

FARES PLEASE!

December 2018

\$2.50 incl. GST

News from the Ballarat Tramway Museum

People Power!



The Tram Pull at Springfest 2018

Photo: Peter Waugh

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Meet the 2019 BTM Board

COTMA Award Winners





Springfest

Thanks to a sponsorship from Victoria's regional rail operator, V/Line, we were able to provide free tram rides at Springfest. Springfest is Ballarat's largest community market, with hundreds of stalls along the 6km walking track around Lake Wendouree. Member Matt Grindrod was able to convince two other V/Line colleagues to assist on the day, and they handed out hundreds of lollipops, and paper train kits to our passengers. Our tram crews were kept busy with over 1600 people riding the trams during the day.

Floral Tram



Pamela during a radio interview
Photo: Peter Waugh

Work has continued on the 2019 Floral Tram project, with over 3500 flowers made from recycled plastic bags and bottles. The Museum has organised flower making workshops at the depot, and also with other community groups

across the local region. With over 120 people involved in making the flowers this has been a huge task for Pamela Waugh to keep organised. Local media have been following the progress of the project with newspaper, TV and radio reports. The focus is now on organising the flowers by color and shape, and preparing the panels which will be attached to the tram.



Kitchen renovation
Photo: Peter Waugh

Facilities upgrade

During October and November, the volunteers have worked hard to upgrade the mess room, office and the toilet. This has included replastering the walls, new cabinetry, new flooring and new appliances. The old stainless steel bench from the Eastern Hill Fire Station has been retained. The new work will bring the kitchen up to food safety standards, with a proper office. Heating and cooling, (and yes you do need cooling in Ballarat), will make it a great area for our volunteers who give their time so generously to the BTM.

Tram Pull

One of the highlights of the Springfest was the annual tram pull in Wendouree Parade. Mixed pairs of competitors attempted to pull Tram 26 along a 10 metre section of track. While the lighter weight teams struggled to move the tram, the heavyweights were able to pull the tram the full distance in the time allowed. The tram was controlled by Andrew Mitchell. Once the teams finished pulling the trams they took part in other strength competitions including rolling a car.



*The Santa Tram, 2018,
with Santa, Roger Gosney and John Reynen.
Photos: Peter Waugh*



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Santa Tram

The Santa Tram was back on the tracks in December, with large crowds of excited children waiting by the tram stops. "We saw the tram coming, and Santa was on it!" said one very happy young lady. On the first day, Tram 40 was standing room only, with 150 people riding the tram between 10.30-12.30pm. Once again member Roger Salen was able to arrange for Santa to come to Ballarat. Assisted by motor-man Roger Gosney, Conductor John Reynen, and photographer Peter Waugh, the event has attracted a lot of interest through our Facebook page. The museum promotes the Santa Tram as a community event, only charging our normal fares, and parents are encouraged to bring their own camera to record the occasion. It was great to see many of our members taking the opportunity to bring family and friends along. And from the volunteers at the museum, we wish everyone a Merry Xmas and a Happy New Year.



Brake Testing Rig



New member Gordon Bentley has used his years of experience in industry to begin restoring brake valves for our historic trams. Our tram fleet have at least four different types of valve in use, and he has restored spares for each one. Part of the restoration process required that the valves could be tested, so Gordon has built a test rig from various parts including an old fire extinguisher. His next project will be to start work on restoring the compressors, however a new large work and test bench will need to be made first.

Cuthberts 939

In November the Museum welcomed two special visitors and took them for a ride in Cuthberts 939. The first was Genevieve Binns, whose late husband Greg is honoured by the National Trust's Greg Binns Award. The BTM won the award this year for our outstanding contribution to the preservation of Ballarat's heritage.

Our other visitor was Glenise Kellett, whose husband Dave Kellett, was the last inspector on the SEC's Ballarat Tramway. Glenise wrote:



Glenise on Cuthberts 939. Photo: Peter Waugh

"Just letting you know how much I enjoyed my visit to the Tramway Museum last week, the highlight being afternoon tea on Cuthberts 939. Thankyou for that invitation and my thanks also to Neville, Pam, and Peter for being on duty that day."

