

# FARES PLEASE!

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## June 1990

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### Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 2.00 pm, on Sunday 14 October 1990. 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 will 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**

**Ordinary Board Members (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.

Members must be financial to be entitled to be a candidate for election,

a proposer, or a seconder in accordance with the Articles of Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00 pm, on Friday 7 September 1990.

Nominations may be sent to:

**The Returning Officer**

**Ballarat Tramway Preservation Society Limited**

**PO Box 632 Ballarat Vic 3353,**

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.

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### Winter has Arrived!

(Dave Macartney)

Winter has come to the Tramway. On Wednesday 27 June, Barry McCandlish had just left to drive the school bus to Ballan while I was sitting down to afternoon tea, reading about the trials of Seashore Museum in the hardest winter this century in the U.S. About 4pm snow started to fall, and within an hour the Gardens looked like a scene from a Christmas card, or would have if the sun had come out. Our new cat, Meadowbank, spent some time perched on top of the pie warmer (*It was Off! ed.*) watching the snowflakes drift down.

Meanwhile, I was paying the price for not having finished the paint job on 13 before winter set in. Putting the paint tin in a container of near boiling water helped keep things fluid, but it wouldn't take to metal surfaces even under these conditions. Even when trying to attend to my personal comfort by seemingly attempting the heat the shed with a small single bar radiator, things were bad. With competition from both cats, it was a losing battle. By the following day, the temperature was up to a balmy seven degrees, so work resumed.

### Traffic Report

As usual we are experiencing a very quiet time during the winter period. The rather variable and generally miserable weather has not helped. Queen's Birthday weekend proved to be one of the better ones this year and we carried 423 passengers,

including 195 on the Sunday which was the highest number since 1977.

1989/90 has become our best year for passengers since 1977/78. Figures are not finalised yet, but approximately 19850 people rode during the year, an increase of about 2,300 over the previous year. Most of this increase occurred between Christmas and the end of April. Continuing thanks to our regular Traffic Staff.

### No. 661

Number 661 has returned. The tram arrived back on Monday, July 2. The rain abated just long enough, unlike the day it departed. It was unloaded in 30 minutes without a hitch. This included swapping one of the trucks over to enable repairs to be made.

Peter Bardho, of Yapper Tours who hired the tram, supplied the operating statistics. The tram travelled 1210 kilometres whilst in Melbourne. It operated twelve Charters (one for the BTPS on 9/12/89) The longest day was on, 27/5/89 when it travelled 139 kilometres. For the whole time 661 has been in Ballarat it has only run 1568 kilometres! If only our line were longer.

Thanks to Dick Scarfe at Malvern Depot who looked after the tram while it was stored there. Thanks, also to Peter and his group for looking after the tram while it was in Melbourne.

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## Membership Renewals

Membership renewals were posted to all members in early July. If you have not received your renewal would you please advise the Secretary. The Board values your membership and looks forward to your early renewal. For those who have already renewed, your membership card will be found within this mailout envelope.

## Tram/Rail Stamps and Tickets

Stafford Stamps of Box 73 Kew East Vic. 3102, in their July sale list, have an extensive range of tramway and railway stamps and tickets for sale. These include SEC tramway tickets, first day tickets of the latest Melbourne painted trams. For a printed sample order list, write direct to Stafford Stamps.

## And Again!

The SEC and ourselves are wondering whether a pole hitting season has been declared for the poles around the lake. Another one of tramway/power poles was hit during June. This time damage was minimal, but it disrupted services for a little while repairs were made. It seems that the Gardens section of Wendouree Parade is used as a drag strip at nights. They lose control of their cars, and hit the poles on the opposite side of the roadway. It is the fourth time in the last twelve months that this type of event has occurred. It seems only a matter of time before something really serious occurs.

## At the Depot

Work on the restoration of the Horse Tram has taken a bit of a back seat recently. Dave continues to laminate the roof ribs for the second end canopy, the first one has now been made up and completed, though not yet fitted into position.

Barry McCandlish is hard at work on the conversion of No. 39 to the Museum Display tram. The drop centre section on the wall side has had its panelling and pillars removed. Two of the best pillars, which were not completely rotted out, were relocated to the centre of the car to give roof support and form a support for a photo display area. The construction of the floor between the wall and the car has now commenced. Preparation and undercoating of the other panels in the drop centre has been started.

The repainting of No. 13 continues. As mentioned above, Dave has been hard at work on this car. The side and end panel work has been completed except for the lining and the white portion of the end panels under the dash canopy. Dave has now started on revarnishing the interior of the tram. It ran a charter for visitors from the Wellington Tramway Museum in late June.

An order has been give to a local plumber to replace the central portion of the guttering in the shed. This has rusted out, due to the original plumber not putting a slope on it, to enable it to properly drain. Work had completed on the job by late July.

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### At the Depot cont.

