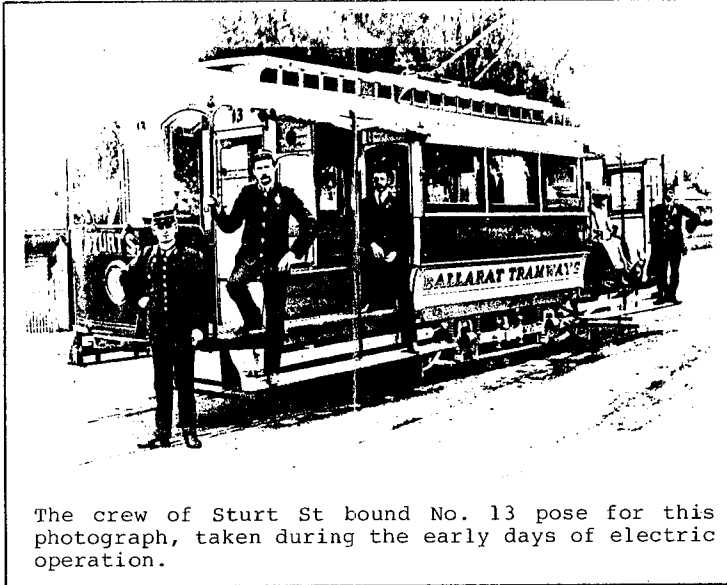
Membership renewal notices were posted at the end of June. A current membership card or reminder notice is enclosed with this issue of "Fares Please!" If your renewal was received after July 24th, your membership card will be sent with the next mailout.

## Contributions

**Fares Please!** is your newsletter and contributions from members are always welcome. If you have any photographs of Ballarat's trams or Society activities which you feel may be of interest to other members, or you would like to write an article - perhaps about a particular aspect of Ballarat's tramway system - we encourage you to pass them on to us, so that we may share them with other members.

**Fares Please!** is published in January, March, May, July, September and November of each year. The copy deadline for each issue is the second Friday of the month of publication. Should you wish to make a contribution to **Fares Please!**, it may be mailed to the editors via the Society's post office box, or handed to any Board member.

## From the Past...



The crew of Sturt St bound No. 13 pose for this photograph, taken during the early days of electric operation.

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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 Tramways. For further information regarding the Society's activities and publications, please contact:

The Secretary,  
Ballarat Tramway Preservation Society Ltd.  
P.O. Box 632,  
Ballarat, Vic. 3350

Telephone: (053) 34 1580

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