

# FARES PLEASE!

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September 1988

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## Annual General Meeting

Members are reminded that the fifteenth Annual General Meeting of the Society is to be held at the tram depot on Sunday 9 October 1988, commencing at 1.30 p.m. We urge all members to attend on the day. Bring your friends and families and enjoy a day in the Botanic Gardens. After the formalities of the meeting will follow the traditional tram ride along Wendouree Parade for members and their guests. Afternoon tea will also be served.

The following members have nominated for Board positions which fall vacant on the day of the Annual General Meeting.

Candidate	Proposer	Seconder
<u>President</u>		
Frank Hanrahan	Paul McDonald	Kathleen Hanarahan
<u>Ballarat Vic President</u>		
Paul McDonald	Jackie Edwards	David Macartney
<u>Melbourne Vice President</u>		
Peter Winspur	Chris Jacobson	Gregory Rodgers
<u>Secretary</u>		
Richard Gilbert	James Parker	Denis Rahilly
<u>Treasurer</u>		
Carolyn Dean	Daryl Soden	John Phillips
<u>Ordinary Board Member (6 positions)</u>		
Alan Bradley	David Macartney	Frank Hanrahan
John Phillips	Carolyn Dean	Richard Gilbert
Gregory Rodgers	Carolyn Dean	John Phillips
Daryl Soden	John Phillips	Carolyn Dean
Peter Walker	Richard Gilbert	Paul McDonald
Gary Wood	David Macartney	Jackie Edwards

As the number of nominations have not exceeded the number of positions vacant, no election is required. The only business to be enacted upon the day, therefore, is for the Society's Annual Report to be presented, and for members to vote upon acceptance of the report. Those members who are not able to be present, but still wish their votes to be exercised, may complete the proxy form (enclosed with this newsletter) to authorise another financial member to vote on their behalf.

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## News of the Ballarat Tramway Preservation Society Limited.

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### COTMA Conference

The eighth conference of the Council of Tramway Museums of Australasia was held in Sydney from Friday 2 September to Monday 5 September 1988. The conference was a great success with around 60 participants attending.

The venue was the Crest Hotel at Kings Cross and Friday night registration and pre-conference party was excellent with conference members celebrating long established friendships well into the small hours of the morning. The Saturday was spent on workshop sessions. Phil A'Vard from the Puffing Billy Preservation Society presented an excellent talk on Promotion Propaganda and Public Relations, whilst Peter Maciness, Manager Community Services for the Power House Museum presented an excellent paper on Museums and their role in education.

Other guest speakers presented papers on 'Timber Restoration and Preservation', 'Researching Paint Schemes', 'Electrical Supply and Safety', 'Financing', and the 'Role of the Corrective Services Department' in the supply of people to perform useful tasks at Museums.

Sunday saw the group travel by train to Loftus where three more workshops were conducted in the Restoration Building at the Sydney Tramway Museum. After these we travelled in San Francisco PCC tram No. 1014 to Sutherland Masonic Bowling Club for lunch.

A double decker bus trip along the Cronulla Steam Tram route followed lunch. After returning to SPER's new Museum site, tram rides and evening specials were operated. At one point four trams were operated at once, and when the PCC car 'dug its toes in' the line voltage was immediately absorbed by this electrically hungry machine. The bright tram lights were reduced to something akin to a 10W light bulb when the PCC car powered. A very convivial barbeque was had the Museum.

The formal COTMA Council meeting was held on the Monday and delegates then completed the day with a pleasant late afternoon at the Parramatta Park Steam Tramway. This Council Meeting sets the guidelines for COTMA and each member museum had a delegate present. Currently there are 14 member museums.

Carolyn Dean of our Society was elected as Treasurer of COTMA. The business agenda was varied and allowed for a lot of matters between museums to be clarified and agreed upon. The conference allowed us once again to maintain our close contact with the operators of the other Australasian Tramway Museums.

Alan Bradley and Richard Gilbert represented our Society. The next conferences will be held in Wellington, New Zealand in June 1980 and in Perth in 1992.

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## A Short History of the Ballarat Tramway Preservation Society by William F. Scott

### Overview

That the Ballarat tramways were still functioning in the 1970's was the culmination of an unusual sequence of circumstances. Efforts at closure occurred in the 1930's, 1950's 1960's, and succeeded finally in 1971. As a result there was no re-investment in new rolling stock, only early second-hand cars from Melbourne and Adelaide. The announcement to close was therefore made against a tramway time capsule.

### Preservation Moves

Interest in preserving a section of the system was understandably strong. The application was to preserve three miles (4.8km) of the lines around Lake Wendouree. It was an idea which came before its time and the section permitted was between the Botanical Gardens gates in Wendouree Parade, a distance of almost a mile.

Support for the preservation concept came mainly from Ballarat and Melbourne. Interim councils were formed in both cities under the general title of Ballarat Tramway Preservation Project. A public meeting was held in mid 1971 and the Ballarat Tramway Preservation Society formed. From here progress was swift with cooperation by the State Electricity Commission of Victoria (SECV) who ran the lines and the Ballarat City Council.

