

FARES PLEASE!

July 1995

Ballarat Trams are Ballarat History

Mr. Mr. Mr.

Museum Accreditation Program
Registered Museum

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 Saturday 21st October 1995. 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 un-financial member.

Members must be financial to be entitled to be a candidate for election, a proposer, or a seconder in accord-

ance 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 29 September 1995.

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.

News of the Ballarat Tramway Preservation Society Limited.

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Big Oops!

Well, we finally did it! You may have picked up that the last issue of Fares Please!, was headed 'March 1995' and not 'May 1995'. The editor forgot to change the month when he copied the heading arrangements of the March 1995 newsletter on his PC for May 1995. One of the problems of copying things across on computers to the next month it is easy to forget to change things. If you were to dig out the last few years of the July issues of Fares Please!, you will see that the layout for the AGM notice and the wording is virtually identical, with only the dates and days changed. It is hoped that we got this year right. Gremlins you know!

The Annual General Meeting

You may have noted in the Annual General meeting notice that the day of the week for this year is Saturday and not Sunday as usual. We are planning an evening activity for the day. More news in the September issue of Fares Please!

As well, the meeting is for the BTPS Ltd. and not the Ballarat Tramway Museum Inc. At this stage our incorporation documents have yet to be approved so the changeover has yet to occur. Anyway the Annual report will be for the BTPS Ltd, but hopefully by then we will be the BTM Inc. Whew!

Next issue of Fares Please!

As for last year, we advise that the next issue of Fares Please! will not be posted until about the second week of October 1995. This allows for the listing of nominations for the Board positions and posting the Annual Report in the same mailout, thus conserving the cost of postage etc.

Membership Renewals

By now, all members should have received their membership renewal forms. If you have not, please contact the Secretary at the Society's address. Members are urged to return their forms as soon as possible in order to make our Membership Officer's life that little bit easier.

New Members

The Society welcomes the following new members.

No. 686, Mr. R. Guggenheim of Lake Elsinore USA.

No. 687, Mr. A. Snowball of Ballarat.

Local History Fair - 1995

As for the last few years, the Society will be taking part in this year Central Highlands Historical Association's History Fair. This year it will be held on the Saturday and Sunday of October 7/8 at the Army Drill Hall, Curtis St. Ballarat. The theme this year is 'Australia Remembers', the 50th commemoration of the end of the Second World War.

Botanical Garden Master Plan

On July 18 the City of Ballarat presented the draft Ballarat Botanic Garden Masterplan. The Society was invited to the evening where the plan was released publicly. The audience for the presentation consisted of the special interest groups who had made submissions to the study consultants.

The Landscape Heritage Consultants, John Patrick Pty. Ltd. presented a very detailed proposal, along with an extensive study in the heritage of the gardens as a whole and the in particular, the various tree species. The Society was represented by Len Millar and Warren Doubleday. It was held at the recently completed Robert Clark Horticultural Centre within the Botanical Garden itself.

The evening was opened by the Chief Commissioner of the City of Ballarat, Mr. Vern Robson, followed by Gardens & Park Staff and the Consultant. The meeting was scheduled to run for about 90 minutes but was extended by almost an hour due to the ensuing discussions.

The aim of the Masterplan is to provide a flexible management tool for the conservation, development and management of the Gardens reserve. Our tramway is within the reserve as is the depot. The Society recently provided extensive comment on the

relevant of the Lake Wendouree Study and provided a submission for this, including a long meeting with the consultant.

Development concepts and feedback on the draft plan was received on the following issues:-

