

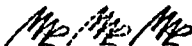
# FARES PLEASE!

November 1995

---

## *Ballarat Trams are Ballarat History*

---



Museum Accreditation Program  
Registered Museum

---

### **Launch of "Ballarat" Tram**

Members are invited to attend the official launching of a "new" BALLARAT tram. The launch will take place at the Museum's Depot in Wendouree Parade at 11.00 am on Monday, December 4.

Ballarat City Commissioner Vern Robson and Sovereign Hill's Peter Hiscock will officially launch the freshly-repainted tram No. 671. The new livery is very striking and was generously funded by the City of Ballarat. The livery takes up the corporate colours, logo and signage of the City in royal blue, gold, grey and white. Also incorporated on two of the four large side panels is our new name *Ballarat Tramway Museum*.

The tram will be an excellent publicity vehicle for the City, Lake Wendouree and ourselves.

### **Annual General Meeting**

The Annual General Meeting of the Museum was held on Saturday

October 21, 1995 as scheduled. About 20 or so members attended the day. As there was no need for an election, the Board of the Museum is as listed in the last issue of *Fares Please!* Please note that John Phillips did not second himself as printed, it should have been Carolyn Dean.

After the meeting, the traditional tram ride and afternoon tea, a series of videos were shown. These included an excellent video on the history of Prague's trams with English dialogue which was graciously given to the Museum by member K.Dusanek of Prague. It is a fascinating story, including the transition from left hand to right hand street running, brought forward by Hitler's invasion of the city.

### **Membership Cards**

Members who have renewed will find a membership card in this mailout. This is an interim design featuring our tram 33 logo and printed on a laser printer.

---

# Ballarat Tramways News

# 2--Fares Please!

---

## Springfest 1995 - Len Millar

Our tramway had a very busy day on Sunday October 29. It was *Springfest* time - whereby some 300 stalls selling all manner of items magically sprang up right around the shore of Lake Wendouree. There was a concentration of this mysterious phenomenon from Depot Junction almost up to the Carnival Grounds.

We had been alerted to the event well in advance by Alastair Reither's mother, Margaret, who kept us up to date with planned developments. So just before 9.30am on the day, we sprang into action with tram 661 trundling out to lay down a Begonia Festival array of barriers and witches' hats to stop motorists from parking in our way at the Loop and at Depot Junction. We were almost too late, as it transpired. Already by that time, hundreds of cars had lined the Parade and there were six or so cars and utes parked on the kerb-side track at the Loop.

The crew, which included Paul Mong and Alastair Reither, learnt that we do not yet need a portable loudspeaker. Darren Hutchesson muscled up an exceedingly loud actor's voice to summon *the drivers of the cars parked on the tram track!*

Tram 33 with your reporter running one man ran out at about 1000am and was soon carrying good loads.

---

Before too long Darren Hutchesson and Travis Jeffery had taken over on 33 and OIC Peter Winspur had woken tram 38 up from its slumbers. It soon ran out to service with Richard Gilbert and your reporter on board. Clayton Giles and our newest conductor, Simon Jenkins were fortuitously on hand to provide meal reliefs. It was uncannily like our busiest days over the Begonia Festival each March, right down to the benign weather!

Our drivers soon learnt that slow trips were order of the day, because of the chaotic traffic conditions. It was exactly like the Begonia Festivals of yesteryear when there was no car control or parking restrictions.

Tram 26 replaced 33 after lunch and as we often find, it seemed to attract better loadings. By the end of the day we had carried 390 or so passengers, made up of normal round trippers as well as one way riders (those who shopped till they dropped no doubt!). It was good to see two trams running in service and they ran in later than usual - about 6pm. Being the first day of daylight saving, the crews could be forgiven for thinking it was only 5pm!

