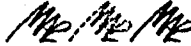


FARES PLEASE!

November 1996

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

New Trolley Wire

The Museum is very pleased to announce that we have just acquired 2km of new trolley wire to enable the upgrading of the overhead in Wendouree Parade. The Minister for Transport, Alan Brown advised during late September that he would fund the acquisition of this wire. This would enable us to replace the worn out parts of our double trolley wire in Wendouree Parade. Most of the existing overhead contact wire has reached its use by date, although we have had only a couple of breaks over the years. The thinness of the wire was giving us all concerns that one of these days the inevitable would happen.

On Tuesday November 26, the Minister, formally handed over the two drums of wire in a ceremony at the depot. Attending were Paul Jenkins, Member for Ballarat West, Mayor Councillor James Goghan, Mr Ron Egeberg, City of Ballarat Festival's Manager, the lessees of Lake Lodge and many of our regular working members.

The Museum is determined that we will retain the double trolley wire system used by the SEC in Ballarat and will retain the use of trolley wheels. This will keep in use one of those features that the SEC provincial tramways were especially known for.

Mr Brown, when handing over the wire valued at \$11,500, congratulated the voluntary members of the Museum for their outstanding work in preserving both the old SEC trams and the infrastructure that they ran on. He went on to say "I am pleased to see that members of the Museum are committed to matching as closely as possible the traditional Ballarat style overhead system. While this wire is new, it has nevertheless been manufactured to match as closely as possible the original product in keeping with the Museum's Conservation Policy. The policy sets out that these projects will be consistent with preserving the style and appearance of the traditional double wire provincial city overhead, that existed on the tramways in Ballarat, Bendigo and Geelong from the 1930's."

Ballarat Tramways News

2--Fares Please!

The wire itself is 107mm² in area, slightly larger than the existing wire when it began its life. However, when up the air, it will look huge compared to the present wire due to the old wire's wear over the past 50 to 60 years! It was manufactured by Metal Manufacturers of Port Kembla NSW, who were of great assistance in its supply. We also have acquired it at the right time, with the world copper price being low. The original wire was a cadmium copper type which is no longer made in Australia due to problems of handling the cadmium

which is a toxic heavy metal. The new is "high conductivity" copper wire. It has some different properties to the existing wire. However, we are expecting many years of service from it.

Preparations to erect the wire have begun with a full survey of all the fittings between St Aidans Drive and the section insulator on the north side of the loop. This section of overhead is generally the most worn. We are planning to actually replace this section in February during weekdays. This will allow us to do the necessary

Taking delivery of the new trolley wire on 26 November 1996. Left to Right; Member for Ballarat West, Paul Jenkins MLA, Victorian Transport Minister Alan Brown, Ballarat Mayor James Coghlan and Tramway Museum President, Richard Gilbert. *Photo: Alan Marini of the Ballarat Courier.*



preparatory work, such as freeing up the bolts that hold the overhead ears in position, getting the replacement ears ready, as many are worn and replacing some sections of span wires. From our previous trolley wire replacement, this preparatory work is very beneficial in easing the actual task itself.

Finally again we thank the Minister for funding the acquisition of this wire. We must also thank our local Member, Paul Jenkins who promoted the original request and very effectively lobbied for the grant.

Annual General Meeting

The Museum's AGM took place on Sunday October 13, 1996 as scheduled. However, for the first time in many, many years, it was not held at the depot, but in the excellent meeting room of the Robert Clarke Centre within the Botanic Gardens area itself. This is an excellent facility. It was made available by the City of Ballarat free of charge. About 30 members attended the meeting. As there was no need for an election, the Board of the Museum is as listed in the last issue of Fares Please!

Following the meeting, a short movie film of an Australian Railway Historical Society trip to Ballarat in 1968 made by Frank Blackwell of Juneec was shown. While the passengers were in Ballarat, they travelled over parts of the Ballarat

system in a large tram convoy. Scenes of the tram tour were a feature of the 8mm film which was a recent donation to the Archives. After the AGM, the traditional tram ride was made with City of Ballarat tram, No. 671 which had just had its touch up and paint repairs completed a couple of days earlier.

