

FARES PLEASE!

May 1996

Ballarat Trams are Ballarat History

Mr. Mr. Mr.

Museum Accreditation Program
Registered Museum

City of Ballarat Tram (671)

A very successful and enjoyable tour of parts of the Melbourne tram system using our tram, No. 671 in the City of Ballarat colours was held on Saturday, April 13. A total of about 40 passengers, spread over two half day tours travelled, with most on both tours. Thanks to Clayton Giles who organised the tour on behalf of the Museum and the Rail Tourist Association. It was crewed by Carolyn Dean and Greg Rodgers and thanks go to them for a enjoyable day too.

The tram continued to run on the City Circle, on various occasions up to about April 24, when our insurance policy ran out. The tram was returned to Preston Workshops and stored in the Paint Shop until its transfer back to Ballarat on Monday May 13.

This time, to overcome the problems encountered in unloading at Preston, we used the same transport company, as the PTC uses to transport their

trams around Melbourne, L. Arthur Pty. Ltd. The same truck driver was used too. This was his longest journey with a tram so far. The tram was driven, then pushed onto the trailer fitted with rails at Preston after being turned around, so it would be unloaded at Ballarat with No. 1 end facing the front of the depot. Departure from Melbourne was 0900 and arrival back in Ballarat, a little after 1100.

To unload the tram, two cranes from Barry James were used. Once we had it all rigged up, the whole tram, bogies and all was lifted from the truck and placed on the track at the rear of the shed in about two minutes. To prevent the motors falling out of the trucks when lifted from the centre of each truck, a securing chain arrangement was used. It certainly made the whole process a lot easier and quicker, and at no extra cost.

This meant the tram did not have to have its motor leads undone, and as such, it was able to driven out and given a wash soon after unloading. It had drizzled for most of the way to

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Ballarat. The following weekend saw some repairs to the tram, such as a damaged lifeguard and a broken bolster strap were done. We also successfully adjusted the brake rigging to get rid of a shudder that had developed in Melbourne when stopping at low brake cylinder pressure. This was due to one of the side air cylinders on the trucks being out of adjustment, relative to the rigging and only applying the brakes at a pressure when over 25lbs.

Springfest

This years' Springfest, organised by the Ballarat and Clarendon Colleges is to be held on Sunday November 3. Stalls selling a variety of goods will be located right around the shores of Lake Wendouree. It promises to be a bumper day, and if anything like last year, a busy day for the Tramway.

Our Internet Page

Our Internet Home Page continues to attract interest from around the world. So far we have had "hits" from Alaska, Netherlands, Iowa, Alambama, Ohio, Surrey in Canada, Lisbon, Montreal, Indiana, Costa, Palmerston North, and Hawaii. We have also recorded our first sales through the Internet, to a tram surfer in the Netherlands. Thanks to Andrew Cox who continues to maintain the page. Our address: <http://www.ozemail.com.au/~amcoxy/>

Membership Renewals

The Board has decided to maintain the membership fees at the present rates. Renewals should be with you during July. The Membership Officer looks forward to your early renewal.

Passenger Traffic

Well at last the upturn has come and hopefully it will stay! By the end of April, we had passed the number of passengers carried for last year. April has seen good figures, slightly better than last year, even despite the appalling weather at times over the recent Easter and school holidays. Thanks to the crews who operated the tramway every day during the Easter and the holiday period that followed. All going well, by the end of the year, we should be back around the 1991 passenger numbers.

25th Anniversary Celebrations

Arrangements are being made for a members event in September to mark the 25th Anniversary of the closure of the Ballarat Tramway System. Further details in the July issue of *Fares Please!*

The First VIPs

by Alan Bradley

The Ballarat tramways carried a number of VIPs over the years, including councillors, politicians and a Governor of Victoria. Probably the most notable were members of an English cricket team carried at the very beginning of the horse tram era.