With the festive season, Cuthberts 939 is especially busy which puts a large workload on our small group of volunteers. If you are interested in volunteering to work in this very special environment, we would love to hear from you.

Weddings

Tram crews have been busy during spring and early summer providing a wedding service for our sponsors, Pipers by the Lake. Pipers, named for the architect of the building, operates from the Victorian era kiosk and tea rooms on the foreshore of Lake Wendouree, opposite the Botanical Gardens. Our tram, a W4 class No. 671, wearing Pipers livery, picks up the bridal party

and during a gentle ride through the Botanical Gardens, they are provided with drinks and light refreshments. This provides a welcome



Photo: Peter Waugh

and relaxing break between the wedding and the reception on what is a such a memorable day. The tram in its lake and garden setting also provide for some great photographs. The Museum can also provide its historic trams for photo opportunities for any functions, please contact us for details.



A Pipers Platter on 671. Photo Peter Waugh

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Extended hours

Where possible the trams will operate for extended hours during January, starting earlier and finishing later. This will of course depend upon volunteer availability, and our Facebook page will have up to date details of running times during the holidays.

Xmas Day



Geoff Gardner

Photo: Peter Waugh

The tram will be operating on Xmas Day between 11.30 and 4.00pm thanks to Geoff Gardner who has once again offered to celebrate the day by driving a historic tram through the gardens. There are hundreds of visitors in the gardens, and many of those will take the opportunity to have a ride.

New members

The Museum welcomes the following new members:

- Gordon Bentley of Alfredton (961)
- Keith Bell of Ballarat (962)
- Michael Menzies of East Geelong (43) (A re-joining foundation member)

- Jason Bezzina of Hoppers Crossing (963)
- Fred Spielvogel of Bacchus Marsh (964)
- Neil Huybregts (965) and Jeni Eastwood (966) of Ballarat East
- Rick Youssef of Alfredton (967)
- Lucien Mcleod of Wendouree (968)

Track Replacement

The City of Ballarat has agreed to add \$250,000 to the \$200,000 from the Pick My Project fund to carry out stage one of the track replacement works in Wendouree Parade. Tender documents and specifications are currently being prepared.

This is a chance to look back to the Melbourne Argus of 4 May 1886:

“BALLARAT.
(FROM OUR CORRESPONDENT)
MONDAY EVENING.

The Ballarat City Council has been advertising for tenders for concessions to construct and work tramways in the city, and at the meeting of the council today the tenders sent in were opened. They were three in number. The Tramway Construction Company, Sydney, proposed to lay down cable trams, Mr. Edward Thompson offered lines worked with horse traction, and Mr. George Proudfoot, Sydney, proposed horse trams on exactly the same plans as the Dunedin city tramways, New Zealand. The comparison of the merits and advantages of the different tenders, and the pecuniary benefits they offer to the municipality, will take some time, and the tenders were referred to a meeting of the City Council to be held on next Monday night.”

Just 43 years later the Council were discussing replacing the tram system as reported in the Perth Mirror, 8 June 1929:

“FED UP OF TRAMS BALLARAT,
To-day.

The Mayor (Cr. Pryor) gave notice at the last Council meeting of his intention to move that a poll of the ratepayers be taken in August to decide whether they were in favor of retaining the trams or would abolish them in favor of motor bus transport.”



MEET THE 2019 BOARD

PAUL MONG—PRESIDENT—Paul works as an electrician in the Ballarat gold mine, after becoming interested in electrical work while helping as a teenager at the Museum. He is involved in conducting, driving, and as Technical Services Manager, is responsible for the museum's workshops. A busy man with a young family, his other passion is the restoration of his prized Holden Torana.



GREG RODGERS—VICE-PRESIDENT. Greg grew up on a wheat farm in the Mallee, moving to Melbourne to study law at Monash University in 1973. He has worked on the trams in Melbourne as conductor, driver, trainee, assessor, line officer, operations officer, and traffic management officer for 43 years and is about to retire. He joined Ballarat Tramway Preservation Society (BTPS) in 1983, and joined the Board of BTPS in 1988. Greg is our Training manager and driver assessor.



