

FARES PLEASE!

August 2009

News from the Ballarat Tramway Museum

“Pipers by the Lake”



Ballarat Tramway Museum is excited to announce *Pipers By The Lake* as a major supporter of the Museum. This brings a fantastic opportunity for both parties to work together to promote each other and help return visitors to the Botanical Gardens.

Above: Richard Gilbert photographed freshly re-badged Tram No 671 waiting outside Pipers on Tuesday 18 August 2009

Ballarat Trams are Ballarat History

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Bill Mundy of Telstra Country Wide and Richard Gilbert 24/7/09

The Museum acknowledges the financial support of the Ballarat Foundation and Telstra Country Wide Ballarat.

Bill Llewellyn, former Manager Supply with the SEC exchanges greetings with Richard Gilbert after 38 years. *Photos: Alan Snowball*



The Ballarat Foundation and the Telstra Country Wide Community Fund

The Museum has been fortunate to receive a grant of \$3,900.00 from the Ballarat Foundation and the Telstra Country Wide Community Fund for the purchase of various computer aid display equipment primarily for our display area. This grant will enable enhancement of our archives area, both in maintaining the existing archive and allowing for new material to be added to our collection.

Richard Gilbert and Alan Snowball attended the Presentation at the former Golden Point School in Ballarat on 24 July, where Bill Mundy of Telstra Country Wide, along with Noel Trengrove of the Ballarat Foundation, handed over a cheque to our Museum, along with ten other successful community groups.

Prior to the Presentation, students from the Buninyong Primary School performed the play, the Story of Buninyong, which relates an aboriginal theme of the area, particularly Mount Buninyong. This was well received by all those present.

After the Presentation of the grants to the eleven community groups a barbecue lunch was provided. The Lions Club provided the food. Amongst those serving our lunch were Ian Smith, former Ballarat City Town Clerk, and Bill Llewellyn, former Manager Supply with the State Electricity Commission. We enjoyed a chat with these two men who had been helpful to the museum at times over the past thirty eight years.

Bill, in his position with the SEC, was the person who arranged for us to have access to the SEC tram depot after closure in

1971. He recounted that he was in charge of the power supply for a radius of thirty miles around Ballarat and, as such, also in charge of the tramway overhead wiring. The Electricity Supply Department was the SEC branch responsible for the running of the tramways.

Bill enjoyed chatting about his times in the SEC. In his early years he was a Draughtsman and at times designed tramway point blades, which were made by the SEC as they couldn't buy point blades of the type found at Ballarat.

He drew them up using seven figure logarithm tables to plot the radius of the blade to match the site where the worn blade had been. This of course was in the days before computers. Students of engineering today, along with many secondary school students, wouldn't know what a set of logarithm tables was! But in those times, logarithms seemed a magical answer held in a computation of printed tables, that allowed long mathematical calculations to be readily achieved.

Bill also designed an apparatus that measured rail profile wear, and this device used tracing paper and carbon paper to draw the wear profile of rail, after the track gang had dug appropriate holes in the roadway as determined by Bill.

In all, we had a great afternoon at the event catching up with old friends, learning a bit more about our tramway history, chatting the other community groups, and, of course, the Telstra Country Wide and Ballarat Foundation representatives.

Richard Gilbert

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Grants

Late last year through the efforts of Board member Paul Mong the Museum was put in contact with Andrea Carroll, a local Ballarat person who specialises in submitting grant applications for a fee. Due to Andrea's efforts the Museum has been successful in obtaining several grants. These have included the following:

Victorian Government Department of Planning and Community Development Grant - \$3570. The grant is being used to provide two Certificate IV training courses for our volunteer workers, three first aid courses and funding for printing Operations, Induction and other manuals – part of the implementation of the Rail Safety Act.

Regional One Credit Union Community Grant - \$1999 for computer equipment – this funding has been used to upgrade the computer equipment in the depot, in particular retiring a 10 year old PC that is currently used in the Depot Office. It will allow us to network the two PC's together and other machines in the future.

Federal Department of the Environment, Water, Heritage and the Arts Grant. \$2,300 received under the Voluntary Environment and Heritage Organisations program (GVEHO). This is being used to assist with our administration costs.