Towards the end of its spell of running in Melbourne, it became apparent that some work on one of the trucks of 661 would be needed on its return. It had started to suffer cracking around the motor suspension point in the fixed bogie transoms. This problem is an inherent problem in the truck design and was one of the reasons why they were originally withdrawn from service. A careful watch had been kept on the cracking while running. The crack propagated faster than it would have had in Ballarat due to the higher running speeds while in Melbourne. This shows one of the advantages of slow running in Ballarat.

On its return the opportunity was taken to put the spare truck under the tram so repairs could be undertaken. The brake rigging has been dismantled and by the time you read this, the motors themselves and the central transom should have been removed. It is planned to weld the cracks using a professional welder.

The return of the car has made things tight at the depot again, and it took a while and a bit of shunting to get everything to fit back in again.

When the tram's brakes and air lines were being reconnected, one of the threaded bushes that connect the air lines to the air brake cylinders on the sides of the trucks broke into two and had to be replaced. A spare was taken from the truck that had been changed over and refitted to the back plate of the air cylinder. The broken

half remained in the back plate, which to remove, required the back plate to be removed as well and thus a new gasket. This has been completed, and the necessary air line and brake connections carried out. The car is now available for service.

### New Members

The Society welcomes the following new member;

No. 656 L.Miller Darraweit Guim

### School Holidays

The trams ran every day during the recent school holidays. Many thanks to the crews who manned the trams, often in appalling weather. Passenger traffic was unfortunately below last years. The variance between Victorian and the South Australian School holidays do not assist our passenger numbers as we get many of our passengers from South Australia.

### New Badges

Two new railway type lapel badges are on order from our supplier. These are a coal burning 'J' class steam locomotive and Diesel Electric Rail Motor. The latter have now arrived and the J's should be delivered very soon. These new badges will be on sale at the depot, via mail order or via the usual retail outlets around Melbourne and the country.

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## COTMA Conference Notes

### a. From the Secretary

Recently a group of members attended the Council of Tramway Museums of Australasia conference in Wellington New Zealand at the beginning of June.

Held over a week, it was an excellent opportunity to meet people from other Tramway Museums, to compare notes on all aspects of the various activities involved in running a tramway.

Our hosts, the Wellington Tramway Museum Society laid on a host of activities, ranging from trips to their Museum, the trolley bus Museum at Foxton, a steam railway excursion at Palmerston North, a trolley bus tour of Wellington. The conference consisted of a very relevant and full agenda.

It was held at the Police College at Porirua a satellite town about 20 minutes north of Wellington via fast electric train. Like most of Wellington it appears to have been built on the side of a chasm, so delegates received plenty of exercise moving from one part of the college to the other, and indeed in moving about to the city itself.

The Conference activities were topped off by a visit to Christchurch, capital of the Mainland (or South Island) and the tramway at Ferrymead where a weekend was spent playing trams.

The Ferrymead site is a collection of Museums (tram, rail, air, fire brigade etc.) centred on a reconstructed

Edwardian town, complete with cafe, bakery, printery, telephone exchange and restored finished houses. Swan Hill and Sovereign Hill style, but representing life 50 years on. As such trams run on a variety of track from mown lawn to ballast, to paved traditional street track. The trams there are driven as they were when they operated (lots of parallel running) and provide a very good representation of running conditions to visitor and enthusiast alike.

This isn't to forget Wellington's tramway at Paikakariki - a seemingly endless beautifully built track with a real live heart-in-your-mouth hill near the southern terminus.

The maintenance and restoration of all equipment where we went was superb and a delight to the eye, while the workshop facilities at Ferrymead put Preston to shame (a slight exaggeration, but you get the idea).

The whole trip (which also involved Gilbertian organised activities) was well worth it. NZ is well worth the visit.

### b. From the President

The COTMA conference in Wellington, was an outstanding success and was well attended by representatives of the many tramway museums throughout Australasia. I was Tour Leader for the post conference tour of the south island and have reported on this.

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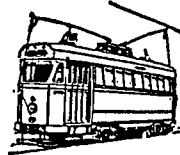
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# WELLINGTON TRAMWAY MUSEUM

## QUEEN ELIZABETH PARK TRAMWAY

Paekakariki, New Zealand  
operated by the

Wellington Tramway Museum Inc  
Box 2612, Wellington



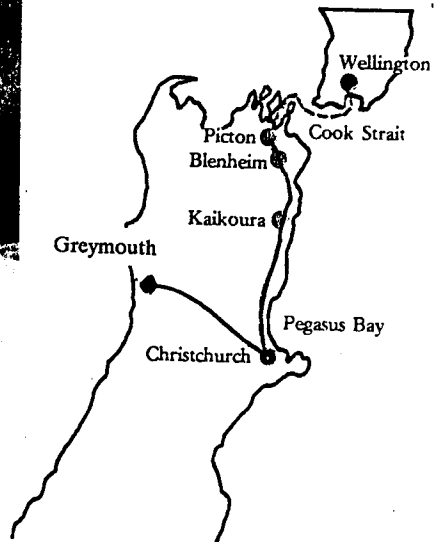
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Firstly some of the venues of interest that the Conference activities took us to:-

On Saturday 3rd. June we travelled to the Foxton Trolley Bus Museum. This is a unique museum operation in the main street of Foxton, some 100kms north of Wellington. It is a town about the size of Ballan and the museum owner has convinced the local council to allow him to erect trolley bus overhead in the main street and operate a fleet of museum trolley buses. After an hour there, we were off to Palmerston North, 30kms away to inspect the servicing centre for the new 25kV AC electrification of the Main Trunk Railway. This was very interesting and we all appreciated the talk on the technical aspects of the locomotives and an inspection through one of them. We then proceeded to the railway station to ride behind restored steam locomotive F163 through the scenic Manawatu Gorge.