PETER WINSPUR—SECRETARY. A fascination with vehicles which run on rails saw Peter apply for a university vacation job as a tram conductor in Melbourne in 1963. Apart from a two year hiatus in London in the late 1960s, Peter spent 33 years at the M&MTB and its successors, most of the time as an operations officer. Joining the BTPS in 1971, Peter became part of the workforce in 1972. He joined the Board in 1974 and since then has served as Vice President and has now been Secretary for 27 years. Other roles have included conductor, driver, overhead superintendent, driver training officer, traffic manager and editor of "*Fares Please*".



CAROLYN CLEAK—TREASURER. Carolyn comes from a family with tramway connections back to the cable trams. Carolyn drove trams in Melbourne for 18 years. A foundation member of the BTPS, Carolyn is one of only two female drivers in Ballarat, driving trams here for 29 years. She has been our treasurer since 1977, and is also active at the Melbourne Tram Museum in Hawthorn. With an interest in trams, trains and Russian history, she crossed Russia on the Trans-Siberian Railway in 1971. When not balancing the accounts, she enjoys sitting down with a good book.



NEVILLE BRITTON—Neville worked for the CFA for over 40 years. After retirement from a senior operational position, he was retained by CFA to undertake training and investigation work across the State. Interest in the Ballarat Tramway Museum was sparked by a conversation with Richard Gilbert about 10 years ago when he mentioned his three uncles that worked for the S.E.C. on the Ballarat tramway. Neville became a BTM member four years ago and is now a current Board member, Operations Manager and regular motorman. He lives in Mount Clear and has six granddaughters (and more grandchildren on the way)!



VIRGINIA FENELON—Virginia is an Education and Training Consultant, with 30 years experience in schools, TAFE and Higher Education. She has served on many education boards, and as director on the boards of Ballarat Health Services, Gordon TAFE and the UFS Dispensaries. Involved in developing our Business Plan in 2014 she became aware of our achievements and enthusiasm to restore and maintain a part of Ballarat's history and joined. She is our internal auditor as required for our accreditation as a rail operator and is actively involved in the planning for the Museum extension.



RICHARD GILBERT—Richard was one of the founding members of the Ballarat Tramway Preservation Society, and negotiated with the SEC and City Council to establish the Ballarat Tramway Museum. He has held many roles at the BTM, including President. He drove electric trains in Melbourne for many years, and was President of the Victorian Railways Institute until recently. Richard is active in all areas of the Museum, driving, conducting, and working on the track gang. He is one of our driver trainers. He also edits the newsletter of the Country Hotels Appreciation Society.