Ballarat Foundation – Telstra Country Wide Ballarat Community Fund - \$3,900 for a Touch Screen, desktop PC, portable hard drive and printer. These will be used primarily for the Display area which is in the process of being completely rebuilt and revamped.

The Museum is very appreciative of the support given by all these organisations.

Safety Accreditation

On 30 June 2009, after two and a half year's work, the Museum was officially advised by Public Transport Safety Victoria that the Museum had been accredited as a Rail Infrastructure Manager and a Rolling Stock Operator under the Rail Safety Act 2006 (Vic).

The Notice “confirms that Ballarat Tramway Museum Inc is considered to have the competence and capacity to manage the risks to safety associated with its accredited rail operations.”

Advertising is so important

On Tuesday, 4th August, our rubbish skip was replaced with another, even though we had not asked Sita Environmental Solutions to clear it as there was only a small amount of rubbish inside. The truck driver advised that Sita had decided the profile of their battered bin beside busy Gillies Street with thousands of cars passing each day, gave a bad impression of their quality of service and they had decided to replace it with a new ‘outshopped’ painted and dent free bin complete with their large logo.

Sita have been good to the museum and have offered a special rate for us because of our volunteer status and infrequent but necessary need of the service they provide.



Photo: Richard Gilbert

Around the Depot

The recently completed repaint of No. 671 has taken several months. Gone is the Royal Blue City of Ballarat colour scheme, to be replaced with a basically black and white livery with a charcoal roof and gold trucks and trim. The logos of the Museum's new sponsor, *Pipers By The Lake*, the restaurant and café in the Gardens, have now been applied and the floor has been repainted. No 671 re-entered revenue earning service on Saturday 22 August.

Work on No. 14 has reached completion and the tram is back in service, not without an initial hiccup when a loose connection to the resistance grids saw a delay in Wendouree Parade until service staff could be summoned.

No. 14 was placed in storage from January 2002 due to low flanges. It saw a minor blaze of glory when it was used for the "Tram Pull" event in May 2003. In July 2006 the tram was lifted and the task of re-profiling the wheels and rehabilitating the motors began. The tram was actually lifted twice due to operational issues within the depot. Work included refurbishing both motors including their wiring, refurbishing bearings, repairing the truck, asbestos removal and a host of other little jobs.

One of the armatures was found to require a complete rewind and this led to a swap with our friends at Bendigo. As always, finding all the bits and pieces to make the tram serviceable took time. It is amazing how little things get hidden or used elsewhere.

It was with a great sense of relief when the tram appeared in Wendouree

Parade in service once more. Our thanks go to those who worked on the project and assisted with it in one way or another. It was a great team effort.

At the time of writing all the Museum's single truck trams at the Depot are serviceable although No 18 is on limited running as it awaits its turn at being overhauled.

Work on the reconstruction of No. 12 has been progressing slowly with the installation of new uprights. Recently joined member, Bill Redfern, a joiner by trade, is leading the work in this area. When this is completed, it will enable work on the roof to be undertaken.

Workers released from No 671 have resumed working on Nos 12 and 22, the two ESCo cars. Further work is also required on the track in Wendouree Parade. Two rail joints were replaced near Windmill Drive North in early May, and several more are to follow, all in that section of the track not relaid in the thirties, but dating back to electrification in 1905. As well as that, forty sleepers have arrived for insertion in the depot fan to bring that track up to a better standard, prior to the fan being fully surfaced in a project being undertaken in conjunction with the City of Ballarat.

The Skylights in the old shed were recently replaced with UV filtered skylights, resulting in a lot more light in the area. They had gradually deteriorated and two recently developed holes.

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Around the Depot (Continued)

Tram No. 661's floor has received a repaint during August. The new paint is a slightly darker shade.

The reconstruction of the display area has reached a stage where it is almost ready for plastering. Paul Mong and his carpenter mate, Shannon, have finished the framing and Paul is currently finalising some work such as closing off gaps, wiring and fitting the end door. Planning for the fit out of a new display has commenced and we have made a grant application to Heritage Victoria for assistance. The grant from the Ballarat Foundation will assist with the technology installation.

The grant we have received from *RegionalOne* Credit Union has been expended. The grant for new computer equipment has enabled the purchase of a new computer for the Archives room and other equipment or software. The current archives room PC will be relocated downstairs to the office and the existing screen replaced by a new flat screen. The existing office machine which is over ten years old will be retired. Warren Doubleday is in the process of networking the two computers which will, among other things, allow the archival database to be accessed from the office.