Springfest 96

The second Springfest Fair, which consists of a large number of market stalls spread right around the foreshore of the lake took place on Sunday November 3. This event was bigger than last years, which was the first to be held. The tramway carried 441 passengers for the day, the vast majority of which were single journey passengers. The predominant direction of travel is from St Aidans Drive to Carlton St.

The Fair organisers provided a number of buses, that ran in the anticlockwise direction around the lake. The buses seemed to travel in convoys and sometimes held us up while they loaded and unloaded. From our experience last year, it was very important to get our traffic control measures out early. Even at 8 00am it was not fast enough, for one vehicle who parked foul in the loop.

John Phillips remarked that this day is now the most chaotic traffic day we have. The closure of Wendouree

4--Fares Please!

Parade during the Begonia Festival has made driving in the Parade a lot easier, but the Springfest Fair day, sees so many people walking around the lake, they spill over from the footpath and onto the tram tracks themselves. Trams commenced operation at 10 10am and ran until 5.30pm. Many thanks to the crews who manned the trams on the day and assisted once again.

Construction of new playground

Five days during late November (20 to 24) saw intensive activity in the construction of the new APEX funded playground just to the north of Depot Junction on the lake side of Wendouree Parade. Up to 900 people a day were involved in this mammoth task. The playground itself is very large and very popular. Paul Jenkins in a speech during the presentation of the trolley wire a few days later, said he saw children using it at 10.00pm. On Tuesday 26, we noted that it was being extensively used, with many cars parked, but clear of the tram track.

The last day of construction, Sunday, saw the annual Ekiden relay race and "Wozzle" fun party being held all at the same time. We recognised all this in advance and our traffic measures were out early enough to keep the tram track open all day. Parking along Wendouree Parade was very scarce, which made tram operations that much more difficult.

New members

The Museum welcomes the following new members:

No. 701 T.Nicholas	Ballarat
No. 702 W.Harrop	Ballarat
No. 703 W.Whitford	Fern tree Gully

At the Depot

On going work at the depot has seen the completion of the touching up job on tram 671, continuation of work on tram's 12 and 28 and the survey of the overhead etc. On tram 28, we have removed the No. 2 end cab panel to enable its replacement. Older members will remember that when the tram was received from the SEC, it was in a damaged condition having been hit by a fruit truck just prior to closure. It was to be "spare parts". The Society in those days did not have the money to replace the panel, but panel beat it as best as possible. It never looked quiet right, so we have take the opportunity to replace it.

Also underway is the annual painting of tram floors. Tram 14 is the first to receive this annual treatment.

One job recently undertaken by a contractor was the replacement of the guttering downpipes along the north wall of the original shed. This had finally rusted through and performed little of its original task.

Have you considered mentioning us in your will?

Many of our members and other transport enthusiasts, like the editor, have collected tramway memorabilia over the years, especially of Ballarat. When people pass on, those who dispose of the estate often feel that no one would ever want such material, considering it as "junk" and then burn it! If you would like to consider making mention in your will of 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 over the years, through lack of understanding of the intentions of the person writing the will and good intentions of the Executor.

Seasons Greeting

As this is our last issue of *Fares Please!* for 1996, 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 1997.

New Sales Items

As announced in the last issue of *Fares Please!*, our delivery of our newest lapel badge, the Red Hen Railcars of the former Sth. Australian

Railways have arrived. Red Hens are operated by the South Gippsland Tourist Railway out of Korumburra. They have done an excellent job of repainting and refurbishing these former Adelaide suburban railcars. The railway is well worth a visit over the Christmas and January period as it runs every day in January.