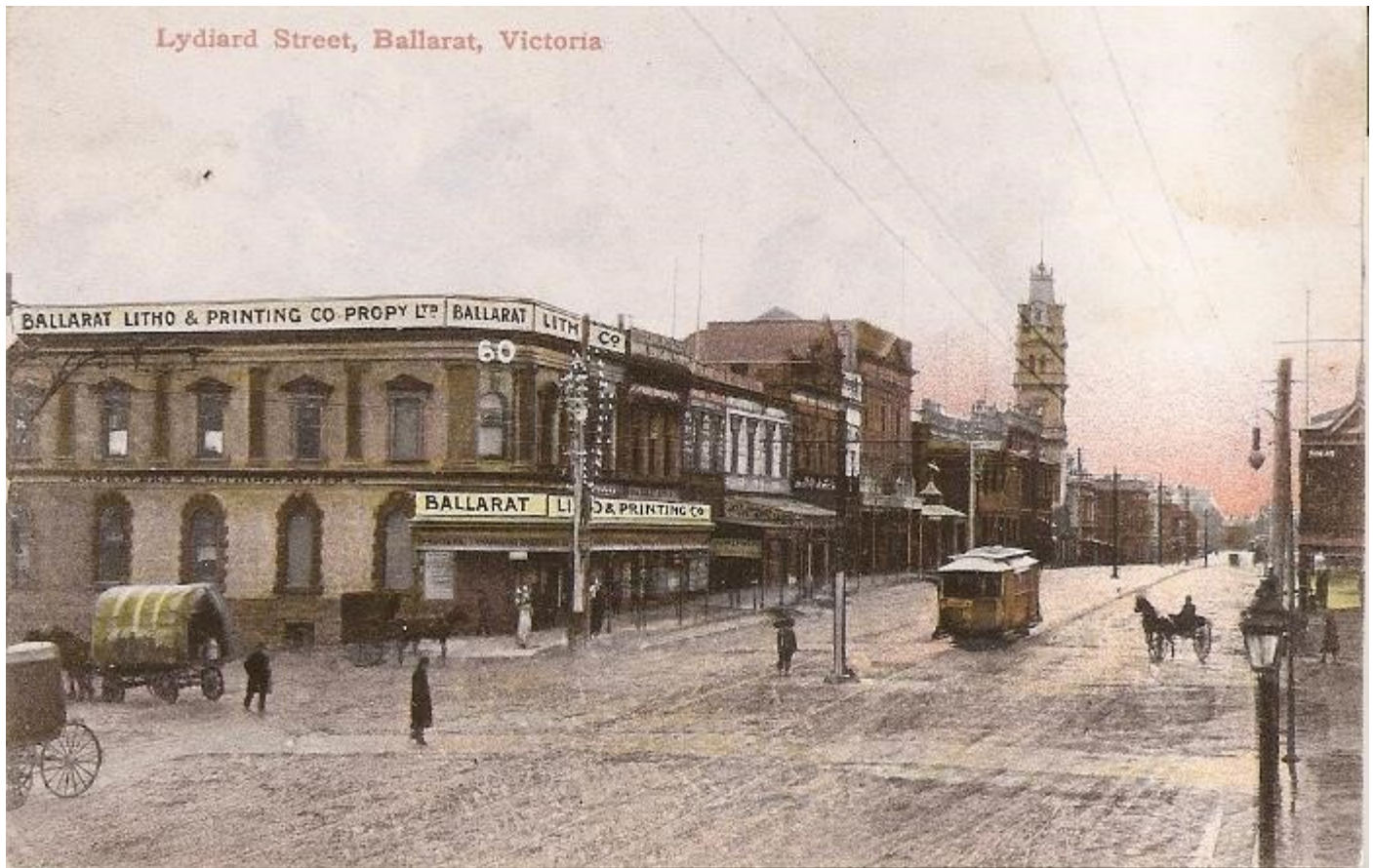
CHRIS PHILLIPS—Chris worked for the Education Department in schools across the state, and was an Education Officer at Sovereign Hill for many years until his retirement. Chris has always been a rail fan, and saw his first Ballarat tram on a steam train excursion. His photos of Ballarat trams in 1970-1971 have been featured extensively on our Facebook page. He was a foundation member of the museum, and is our Roster Coordinator, organizing our volunteers to keep the trams running and the museum open every weekend. Chris also drives, conducts, and takes school groups through the depot.