Left:

Al and Alan ponder their next move towards the re-commissioning of No 14.

“Mack” looks on patiently in the vain hope that someone may actually pay him some attention. 1 August 2009

Photo: Warren Doubleday

Right:

Paul assisted by Shannon work towards finalising the complete rebuilding of the display area.

Photo: Richard Gilbert



Over She Goes

For just over ten years we have looked after part of the old SEC depot outbuilding at our members' house at Bungaree. The strong winds that prevail there, at times, finally brought to an end another part of the Ballarat tramway history when this building collapsed, unable to withstand the constant buffering.

It appears to have been built early in the Electric Supply Company era, after 1905, from which time the tramways were electrified and redevelopment of the tram depot was undertaken in conjunction with this.

Of timber construction, with lining boards on the inside, there were around three rooms (from memory) and the building was located at the front of the main depot building to one side running parallel with the eastern fence line.

The building was cut up into sections during the dismantling of the tram depot and the room we eventually acquired went to a property in Water Street Ballarat East about a kilometre beyond the Caledonian railway bridge. At the time of disposal the room had been used as a bicycle store for the tramway employees.

At the time it was made available the owner wished to redevelop the property and offered it to the Museum for no charge. Rather than see it destroyed it was taken to our property at Bungaree to add to the buildings there. It was used for storage of many things, and eventually became a bit of a junk store. Anything that had nowhere to be placed was placed there. A cleanup was had late last year and all the stored materials sorted out and removed.

The future of the building was being considered when on about July 11th nature, in the form of a big wind event, determined the outcome.

It collapsed quite close to the house, with the railway rail upright for the clothesline being the only thing holding it up, as it happened to lurch forward over it. Our house insurers are arranging to have the building dismantled.

It is worth quoting from '100 years ago' in a *Ballarat Courier* of 1909. "At Bungaree owing to the boisterous weather, all farm work has been suspended. A heavy windstorm was experienced today accompanied by rain".

Richard Gilbert

New Members

The Museum welcomes the following new members. We hope they find their time with us is long and rewarding.

- 798 Mr R. Baird of Bentleigh East
- 799 Mr A. Wallace of Ballarat
- 800 Mrs E. Armstrong of Lake Wendouree
- 801 Mr G. Armstrong of Lake Wendouree

Elizabeth and Greg Armstrong are the grand parents of James Reid. James is only two, but he has already persuaded his parents to join and insists on the whole family riding every time he visits Ballarat.

Membership Renewals

Renewals have been coming in at a good rate and if you have yet to renew, our membership officer would dearly like to hear from you. It is intended to post out the new membership cards with the Annual Report in October.

Sustaining and Growing a Healthy Rail Business

As a follow on to the assistance given to the heritage sector by the Victorian Department of Transport to achieve safety accreditation, during August the Department and OH&S Safety Consultants, *Safety Action*, jointly ran two workshops titled *Sustaining and Growing a Healthy Rail Business*. All accredited Victorian tourist and rail heritage operators were invited to send their Board Members along. Four members attended from Ballarat.

The workshop was opened by Adrian Ponton of the Department, followed by speakers from the Public Transport Safety Victoria and the Department of Consumer Affairs. Many of the heritage groups are Incorporated Associations and amended legislative requirements were explained as well as the pitfalls of Boards failing to fully oversee the operation of their organisation. Andrew Douglas, of Douglas Workplace and Litigation Lawyers then spoke about the legal obligations and exposures for Board Members and Rail Managers.

After lunch, Safety Action presented a session entitled *Practical Guidance on Taking Control and Business Planning for Success*. It was then the turn of two of the groups to present their experiences from the accreditation process.

The final presentation was by the Department of Transport on a recently completed discussion paper. The paper outlined potential tourist and heritage rail legislation that would resolve many issues facing the sector and see more inter-government agency involvement. The Museum will be following this closely and will keep members informed.

A Great Night Out

Recently member Andrew Mitchell organised a social night at St. Johns Anglican Church Hall, Bungaree through his Ballan/Ballarat church group.