We had to contend with an old tramway operators' problem - competing buses! A free shuttle bus or two operated anti-clockwise around the Lake. We would be gracious enough to admit that they did not

actually steal our passengers; well not to many anyway! But the small buses did keep on stopping in front our of trams to load and unload. Adelaide's MTT used to cope with the problem with extra or *Nark* tramcars, the drivers of which were under instructions to keep ahead of the buses by whatever means were necessary. Perhaps next year we will borrow the AETM's old nark car - C class motor car 186. Or perhaps we will trot out tram 671 in its new blue, grey, white and gold glory AND its four motors. (*Could be a tricky in overtaking a parked bus on our tracks though! ed.*)

Apparently the organiser, the Ballarat and Clarendon College were so encouraged by the success of this year's inaugural *Springfest* that it announced that it will hold one next year - with many stall holders already booking a space! Our Roster Officer, Gavin Young will need to call for volunteers to run the trams on the day - so organise your 1996 calender now platform staff!

It was a great day! We thoroughly enjoyed ourselves!

## Traffic

Our trams have proved very popular over the last couple of months. October has been the busiest on record with over 1,000 more riding than in 1994. Horse tram day was a great day and the school holidays

were busy. *Springfest*, a new event on Sunday 29 October proved a great success with motor traffic reminiscent of early Begonia Festivals. This is expected to become an annual event.

On Saturday 4 November, trams did not run out until 4.00pm due to the annual Grand Prix Rally, yet 31 people rode afterwards. Wendouree Parade was closed to allow for time trails for the Rally drivers. Even pouring rain during Cup week didn't deter our patrons on Sunday 5 November. Recent charters have included West Melton Primary school and the RACV/Veteran Car Club.

Looking to the future, many of our regular traffic staff will be required to work in Melbourne for their paid employment during Grand Prix on the Saturday and Sunday of the Begonia Festival weekend, 9 -11 March 1996. To staff our Tramway we will be looking for every volunteer we can find, as we have no idea what the impact of the Grand Prix will be on traffic in Ballarat. Please let Peter Winspur know if you can help, before he gets to you!

## Ballarat's Trammies at War!

Don't forget our special temporary exhibition at the depot, now showing until the end of the year. This includes our five minute video and a specially printed brochure describing the Ballarat Tramways during the World War Two.

---

# 4--Fares Please!

---

## Cable Tram No. 427

On Saturday November 11, a team of our workers descended upon a house in Glenferrie Road Hawthorn to dismantle and salvage parts of former MMTB cable tram trailer No. 427. Located in the backyard of a glorious house, the former trailer had seen many better days. The story of the tramcar is fascinating.

A couple of months ago, the owner of the house in Glenferrie Road Hawthorn, arrived at Camberwell depot asking if anyone would know of someone who would be interested in the former tram. Board members Carolyn Dean and Greg Rogers who both work at the depot, visited the house owned by Mrs Wickens and said we would be interested in recovering parts of it. The tramcar had sat in the yard for about 70 years and about 18 months ago the roof collapsed inwards due to extensive body rot along the fence side.

After our Engineering Manager visited the house and determined we could get a number of parts out of it. Arrangements were accordingly made. We have found many parts of these trams fit almost exactly the horse tram and ESCo No. 12. The wheel set is also very useful as we have found, having placed ESCo No. 21 on another former cable tram trailer wheel set just over 12 months ago.

So Carolyn Dean, Warren Doubleday, Darren Hutchesson, Simon Jenkins, Paul Mong, John Phillips, Alastair Reither, Alan Snowball, Peter Winspur and Gary Wood arrived from about 9.30 onwards to commence work. Mrs Wickens provided morning tea, afternoon tea and lunch, for which our workers were very grateful.

Although the tram body itself was pretty rotten the frame of the car alongside the fence was very extensively decayed, we recovered many useful parts. While dismantling the sides of the tram, we came across a metal sheet which covered the original wooden panel. Underneath was the original MT&Co. paint work and another coat of MMTB paint with the letter "B" on it. The side panels with the tram number still very apparent were also salvaged.