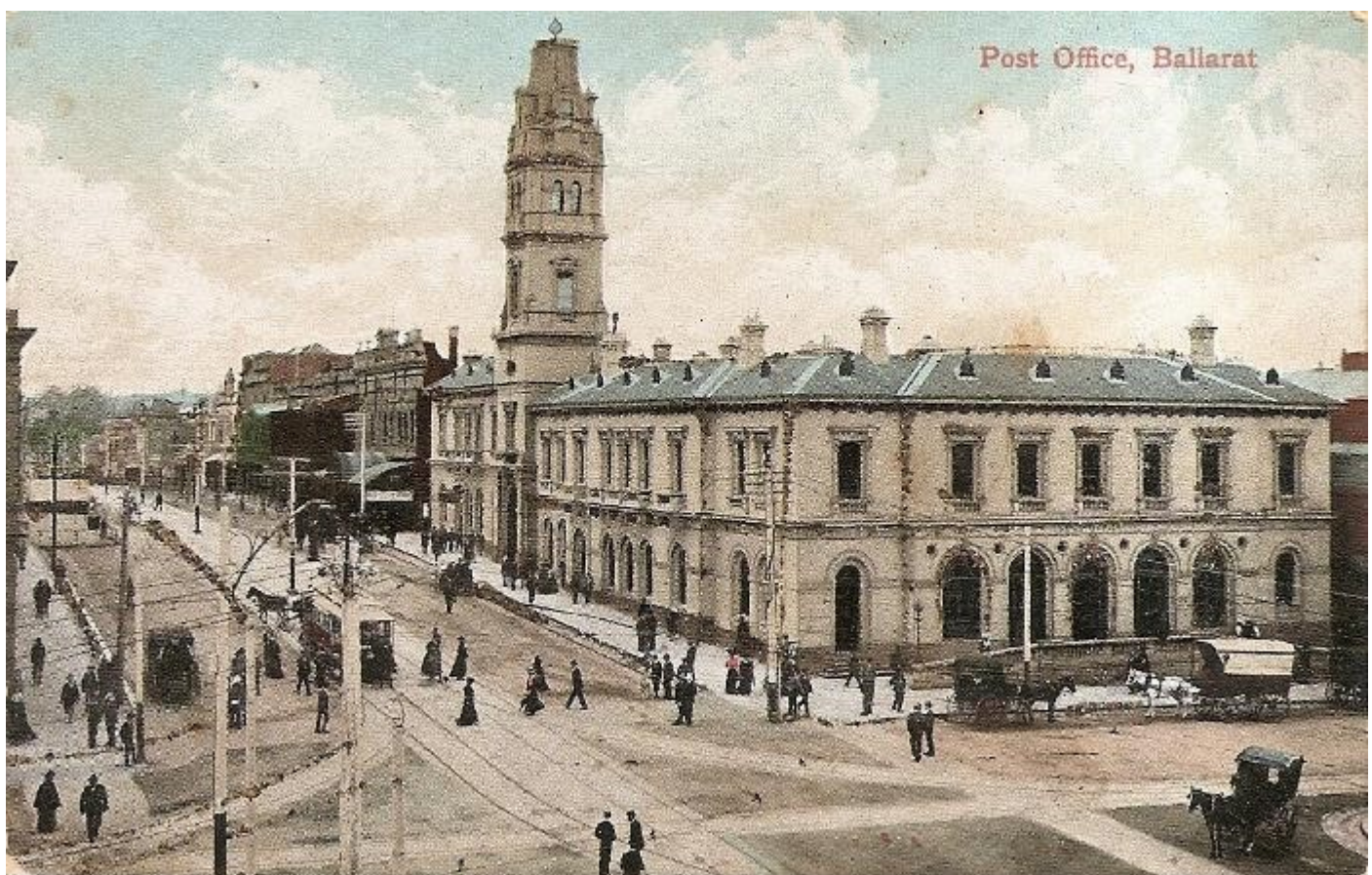
PETER WAUGH—Peter worked as a music and drama teacher in Ballarat for over 30 years. He joined the BTM after visiting the shed to take some photographs. He does have a family connection; his grandmother was a passenger on the opening day of electric trams in Ballarat. His father's first job in the SEC was an economic analysis of the Ballarat, Bendigo and Geelong tramways. Peter is an active museum guide, our marketing manager, and editor of the eNews and Fares Please. He is also coordinates Cuthberts 939 and is usually on board working as barista.



JOHN WHITING—John is a passionate tram enthusiast, volunteering at both Ballarat and Bendigo. He is well known for organising various tram fan excursions and events. John works for Yarra Trams as a tram driver based at the South Melbourne depot and can often be found driving the W Class trams on the City Circle. John is coordinating the Business Development sub committee in 2019. To take a break from trams, John's other passion is playing and performing in a rock band.



Two views of Lydiard Street North Ballarat, dating from c. 1905



From the Archives

More on tracks

The BTM has had a lot of interest in Stage 1 of our track replacement, where we will renew a section of worn track in Wendouree Parade. The state of the tram tracks has often been reported on as these snippets from the archives shows.