The promoters emphasised that a preservation scheme would be of general interest as well as educational for future generations provided it were authentic and not a gimmick. The running of genuinely historic trams over a section of their original system in a public access road met these criteria.

Only the need for a new depot remained to be decided as the old depot site had become prime real estate for domestic dwellings. The Ballarat City Council agreed to lease land for the new depot in South Gardens Reserve.

### Preservation Assured

By September 1971 when services ceased, tramway preservation in Ballarat was assured. The SECV cooperated further by allowing the Society to store its fleet in the old depot until the new was erected.

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The SECV donated single truck cars 26, 27 and 28 plus bogie cars 38 and 40. They also presented the City Council with single truck car 14 which, by arrangement with the Council, was loaned as part of the initial fleet. The Council also donated the estimated cost of housing their car towards depot construction. Further, they obtained the necessary Order-in-Council under the Tramways Act 1958 to grant the Society authority to work a street tramway.

From mid 1972 the cars were transferred progressively to the new three track depot. By late 1974 the depot fan and approach tracks to Wendouree Parade were laid. Assistance from the then Melbourne and Metropolitan Tramways Board (M&MTB) with the bending of rails for the connecting curve across Wendouree Parade, completed the necessary work to link with the remaining preserved section of original track. The Council paved the curve for motor traffic.

The Society had to establish its own source of direct current power to enable the trams to operate. A redundant high voltage to low voltage transformer was obtained from the SECV and rewound manually by a Society member into an isolating transformer. The solid state rectifier was built by the same member from components. Switchgear and meters came from the SECV tramways power house and various commercial sources. Stringing of the depot and access track overhead and anchoring of the main line termini wires was all that remained before services could commence.

## Preservation Fruition

Car 40 made the first round trip for the Society on Saturday 7 December 1974. Christmas Eve 1974 saw the first official run with fare paying passengers. The formal opening occurred on Saturday 1 February 1975, with the then SECV General Manager presiding also with car 40, which had closed their operations in 1971.

## Preservation Developments

Since opening, steady development has occurred. Two cars, W3 and W4 classes, were purchased in 1975 directly from Melbourne to augment the fleet and allow the older cars to be progressively withdrawn for renovations, a lengthy process when undertaken on a voluntary basis.

Several cars donated to other bodies have subsequently returned on loan or as additional acquisitions to the society fleet. One of the returned cars, No. 18 had been given to the Sebastopol Borough Council who displayed it in a fenced and roofed enclosure within a public park. This was the first tramcar in Australia to be retrieved from such a location, restored and returned to service.

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Other cars returned to the tramway were; No. 11 from Daylesford, No. 13 from Lake Goldsmith, No. 32 from Maryborough, No. 33 from Hamilton and No. 39 from Lismore.

With these additions, the Society's first depot became too small. A new and much larger four track depot was commenced in 1978, also on land leased from the Ballarat City Council and as an addition to the original one. Inspection pits were constructed under one and a half roads within the building. On the inner half of the full length pit, a suspended rail arrangement over an increased width allows for easy access to truck sides and under floor equipment. There are roof lights over the maintenance area pits. In these respects the extension is better equipped than some depots on Australia's former small tramway systems.

What was number one road of the early depot now houses bogie car 39, which is being converted into a static display and souvenir shop. The remainder of that former road holds the traffic department office, staff room and as from the beginning, houses the sub-station.

The Society's motormen and motorwomen were trained under the auspices of the M&MTB. Initial practical instruction was in Melbourne by an instructor/examiner, followed by driving under supervision in Ballarat, written and verbal examinations concluding with a practical test in Melbourne. Training methods and the examinations were the same as those in Melbourne, other than the number of hours driving under supervision.

The Metropolitan Transit Authority which took over from the M&MTB continued this scheme.

The Society initially operated services under the business name of Ballarat Tourist Tramway. However, by 1981 it was altered to the current business name of Ballarat Vintage Tramway, which emphasised that visitors would experience a sense of history rather than simply making a trip on a tourist facility.

## Preserved Fleet

At the time of writing, the Society's depot complex holds 14 electric tramcars including the two arriving directly from Melbourne in 1975. Eleven cars are operational. The present Ballarat cars were commissioned in Melbourne between 1913 and 1920. The single truck cars from Melbourne first ran in Ballarat in the early 1930's. The maximum traction cars arrived from Melbourne in 1951.

There are a couple of car bodies known to exist dating back to the Electric Supply Company of Victoria, who preceded the SECV as the operator of tramways in Ballarat. The Society may be able to secure these cars in the future at their owners' discretion.

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There is a non-electric car in stock. It is double-deck horse car No. 1 of 1887, which served as a sleep-out for 50 years or so locally, less end platforms and stairs. It is presently under restoration in the depot on a shortened truck acquired from a Melbourne cable car trailer.

## Conclusion

The Society operates its services on weekends, most public and school holidays plus charter trips by arrangement. Cars have been hired by a variety of groups including for weddings. The film "The Getting of Wisdom" had its tramway scenes filmed on the Society's line. For the Australia Day pageants of 1979 to 1982, the Society sent a car to Melbourne to take part in the celebrations augmenting historic cars supplied by other organisations.

