

FARES PLEASE!

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Management Changes

At the January Board meeting the Secretary, Stephen Butler, resigned from his position on the Board of Management because of his work commitments and other recreational activities.

The Board has appointed Richard Gilbert as Secretary to fill this casual vacancy.

At the same meeting, one of our newer members, Peter Walker, who has shown a great deal of interest in the Society, was also co-opted to the Board filling the casual vacancy from the Annual General Meeting.

Stephen Butler has been appointed as Publicity Officer, where the time he can make available to the Society will be used to both his and the Society's mutual advantage.

The Board wishes to thank Stephen for his work as Secretary, in which he introduced a number of new procedures and ideas to the running of the Secretariat, and the Board looks forward to his continuing involvement with the Society.

Centenary Celebrations

The Society celebrated one hundred years of tramways in Ballarat on 26th December 1987. As this was Boxing Day and many people were either away or committed to family gatherings it was decided not to hold a day of official functions, with invited guests and speakers. A simple Members Day with a variety of trams running, a barbeque and a film night was held instead.

The main event for the Members was the return to service of California Combination Car No.26. Operation of a horse drawn tram service utilising Daryl Hawksworth's cable tram trailer was proposed and organised but horse drawn tramways are prone to unique problems and ours was no exception.

On Friday the horse went lame and after seeking a replacement horse, without success, the decision was made to abandon the horse tram service.

Tram No.26 ran out at 11 a.m. and ran all day. Trams No.27 and No.38 assisted with traffic at various times through the day. Member Earl Ewers chartered No.33 twice during the day and members were treated to many interesting combinations of tram traffic movements.

News of the Ballarat Tramway Preservation Society Limited.

2- Fares Please!

Centenary Celebrations (cont.)

No.26 looked absolutely resplendent after its restoration and the Board wishes to record its appreciation and sincere thanks to David Macartney, Garry Wood and Jacki Edwards for a first class job well done.

The frame of Horse Tram No.1 was erected in time for the centenary celebrations and the vehicle was pushed onto the depot fan for all to see and was a focal point for the celebrations. After all, this vehicle started it 100 years earlier. Garry Wood deserves special thanks for his concerted effort in getting the frame of No.1 assembled.

At the close of the days operations a barbeque was had at the depot followed by a slide and movie show featuring early years of the Society. The day had been hot, but the evening in the gardens was most pleasant, and saw the happy gathering continue into the early hours of the next morning.

Membership

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

| <u>Number</u> | <u>Name</u> | <u>Location</u> |
|---------------|---------------|-----------------|
| 641 | Merv Mitchell | Ballarat |
| 642 | Frank Puls | Ballarat |

Museum Grant

The Society was recently notified of a \$1500 grant from the Ministry for the Arts, as part of its 1988 Museum Grants Programme. The grant will be used to purchase storage facilities for the Society's archives, and small items of historic tramway equipment and memorabilia. A proportion will also be spent on microfilming some important archival papers and plans held by other organisations and documents held by the Society which are of a fragile nature. The Society thanks the Ministry for the Arts for its continuing support.

Sales

A new teaspoon is to be released shortly to commemorate the 100 years of Ballarat Tramways. The spoon features a picture of Horse Tram No.1 on the handle and a picture of maximum traction tram No.40 in the bowl of the spoon.

A recent addition to our range of enamel badges is a reproduction of an early Victorian Railways logo. The size of a ten cent coin, the badge features the VR monogram in gold on a royal blue background. The badge is priced at \$4.00 and is available from the depot and The Railfan Shop.

Traffic

Patronage was very good over the past couple of months, until the hot weather arrived early in January. In November we carried more passengers for the month than any year since 1976. Publicity about the celebration of the Centenary of the operation of trams in Ballarat, lead to the best result for many years on Boxing Day, with No.26 proving to be a great drawcard. Since then, No.26 has run every day on which a conductor has been available and has proved very popular.

In December Roy Sheedy commenced Driver training and Peter Walker joined our Traffic Staff as a conductor. Roy should start filling some of those many vacancies later in the year and Peter is a very welcome addition to our conducting staff.

The Society was forced to increase fares to \$1.00 for adults and 50c for children from the 1st December, 1987 due especially to the increasing costs of electricity and insurance. This is the first increase in children's fares for nearly 4 1/2 years. The All Day ticket now costs \$2.00.

Trams again ran on Christmas Day thanks to Allan Bradley and Peter Hill. The tram ran for about four hours during the afternoon providing an attraction for many visitors to the gardens on an otherwise quiet day.

David Frost's Customer Question of the Week: "I see you have boxes of sand - Is the only way of stopping the tram to drop great heaps of sand in front of it?"

Trolley Wire

We remind our Members that 'Trolley Wire' magazine is produced by the Sydney Tramway Museum as Australia's tramway museum magazine. It has a colour cover and contains detailed articles of both historic and current tramway undertakings as well as news from the many tramway museums in Australia.

Published four times a year it is available by subscription for \$16.00 (\$19.00 for overseas subscribers) from P.O. Box 103 Sutherland, 2232, Australia.

Tramcar Maintenance and Restoration

Since the last report, our efforts at the depot have been concentrated in finishing No.26, so it could return to service on Boxing Day, and completion of the manufacture of corner pillars for Horse Tram No. 1.

In November "Fares Please!", it was reported that No.26 was back in an operating condition, but not yet ready for service. The primary jobs involved to enable its return to service were fitting the fixed seat brackets, conductors bells and installing a drop rail to the offside of the car.

4-- Fares Please!

Tramcar Maintenance and Restoration (cont.)

Fortunately only one drop rail has to be installed with our kerb side running in Ballarat. The nearside drop rail and brackets will be installed as time permits along with some other parts, such as cab doors and wind diverters.

It was decided, in the interests of passenger safety, ease of fare collection and to reduce the likelihood of damage to the seat backs, to fix the tip over seats into the facing position, by screwing them down.

Even before the car had returned to operating condition, some visitors to the depot, had flipped the seat over, causing a large chunk of wood on the seat back to break off.

Since Boxing Day, the car has run some 200 trips. The new bearings have settled in very nicely, with no indication of any excessive operating temperatures. The car itself has been running well.

The basic body framing of the horse tram was largely completed by Gary Wood finishing off the last of the corner pillars just before Christmas. There is an tremendous amount of work in each pillar. This enabled the body frame to be assembled, complete with the roof. It is amazing how strong the body is, without all the sides and some roof ribs still missing. Gary is even able to lift himself by hanging onto the roof.

Details of the Bi-centenary funding mechanism for this car are about to be notified to us by the Ballarat City Council, and it is hoped that this funding will enable an acceleration of work.

No.18 has had its floor painted. No.661's No. 2 end trolley pole base has been removed and dismantled to allow the removal of years of paint, which had been causing operating difficulties. This job was completed and the base was re-assembled and adjusted. A few other small jobs have been completed on the cars as well as general servicing.

The next few months, will see work concentrated on the horse tram, the museum car No.39 and completion of some small jobs on No.13, to enable this car to run in service by the winter.

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:

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