There was great excitement about the new tramway construction as seen here in the Ballarat Star of 17 February 1888:

“The laborers in the employ of the tramway contractors are making substantial progress with the Sebastopol line. It is, we are informed, intended only to have a single line along Armstrong street. By the time this is constructed to the junction with Skipton street, it is expected the City Council will have considered the request of the contractors to lay a double line along the latter thoroughfare. The request was referred to the Tramways Committee for report to the City Council at its meeting on Monday, and it is almost certain that if the proposed alteration can be made without any legal difficulty the permission sought for will be granted.”

However by 3 August 1888 the Horsham Times reported on the poor construction and maintenance of the tracks:

“The tramway troubles still continue. At the last meeting of the City Council, complaints were made that the company were not maintaining the roadway, that the rails were in many places inches above the street-level, and that no reply had been received to the council's request for £533 due by the company.”

The Tramway Company were in legal trouble over the tracks as reported here in the Ballarat Star of October 1889:

“The Ballarat Tramway Company were the defendants in an action at the County Court yesterday, when Mr Stevens, secretary of the Cabmen's Union, sought to recover the sum of 37s

6d, compensation for damages to his cab. Mr Pearson appeared for the plaintiff, and Mr Salter for the defendants. The accident by which plaintiff's cab was damaged occurred in Skipton street. At the spot the roadway alongside the tramrails was worn down, the rail projecting some two inches above the level of the road. The plaintiff was turning off on to his own side of the road from another vehicle, when the wheels were brought into contact with, the rail and the hind wheel was wrenched off. For the defence Mr Salter contended that the Government had authorised the laying of the rails, that no notice of a defect in the construction at this place had been given to defendants, and that it was not shown that the defect had continued so long as to amount to notice. His Honor thought defendants should have received notice. He entered a verdict for the defendants with costs.”

On 17 December 1932 the condition of the tracks was again reported on in the Argus:

“City councillors are still waiting for information as to what action the State Electricity Commission proposes to take in regard to the tram tracks in Ballarat and on the route to Sebastopol. The dangerous condition of some sections has been stressed frequently and many warnings have been issued. The council has been informed that the position is being examined and that as soon as a decision has been arrived at it will be communicated. Other than that the council is practically in the dark as to what are the intentions of the commission. A limited amount of work is being done by repair staff but the number of men engaged is so small that it is hopeless for them to be expected to overcome the arrears of work. Some councillors hold the opinion that it would be advantageous to Ballarat if some other system of transport such as trackless buses could be introduced. In addition to the tracks the trams themselves are in an unsatisfactory condition.”

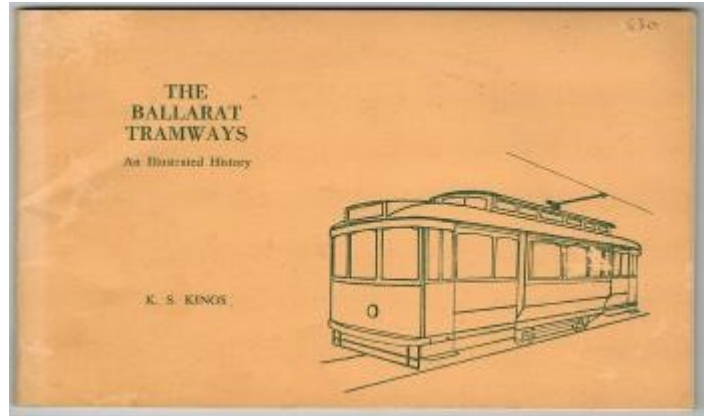
KEITH KINGS TURNS 90



A number of prominent people gathered at the Melbourne Tramway Museum, at Hawthorn Tram Depot on 11th December to celebrate the 90th birthday of Keith Kings.

Keith was a leader in tramcar research and preservation in Victoria. He photographed and took movies of Melbourne's tramways along with a number of other Australian tramway systems. He took movies and colour slides of tramways in Adelaide, Perth, Kalgoorlie and Fremantle to mention a few.

He had made many tramway acquaintances over those years and they were well represented at his 90th birthday. John Radcliffe, former Chairman of COTMA, came over from Adelaide, Howard Clark came from Sydney and



*Keith's book, The Ballarat Tramways:
an illustrated history.
Published in 1971.*

Robert Thomson came from Brisbane, accompanied by a host of well known Victorian tramway museum members.