The night consisted of a fantastic country meal served by the church ladies in the style we may remember from times past when life was a bit slower. The trestle tables were well decorated with flowers, coloured serviettes and bowls of chips, smarties, nuts and popcorn. The meal of endless casseroles and home made sausage rolls were followed by trifles, pavlovas, jellies and fruit salads. Tables bent under their weight.

Richard Gilbert was then introduced to give a talk and DVD presentation of the Ballarat Tramway Museum. Andrew had brought along some display material such as a cash bag, ticket punch, photographs and part of the display board from our display area. He also had some collectable china plates from the 1920's with Ballarat tramway decoration on them. He had found these in various antique shops. Much interest was displayed and the DVD of our seven minute promo, usually shown at the Museum, along with a Bragg DVD from a recent COTMA Conference entertained the fifty or so people in the quaint early twentieth century church hall.

Reverend John McMillan spoke to thank Richard and Andrew for their entertaining presentation. Reverend McMillan has known Richard for fifty years and is quite a railway/tramway enthusiast himself. The end of the night saw people mingling and Richard discussing with John McMillan hand fired 'S' class locos on the 'Spirit of Progress' train, with the discussion led by the Reverend who proved to be quite knowledgeable on railways and locomotives.

Richard Gilbert

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Above: No 14 crosses No 13 for the first time in many years whilst on test. 1/8/09

Photo: Alan Snowball

Below: No 27 runs out on a miserable Saturday. The depot building is closed due to lack of volunteers. 30/5/09

Photo: BTM Collection

Fares Please in Colour

Expense and logistics preclude the Museum from publishing every edition in colour. If you would like to receive a pdf colour version please email secretary@btm.org.au and this can be arranged.



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Water back in Lake Wendouree

Water is finally flowing into Lake Wendouree. The long-awaited \$7 million Lake Wendouree Water Supply project was officially switched on yesterday. Ballarat East MLA Geoff Howard turned a diffuser valve at the lake's Swan Pool footbridge to herald the arrival of 600 million litres a year of recycled water. It will be combined with about 250 million litres of stormwater delivered annually from Paul's Wetland. It is expected to take four to five years to completely fill the 3500 megalitre lake. The project was jointly funded by the State Government, Central Highlands Water and the City of Ballarat.

Mayor Judy Verlin described it as a "great day for Ballarat". "Sceptics said it wasn't going to happen, but it has happened," Cr Verlin said. She said a university study had shown the state of the lake was a barometer for Ballarat's community. "If the lake is empty, there's a sense of pessimism. If the lake is full, there's a sense of optimism." "This is not just about turning on something to feel good but about the

economy of Ballarat," she said. "Ballarat can get back to being a garden city again."

Mr Howard also said we could now look forward to the "next phase in Ballarat's water story". "Using stormwater and recycled water is a sustainable, sensible solution for rejuvenating the parched lake," he said. "Lake Wendouree is a Ballarat icon and its refilling is a key step in repositioning the site as a national, state and regional attraction for water sports, cultural events and visitor activities."

Central Highlands Water chairman John Barnes said the recycled water would be pumped from the Ballarat North Recycled Water Treatment Plant in Gillies St to Paul's Wetland in Dowling St, where it would be mixed with stormwater to reduce salinity levels before entering the lake. "It has been a long time coming (but) this is the opening of a very special water reuse project for Lake Wendouree," Mr Barnes said. (From *The Courier* 15/8/09)

Below: No 671 in the new livery 18/8/09.

Photo: Richard Gilbert





Left: A recent addition to our weekday workers, Dawn (“Don”) Poulouse has been invaluable in progressing the never ending job of maintaining the fleet. He is seen here repainting the floor of No 661. 13 August 2009.

Photo: Dave Macartney

Right: Deepthi Poulouse gives No 671 a final touch up before the publicity photo shoot. 11 August 2009

Photo: Dave Macartney



Tying the Rope

The correct method of tying the leading trolley rope on “W” class trams has become a dying art as pantographs have replaced trolley poles in Melbourne and the old “connies” leave us. Recently, someone who has been working on trams since 1963 demonstrated how a rope should be tied for safety and efficiency. The knot needs to be at the top of the grab rail to catch the pole if it comes out from under the hook. It also needs to be tight and easy to undo. If there is a clip under the destination box, the rope should be placed under and not through it.

Photo: Warren Doubleday