The railway travels up one side of the gorge whilst the road travels (and clings) to the other side with the river roaring along between both. Restored locomotive F163, an 0-6-0 Tank, over one hundred years old performed admirably.

On Monday 4th June a visit to the Wellington Tramway Museum allowed us to see the re-commissioning of Wellington double saloon tram 159. This well restored tram, and others, gave us a full and pleasant look at the museum and the tramway.

Around 4pm we departed for the Southward Motor Museum where there is a wonderful collection of

vintage and veteran cars and also a Wurlitzer Organ in a theatre. The organ recital absolutely capped off the day. We could have stayed for the whole evening. After a look at this top quality motor museum a sumptuous dinner was held at the museum restaurant.

The formal parts of the Conference were well presented and both informative and educational. The Conference was run parallel with the annual conference of the National Federation of Rail Societies. The joint seminars and discussion groups, along with the socialising at the bar proved to be a tremendous success.

Detractors of conferences should attend and see the worth of friendships, understandings and close comradeship between the delegates.

Friday, 8th June saw our departure for the South Island. The wind, rain and rough seas did not auger well for a smooth voyage over Cook Strait in the ferry; the mighty vessel pitched and rolled about in the high seas. Appropriately on the ship's television was the *Onedin Line*, with a sailing vessel floundering in high seas culminating in a call to "abandon ship!" - comforting stuff. Our Treasurer came fully equipped with sea sick pills and rescued many of the delegates from their fate.

By contrast when we entered the Marlborough Sounds, the sea was tranquil and the sun shining. We docked at Picton and boarded the *Coastal Pacific Express* train for Christchurch. The pleasures of the south island opened up as we powered

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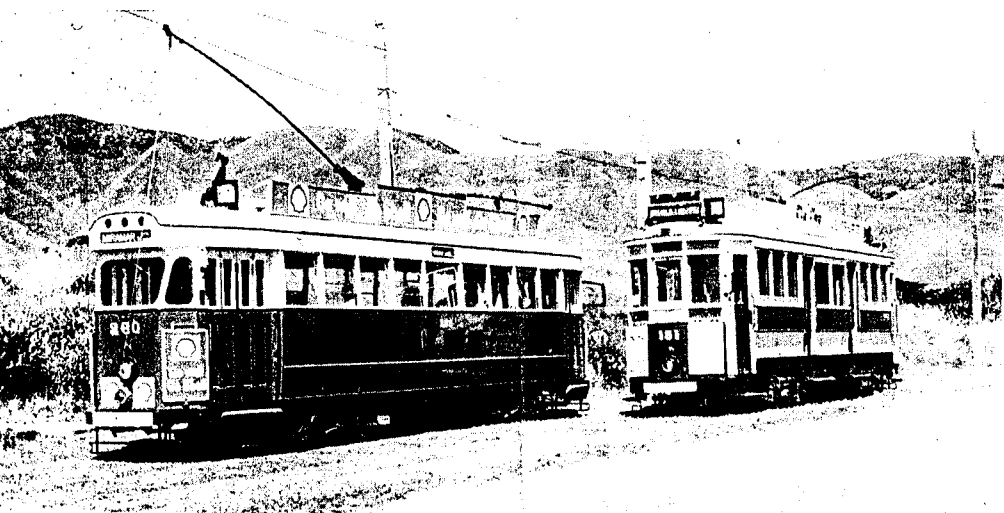
along in the delightfully refurbished train. The Tramway Historical Society, operators of the Ferrymead Tramway looked after our group admirably.

On the Saturday, the group travelled across the Alps (and through them) to Greymouth, on the *Tranz Alpine Express*. A journey on one of the most spectacular railways in the world. There were 22 delegates in the Post Conference Tour made up from representatives of the TMSV, SPER, PETS (Perth) and the Maitland Tramway Museum.

On return to Christchurch we were treated to great Ferrymead hospitality by being met at Christchurch station and conveyed in a genuine London double decker bus to Trams Restaurant. A licensed restaurant fitted out in tram decor with interesting photographs on the wall and tramway expressions used on the menu. After dinner we had a tour of Christchurch. On the following day, Sunday, we had a bus tour, in one of the THS restored buses, over parts of the former tramway system, then onto Ferrymead for a day of trams.

(to be Continued)

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Ex Wellington "Fiducia" Tram 260 and "Double Saloon" No. 151 at the passing loop, approximately halfway along The Queen Elizabeth Park Tramway.

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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

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