Richard Gilbert represented the Ballarat Tramway Museum. The Ballarat Tramway Museum congratulates Keith on his 90th birthday and wishes him well for the future.



Keith's friends celebrate at the Melbourne Tram Museum

2018 COTMA AWARD WINNERS

Every year the Council of Tramway Museums of Australasia recognizes the contributions of volunteers in preserving tramway heritage. The award winners this year were Barry Richardson and Les Williams

About five years ago Peter Waugh opened the workshop on a Tuesday to encourage a few people who were available during the week to come and get involved in both tram restoration and maintenance. This has become known as “Tram Tuesdays” and from a small start has grown to a regular group of 10-15 who are there most weeks. This group has undertaken tasks from sweeping the shed floors through to major tram restoration projects. Their energy has certainly transformed the Museum and delivered on projects that have saved thousands and thousands of dollars. It is not always easy to single out people from a team for individual recognition, and in some ways these two men are representatives of the entire Tram Tuesday team.



Photo: Peter Waugh

Barry Richardson was one of the original men who arrived to help on Tuesdays, after retiring from working at the Ballarat Railway Workshops. He has been a regular volunteer, and nearly always the first to arrive. For Barry no job is ever too big or too small, if it needs doing he just quietly gets on and does it. Our new upstairs meeting room, library and archive space was largely the work of Barry, from lugging the timber up the stairs through to painting the walls and ceilings. He will think through problems and come up with practical solutions, from putting up signs on the walls, to fixing a problem door. His work background really showed itself when we had to move a tram with two large cranes and load it onto a truck. Barry took charge and was able to work easily and efficiently supervising both the crane and truck operators.

Les Williams is a newcomer to the Museum but it already feels like he has been there forever. Les is a warm and friendly man who has easily fitted in to an established team, and who is able to achieve a lot in a short time, without seeming to raise a sweat. Les is not an early starter, he arrives at the Museum after a leisurely morning coffee at Pipers café, but still gets a full morning's work done by lunchtime. Les is a great problem solver, and has come up with clever



Barry Richardson, 2018. Photo: Peter Waugh



*Les Williams 2018
Photo: Peter Waugh*

and interesting ways to fix some of the issues that old trams can develop. His hobby and skills in the restoration of old trucks has been invaluable in repairing damage to the trams and getting them to look like new.

Les and Barry proved invaluable this year, when the two of them worked tirelessly over a couple of weeks to clean, prepare, and paint the entire outside of the Museum and workshops. This is a massive industrial shed, but the two of them completed the task with just a bit of help from the rest of the crew. The result has been fantastic, with the sheds getting their first coat of paint in 20 years. In November 2018 they took on the task of painting the refurbished office, mess room and toilet.

Les and Barry have been inspiring in teaching an ethic of hard work to our younger members and our Work For The Dole participants. Their value to the Ballarat Tramway Museum has been, simply, invaluable.



Photo: Peter Waugh

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*Trams 661 and 28 approach the junction at Springfest
Photo: Peter Waugh*



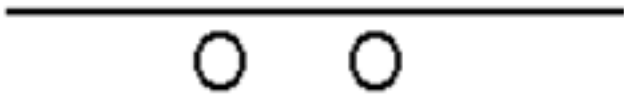
*Luke Moore from V/Line helping
at Springfest.
Photo: Peter Waugh*



TRAM TYPES

There are many different types of trams. One way of putting trams into types is to look at the way they were made. The Ballarat Tramway Museum has four different types of tram in its collection.

Straight Floor Tram



This is a single truck tram with a straight level floor. Examples in our collection are:

- No. 8— the track cleaner and scrubber
- No. 12— an open combination (it has both open and closed in passenger areas).



Photo: Warren Doubleday

In this photo of Tram 12, built in 1905, the straight level floor can be clearly seen. The wheels underneath are workshop bogies, so that the tram can be moved around easily. This tram should have a single truck underneath.