The Society is a recognised voluntary historical organisation, a member of Gold Central Tourism, the Museums Association of Australia, and a founding member of the Council of Tramway Museums of Australasia.

## Rolling Stock Schedule

Car No.	Built for	Date Built	Type	Date to Ballarat	Notes
1	Ballaarat Tramways	1887	Horse Tram	1887	Under restoration
11	Prahran & Malvern	1915	Single truck	1935	Ex-Geelong, to be restored
13	Prahran & Malvern	1915	Single truck	1936	Ex-Geelong, owned by Lake Goldsmith. In 1960's colours
14	Prahran & Malvern	1915	Single truck	1936	Ex Geelong, owned by City of Ballaarat. In 1960's colours
18	Prahran & Malvern	1913	Single truck	1931	Owned by Borough of Sebastopol. In late 1950's colours
26	Hawthorn	1913	Single truck	1931	Restored to 1931 condition as a California Combination
27	Hawthorn	1913	Single truck	1931	In 1930's colours
28	Hawthorn	1913	Single truck	1931	In early 1950's colours
32	Footscray	1920	Single truck	1935	Stored
33	Footscray	1920	Single truck	1935	In 1960's colours
38	Prahran & Malvern	1914	Max. traction	1951	In late 1950's colours
39	Prahran & Malvern	1914	Max. traction	1951	Being converted to a static display
40	Prahran & Malvern	1913	Max. traction	1951	In 1960's colours
661	Melbourne	1932	Equal wheel bogie	1975	In Melbourne 1920's colours
671	Melbourne	1934	Equal wheel bogie	1975	In Melbourne 1960's and 1970's colours

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## Overseas Visitor from Crich

A recent weekday visitor to the depot was Bob Tebb, manager of the Steam Tram Project for the Tramway Museum Society at Crich, England. Bob was lucky enough to find Dave Macartney in attendance when he called, so was able to look around and take a few photos.

He told Dave about the fun they had had running their steam tram motor in the crowded streets of Blackpool during the Centenary celebrations there. Dave responded with tales of Wendouree Parade choked with bumper to bumper traffic during March. Bob seemed rather sceptical however, given that Wendouree Parade on a winter Thursday is pretty well deserted.

Bob mentioned that he was appointed to lead the steam tram project at Crich because he was the one who had said how good it would be to have the steam tram operating, so he was immediately appointed to do it.

It seems that some things are common to all tramway museums.

## The New Office

The new traffic office was commissioned on Saturday 13 August. The desks, telephones, safe and other paraphernalia were transferred on the Saturday morning in time for the first 'car out'. The office is much more satisfactory than our 'temporary' of 15 years, and will be eventually part of the sales area to serve the new museum layout which is to be placed in tram No. 39.

## Mr Tom Evans

The Society sent a letter to Mr. Tom Evans who recently retired from the Victorian Parliament, thanking him for his services to the Society over the years. We received a reply from Mr. Evans who wrote a very pleasant and personal letter saying his Parliamentary career of 28 years gave him great satisfaction and he would keep an interest in the many groups he had gotten to know over the years including an occasional visit to the tramway.

## BTPS History

You will have noticed by now, we have included in this issue of Fares Please! a Short History of the BTPS written by Bill Scott. Many of newer members may be unfamiliar with our history and we hope that this goes part way to fill the gap. We will also be able to use it for enquiries regarding the Society and other new members.

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## New Zealand Friends

Prior to the COTMA conference, we were pleased to entertain participants from the Wellington and Christchurch Tramway Museums at our tramway and provide them with overnight accommodation at our Members house at Bungaree. A tram tour around Melbourne was immensely enjoyed on toast rack tram V214 on Wednesday 24 August. A group of our members had a pleasant dinner with our New Zealand friends on the Restaurant Tram on Tuesday 30 August 1988.

## Horse Tram

Whilst restoration work proceeds at a pleasant rate, we are pleased to announce that two further grants have been made to the project. The Ballarat City Council has donated \$1,000 and the Australian Bicentennial Authority has donated \$500. Both these grants are most appreciated and will advance the project greatly. The Society Board sincerely thanks both these donors.

## Tramcar and Depot Works

Following our last report, the museum display tram No. 39 has been moved into final position, against the side wall of the office, so as to allow access in the future from one area to another. Two steel supports have been placed under the car to support it at the rear where it adjoins the office. As you read above, the office has been completed and occupied.

Work on the Horse Tram restoration proceeds steadily. One piece of bad news was that the roof slats from the original car, that we had sorted out as being in good condition to be re-used, proved to be full of splits when we removed the old paint and varnish from them. This means that new ones will have to be made up, and that we have lost another part of the original car. Anyhow, most of the doors and internal panelling that remained is in good condition and will be able to be reused.

Otherwise, it is business as normal, looking after our fleet of eleven, serviceable trams, with their occasional small problems.

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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:

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