The interesting bit was getting the wheel set out and onto a trailer. The wheels had over the years sunk into the ground, so much so that the steps and many other parts were actually on the ground. After jacking it out of the earth, we found the wheels turned easily - as expected. It was then turned around and rolled on planks to the driveway. We had to roll it down a steep driveway that lead onto Glenferrie Road. Visions were had of a run-away wheel set hitting a Merc or an electric tram and then running down Glenferrie Road past Scotch College!

---

However, this did not happen. We carefully lowered the wheels down the grade using a motor car with an emergency brake system ready to be activated in case of problems. The fun bit was seeing all the looks from passing people while we loaded the wheel set onto a trailer in Glenferrie Road, including a very perplexed tram driver. He thought it looked familiar but what was it?

Many thanks to Alan Snowball who provided his Holden Ute to tow the trailer and parts back to Bungaree where we off-loaded the wheel set just before darkness set in. Also many thanks to Mrs Wickens for the cable tram, the food, financial assistance in hiring the skip and her information about the tram and the house.

Trailer 427 was placed on the land in the late 1920's, after Dr. G.H. Wickens moved into the house in 1924/25. It was used as a spare bedroom until 1949, with a bed, chest of drawers and wardrobe. After that it was used as a storeroom. Mrs Wickens moved into the house in 1947 when she married the Doctor's eldest son, George. George passed away in 1994 aged 78. The front portion of the house was used as doctors surgery for many years. While removing the tram, we found the surgery brass plate that would have been located by the front gate announcing that Dr. Wickens practiced there. It was given to Mrs Wickens.

Readers will notice in the new members list, that Mrs Wickens has become a member of the Museum. A busy but enjoyable day was had by all with good teamwork showing through. The clean up of the site was so good, that you would not have known what once was there. All the rubbish and wood that was not recoverable was placed in a large skip in Glenferrie Road. This involved many trips up and down the driveway.

## New Members

The Museum welcomes the following new members:

- No. 688 P McIntosh - Paddington
- No. 689 D Johnston - Ballarat
- No. 690 M Peterson - Corio
- No. 691 M Ronaldson - Ballarat
- No. 692 C Wickens - Hawthorn

We trust they enjoy their membership with us and would welcome any assistance at the tramway they may wish to make.

## Gardens Masterplan

The Museum was represented at a meeting to discuss the Ballarat Botanical Gardens Masterplan on Wed. November 29. This meeting discussed the final draft of the Masterplan following comment on the various issues raised in the first draft. See our July 1995 issue of *Fares Please!* for the background. As full details of the meeting were not available at the time of printing, we will report further in our Jan 1996 issue.

---

# **G--Fares Please!**

---

## **Ballarat Tramway Nature Tours Inc. - Austin Brehaut**

*Austin lives in Latrobe Tasmania and always seems to have a good time when visiting Ballarat and conducting on our trams. It is a fine example of a member living some distance from us but being welcome to assist us even if it is only once in a year. Austin is not the only one who does so. Others are welcome to enjoy spending time on the trams and at the same time assisting the Museum- ed.*

Lake Wendouree in spring is the occasion of the hatching of a number of families of cygnets along the lakeside. Crews during this time often take the opportunity of drawing passengers' attention to the families of mother and father swan and up to seven or eight babies at various points within the gardens reserve.

During one of my necessarily rare stints on the platform as Conductor during the September school holidays with Bill Kingsley at the controller, Ballarat Tramway Nature Tours was in full swing. Passengers were treated to the sight of happy parents teaching their young charges the ways of the world, finding their feet in the water in pools near the tramline and generally guarding the welfare of the grey chicks.

As the occasion required, we stopped the tram for observations and/or photographs (being careful to all the

swans some breathing space). On one trip even turning back a couple of poles short the St Aidan's Drive terminus rather than disturb a group of birds that had taken post right at trackside.

Adult and child passengers alike were fascinated, especially those not familiar with the Ballarat institution and expressed their appreciation of the bonus opportunity of the "nature study" while enjoying that for which they primarily rode with us.