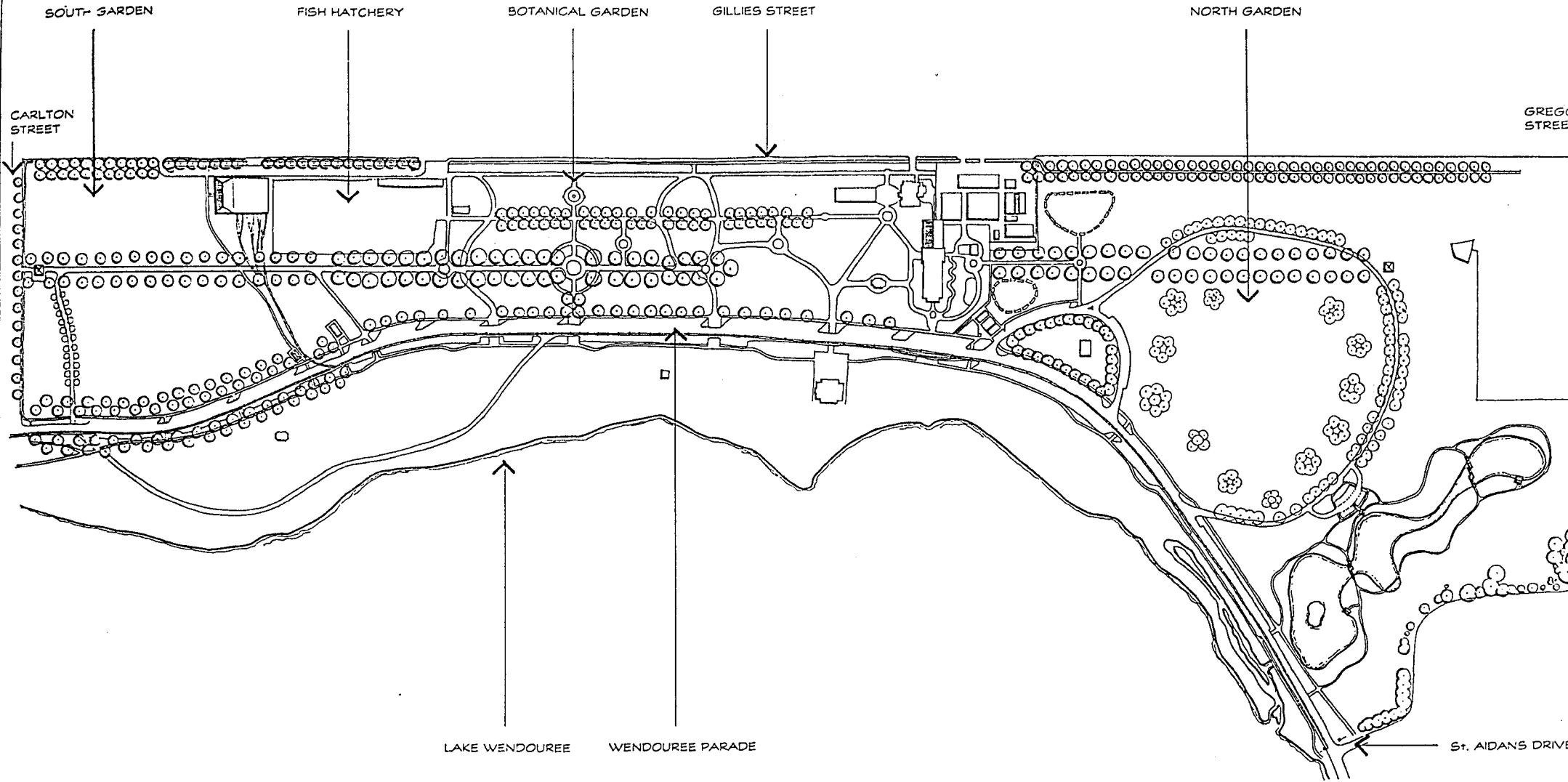
- Public access, motorcar parking, fencing and traffic management.
- The development, restoration or removal of built structures.
- Planting themes and tree removals, replacements.
- Tourism, interpretation and recreational opportunities.
- Appropriate landscape and general landscape development

The presentation was very interesting and it was fascinating to learn more about our area, which has a very complex history and is the principal reason why our tramway survives today. Readers will be generally aware that it was the first section of line to be built by the for the Ballarat Tramway Co. (the horse tram operators in 1887) and the first section to be electrified in August 1905. The gardens routes were the principal trafficked route during the summer period.

The study is based on the recommendation included in the Ballarat Botanical Garden Conservation Analysis and Policy, the

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Lake Wendouree Landscape Masterplan and the Lake Wendouree Precinct Traffic Study. The central philosophy is that the fundamental character and form of the Botanical Garden Reserve should be retained. Management of the Reserve must however, be dynamic and respond to changing circumstances.

Items of interest in the many design strategies presented and in particular, to ourselves were:-

- Retain and improve the tram service. Relay tram tracks and repair the road surface. Extend the tramway to Sturt St. if possible.
- Extend the Tramway Depot and Museum shed by one bay to the South. The extension should be designed as a lower structure to reduce the scale of the existing depot. Provide parking and access from Gillies St. Provide a path from Wendouree Parade with planting to screen the tram tracks. Construct a tram shelter where the lines enter Wendouree Parade.
- Establish marketing strategies to promote uses and attractions of the Botanical Garden, including Trams, Tram Museum, Fish Hatchery, Robert Clark Centre, Adam Lindsay Gordon Cottage and its crafts.
- Upgrade directional signs and interpretive signs.