Recently arrived are copies of the reprint of "Mind the Curve" by John D. Keating. It is priced at \$24.95 plus postage. Also now available at the depot is the 1997 Australian Trams Calender, published by Topmill Pty Ltd and produced with the assistance of members of SPER. It has an excellent photo of Ballarat tram No. 35 at Sebastopol terminus in 1969. A small photo of No. 41 in Sturt Street in 1962 features as well. There are some excellent photos of Sydney trams. The calender is an excellent buy and is priced at \$8.95.

Accreditation

Readers may remember our past news items about Rail Safety Accreditation and the passage of the bill that will incorporate this into the Victorian Transport Act. The Bill has now passed both houses of Parliament and has been assented to. Under the bill, we are automatically accredited for 12 months. The Museum is continuing to work on its documentation necessary for this Accreditation and that for Museum Accreditation.

G-Fares Please!

Shelburne Trolley Museum or being on the internet

One of the interesting points about being on the Internet is you receive requests for help from other Tramway Museums and the like. We recently received one from the Shelburne Falls Trolley Museum of Massachusetts USA, via a Queensland based friend of the Museum. They are in the process of restoring an 1896 Wason Car to operational condition. The Wason Railway Car Builders were located in Springfield Mass. and started operations around 1848, eventually becoming part of the Brill Corp around 1907.

The Museum's tramcar is a short 32'9" foot, narrow body of 7'3" foot width, double truck, combination car with a wooden body. It is one of the smallest eight-wheel interurban combination cars ever built in the US. They basically have the wooden car shell and are missing all the mechanical and electrical parts, not to mention the seats and many other metal parts. They are on a world wide search for parts for this historic tram. To quote from their letter "we are also attempting to see what is possible in the land of the vegemite sandwich". The Museum has been fortunate to receive a substantial financial grant from "the Feds" for acquisition of parts and restoration but car parts for their size and era do not show up at the "local Walmarts" with any regularity.

With the letter came a copy of an article on the Shelburne Falls and Colrain Street Railway Company printed in Transportation Bulletin, No. 75 (1967-68). "The railway was just one the many score of small-town New England trolley lines that filled a vital transportation need in the early part of the 20th Century. It was promoted and built with great promise, prospered a few brief years and then bowed out of existence almost unnoticed."

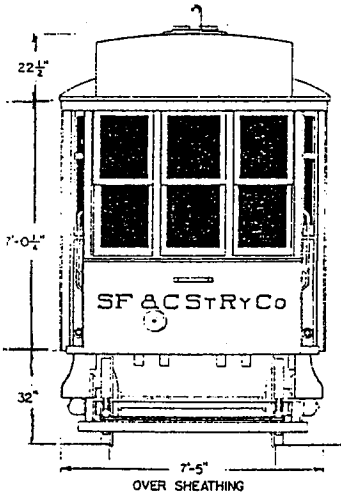
It operated from 1896 to 1927 over eight miles of track, serving industrial and agricultural communities along the North river valley. It featured a magnificent concrete arched trolley only bridge over the Deerfield River built by the railway to access the steam railroads local depot. The railway had a fleet of two combination cars, two nine bench open or toastrack streetcars, a number of flat cars, a single truck box car and a snow plow, which was fitted with a railroad coupler to haul the full size railroad cars.

The combination car, No. 10 is the sole survivor, having been sold in 1928 to a local farmer who used it for a storage shed. It was rescued in 1992. The line drawing gives an excellent side view of this most unusual combination interurban car.