## **RACV Veteran Cars Visit**

Over the weekend of November 4/5 John Phillips provided his former MMTB Mark III Bus No. 592 to the RACV Veteran car club for transportation purposes. The bus is used by elderly people now unable to drive, children of participants and for transporting luggage. The rally left Melbourne on Saturday morning and travelled to Ballarat via Geelong. On Sunday morning the group had breakfast in the Gardens and took the opportunity to ride tram 27 before returning to Melbourne. John's bus was used extensively on Saturday night for transporting rally participants to and from their accommodation for dinner as most of the cars cannot be used at night.

## Have you considered mentioning us in the your will?

At a recent museums seminar and drawing on recent experience, we realise that a lot of material exists as personal property to a member of an organisation such as ours. When that person passes on, the people who dispose of the estate often feel that no one wants the material. If you would like to consider making mention of your material in your will, our Museum, or at least telling your Executor of us, it would ensure preservation of your valuable collection and make sure your intentions are carried out. A lot of archival material has been lost through lack of understanding of the intentions of the person writing the will and good intentions of the Executor.

## At the Depot

Over the last couple of months since our last report, a lot of work at the depot has been carried out, along with the repainting of 671 and ongoing maintenance of the trams and other facilities.

Tram 40 has been put back together and is now operational, although some more work requires to be done on the rewind motor itself. The tram is the next to be repainted with work having commenced sometime ago.

The motor brushes have been adjusted with the assistance of Craig Tooke. The tram needs some running to fully bed them in.

A large load of crushed rock was obtained during November to fill in between the 4 and 5 roads at the depot in preparation to asphaltting this area, hopefully before June.

The final preparation for the *Ballarat's Trammies at War!* exhibition took a lot of time. Most of the assembly work being done at the depot just before the display at the Drill Hall. Member Alan Snowball made up two new display stands and these were covered with new front runner fabric that allows the use of velcro tabs.

Recently during a very stormy day, tram 33's roof over the No. 2 end driver's compartment was damaged, when the trolley pole rope was caught around a overhead pole fitting and it pulled the trolley pole down onto the roof, breaking about three roof slats. It was not the first time this has happened to the tram, when the various patches are seen in the roof. It was repaired over a couple of weeks by Dave Macartney and the tram returned to service.

A couple of months later, we had a major fright with this tram when we had visions of another motor blowing

# 8-- Fares Please!

---

up! Whilst Clayton Giles was driving 33 it suffered a short circuit and pulled the sub-station out as it is supposed to do so. We found the fault was a defective motor lead in wet conditions blowing out and earthing to the motor support beam.

This has since been repaired and with many sighs of relief the tram is back in service.

Gary continues to work on the replacement side framing of ESCo No. 12.

Just before the introduction of daylight saving, a long wanted light over the front door of the shed was installed. This is run on a timer switch and enables our workers to see around them when they are locking the shed up in pitch blackness and walking back to their cars or homes.

Preparation for the installation of 50 sleepers in the access track during the first weekend of December was done during mid November. Anyone wishing to assist on the weekend of December 2/3 would be most welcome. A backhoe will be used to actually remove the old sleepers and

insert the new ones. This is the really hard job and it is not too bad drilling the holes and hammering the dogspikes in. Please consider helping us on this weekend.

## Seasons Greetings

As this is our last issue of *Fares Please!* for 1995, the Board and Museum staff and volunteers take this opportunity to pass onto all our members and supporters, the complements of the Season. We hope you all have a Merry Christmas and a Happy New Year in 1996.

## Don't Forget!

- **Launch of Ballarat Tram - Monday 4 December.**
- **Track day - Sat. and Sun 2/3 December.**
- **Begonia Festival Traffic Staff required Sat/Sun March 9/10 1996.**
- **Ballarat Trammies at War! Exhibition at depot until end of December 1995.**

---

*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 Museum's activities and publications please contact:- The Secretary,

Ballarat Tramway Museum Inc.

P.O.Box 632

Ballarat Vic 3353

Phone (053) 34 1580

---