- Within the South Gardens section (the depot area), maintain as an open parkland buffer to the Botanical Garden. Remove insignificant trees from the central avenue and retain the Cedars. Restrict casual access for vehicles by controlled closure of roads and construct a pavilion at the Carlton St. end to serve as a focal point for the Cedar Avenue and for memorials along the south end.
- Reduce the width of Wendouree Parade to slow traffic and to improve pedestrian safety. Road neckings should coincide with major entry points to the Botanical Garden.
- Restrict parking between the Morey Gates and Lake Lodge to improve pedestrian access at the main entry area.

Many of the proposals are very momentous and it is hoped that they come to fruition. The proposals for the Gardens area itself are significant and if implemented should have a major influence on the area for years to come. The Manager Gardens and Parks said that this was the first Masterplan since the establishment of the Garden in the 1860's. The City is to be congratulated on funding the extensive studies into this important heritage precinct. The Society looks forward to being a part of the exciting development of the area in the years to come. Also discussed was the

proposal of the APEX to partly fund a major playground complex in the South Gardens area. Comments were received by the Commissioners, who are about to make a decision on this proposal shortly.

Following the meeting, the Society Executive Officers prepared a letter commenting on the various proposals, primarily in relation to the roadworks in Wendouree Parade. One of our concerns is that the proposed road width may be too narrow to operate our trams safely with motorcars and cyclists. Overall the Society is very supportive of the proposals.

The plan reproduced on pages 4 & 5 shows in small scale the proposals for the area. Only the major planting is shown. If you would like a copy of the public document, please write to the Secretary or contact the City of Ballarat. The City would like to receive comments and have these by August 9.

At the Depot

Work continues at the depot, amidst the cold weather, the rain and the snow showers. This year has seen a lot of rain in Ballarat, with so far the pit remaining dry. (Famous last words! Ed.) No way could we have undertaken the small sleeper renewal project that we did in late May during July. We would have been almost bogged to the eyeballs! Therefore work has been confined to the depot

internally, other than some minor repair and adjustment to the overhead.

On No. 12, Gary Wood is continuing with the installation of the new timber and bolts into the underframe of this important heritage tramcar. To assist with the next major job of cutting out the four main saloon corner posts, we have purchased a bandsaw. Gary has set this up in the depot and it is now ready for work.

No. 33 has re-entered regular traffic after a brake system overhaul. A number of components were replaced along with a number of bolts etc. Work on the repair of No. 671's trolley base is continuing following a dewirement and subsequent damage during March Begonia Festival operations.

The 3rd panel in the Museum display area of the depot is virtually completed. This panel represents the early SEC era from 1934 to 1945. Some interesting photographs and drawings detailing rehabilitation of the Ballarat tramways have been used. The next panel will feature the SEC from the 1950's to closure in 1971.

Other work being carried out has been the repair and repainting of No. 27's roof, sanding down and revarnishing of the interior doors and some panels of No. 661 that had bubbled. The installation of furniture into the Archives storage room saw

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the transfer of an L shaped desk from the crew room. While little used as desk, it was very useful for storage and for putting items on during the day. Richard Gilbert was recently offered the former tram conductors sign-on and outfit tins storage desk from the Sandringham Railway Station. Originally it was used for the Sandringham - Beaumaris tramway. This offer was accepted and it was transported to the depot with the assistance of Michael Parker and Greg Pippard. Now fitted into position in the crew room, it lives once again in a tramway environment.

About a year ago, we reported that a trial winter running window was fitted to one of the open drop ends of No.18 and then to No. 13. This used a sheet of perspex and some smaller lengths of perspex with screws. Although successful in terms of keeping the wind out and thus the passengers warmer, it was not easily fitted and transferable. Darren Hutchesson recently suggested using sheets of 'Handy glaze' cut to size.

Four were fitted to the western side of No. 14 during July and have so far performed quite well in the prevailing

conditions. This material is 1mm thick, yet quite stiff when fitted to the trams. The material comes in a roll; can be easily cut to the required size; is cheaper than perspex; does not require any screws etc to hold it in position and is easily fitted into position. The Society is careful from a conservation viewpoint of physically modifying the tramcars.

For the other tramcars that operate during the winter period, we have sorted through our stock of weather blinds and fitted a good set to No. 18. Although the SEC ran during the winter with the blinds down, we have found that passengers find them hindering their view of the journey through the gardens. This presents a conflict between passengers' wishes and the crews, mainly the driver's wish for a warmer journey with a lessened wind chill factor. It is to be hoped that the 'Handy glaze' sheets will allow this. One advantage is that is this type of screens do not have to be left down to dry out as is necessary for the canvas blinds.

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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,

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