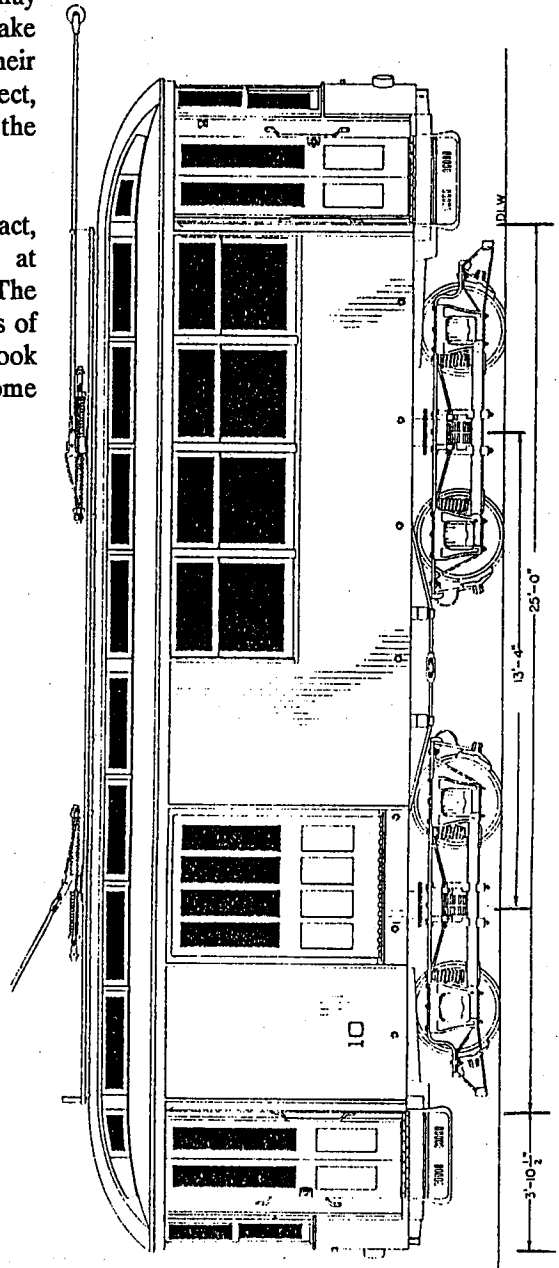
At this stage, it does not look like we will be able to help the Museum with parts, but with some additional

publicity, you never know what may happen. In the case you wish to make formal contact either with their Queensland ambassador or direct, contact the Secretary, or via the Museum's home page.

For further information or contact, see the Museum's home page at www.rrhistorical.com/sftm/ The page has pictures and many details of the museum, well worth having a look at, but the editor did have some problems in printing it off.



Drawn by David Waddington



8. Fares Please!

Charters

The last two months has seen a number of charters taking place. One was for the Kybybolite Primary school, with about 30 passengers travelling on Thursday November 14. Where may you say Kybybolite is? Well it is near Naracoorte SA, on the now closed Bordertown to Mt Gambier railway. Another was for the "Tripabouttours". This group is NSW based and organises tours for retired post war migrants living in and around Sydney. Some 40 travellers arrived at the depot at 8.30am on Tuesday November 26 and were given trams rides and a depot tour that lasted for about an hour. They were most interested to find out that part of our ESCo tram No. 12 began its life in Sydney. Thanks to Frank Puls and Richard Gilbert for crewing the charters.

Tax Incentive for the Arts

We are pleased to announce, that Board Member Len Millar has recently been appointed as a Valuer for the Australian Government's Taxation Incentive for the Arts Scheme. Len was nominated by the museum. To achieve this, required a small change in our Collection Policy, in the way we dispose of any donated items.

Len can now formally value items which may be donated to us, or other museums for which a taxation deduction is sought. These are "Australian and New Zealand trams, railway locomotives and rolling stock, buses: associated memorabilia, ephemera and models."

A Fishy Story,

or a funny thing happened on the way to the depot.

Recently while Dave Macartney, one of our stalwarts, was riding to the depot along Wendouree Parade near St Aidans Drive terminus, peacefully minding his own business of course, he was hooked by a fisherman and reeled in! The fisherman had hooked Dave while carelessly casting his line. Fortunately Dave was only hooked on his clothing.

New Tramway for Ballarat

On November 16, Peter Hiscock, Chairman of the Ballarat Tourism Board, said it was proving very difficult to get funding for a feasibility study, for the city tram proposal despite earlier government promises. However, he has not given up on achieving funding to undertake the study, estimated to be about \$40,000.

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
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