Drop End Tram



This is a single truck tram where the ends of the tram floor are lower than in the middle. Examples include:

- 26— open California combination (based on a design used in the USA)
- No. 13, 14, 18, 27, 28, and 33— modified California combination. They were modified by partly closing in the open passenger sections at each end

Drop End and Centre Tram



This is a bogie tram, with drop ends and centre. It is a Maximum Traction tram where each truck has one large driving wheel and one small wheel. Examples include:

- No. 38, 39, and 40

Drop Centre Tram

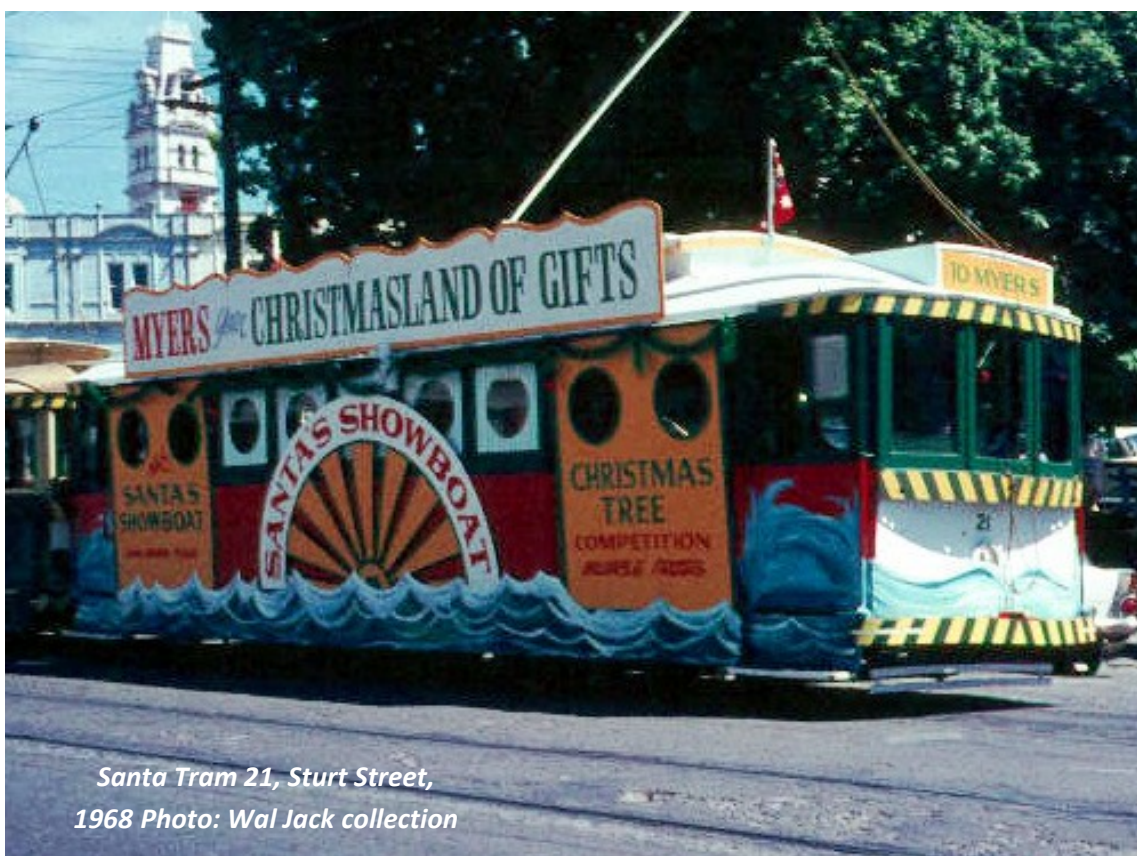


This is a bogie, equal wheel tram, where the centre section is lower than the ends. Examples include:

- No. 661 and 671

On your next visit to the Museum, have a close look at the trams to see which is which.

Next time: Track Gauges



*Santa Tram 21, Sturt Street,
1968 Photo: Wal Jack collection*



*Santa Tram 14, Wendouree Parade 1970
Photo: Chas Bevan*



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

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