The horse tram service was officially opened on 21 December 1887, but track laying was not yet complete so services did not commence until 26 December. The cricketers arrived in Ballarat on 22 December and stayed at Craigs Hotel. On 23 December the team was entertained by councillors at the Town Hall, and after ascending the clock tower for a view of Ballarat, they were driven to the Gardens, "where a couple of most enjoyable hours were spent". The return journey from the Gardens was made by horse tram, run especially for the occasion. The trams were still only running trials at that stage.

On 24 December the team commenced a three day match against "22 of Ballarat" at the Eastern Oval. It was common in those days for touring teams to play against country teams of 18 or 22 players. The Ballarat Courier predicted: "The heavy rain yesterday will make the wickets rather soft and big scores are very improbable". Indeed the scores were low in this match. "22 of Ballarat" made 102 and 127, the English 11

made 152 and 2 for 83, to win the match by 8 wickets.

English player Lohmann was originally not in the starting line-up and acted as umpire during the 22 of Ballarat's first innings. When the English opening batsmen were walking to the middle, opener Newham was hit in the face by a cricket ball thrown by the Ballarat fields in their warm-up and had to retire hurt without facing a ball. Lohmann then took his place in the batting line-up!

Regular horse tram services commenced while the match was in progress. The match was concluded on 27 December and the English team then left for Melbourne on their way to a two-day match at "Sandhurst" (renamed Bendigo in 1891).

There were in fact two touring English cricket teams in Australia during this 1887-88 summer. The team that played in Ballarat was captained by C.Aubrey Smith and was brought out by Messrs. Shaw, Shrewsbury and Lillywhite (Shrewsbury being one of the players). The team played 22 matches in Australia, 7 against teams of 11 and 15 against larger teams. In February 1888 the two touring teams combined their best players to play a test match against Australia in Sydney, which the combined English team won.

Unfortunately Australian cricket was in the doldrums at the time and both touring teams suffered heavy financial loss.

Seven of the cricketers who visited Ballarat were picked for the combined English team: Pilling, Newham, Briggs, Lohmann, Read, Ulyett and Shrewsbury. Three of them, plus captain Smith became household names in their day. They were probably the four most famous sporting celebrities to ride a Ballarat horse tram.

C.Aubrey Smith, the team captain, was a right arm fast medium bowler who toured Australia twice but did not play in a test match either time. Later he captained the first English team in South Africa and achieved the unique distinction of captaining England in the only test in which he played. He became more famous in later years as actor Sir. C.Aubrey Smith and ultimately became a Hollywood film star.

According to 'The Macmillan International Film Encyclopedia': "Tall and imposing, he played leads in several American and British silents, but is best known for his work as a jutting-eyebrowed character actor in numerous Hollywood talkies of the 30's and 40's. He typically represented a benevolent British Gentleman of prominence. He was knighted in 1944 and died, aged 85 in 1948.

George Lohmann, who played and umpired in the Ballarat game, was regarded as England's finest bowler at the time and possibly the best in the world. A right arm medium pace bowler, he toured Australia three times. He died of tuberculosis at the age of 36.

Johnny Briggs was a brilliant all-rounder (left-arm spin bowler and left-hand batsman) who played test cricket for 15 years and toured Australia six times. An epileptic, he suffered a fit during a test match in 1899 and never played for England again. He was committed to an asylum where he was said to have bowled imaginary cricket balls in the corridors and died in 1902 at the age of 39.

Arthur Shrewsbury was one of the very best English batsmen of this day. He was a busy man on the 1887-88 tour; he helped to organise, made the most runs, and wrote impassioned love letters to a girlfriend in England. To disguise his baldness he wore a cap on the field, a bowler hat in the street and a night cap in bed. In 1903 aged 47, he shot himself when diagnosed with a terminal illness.

Caption (p5): The team that visited Ballarat in December 1887. Standing: (left to right) Brann, Docker, Lillywhite, Read, Pougher. Seated: Ulyett, Pilling, Smith (captain), Shrewsbury, Lohmann. In front: Preston, Briggs, Newham.



David Frith, *England vs Australia, Rugby 1977*, p33

New Members

The Museum welcomes the following new members:

No. 696 M.Massarotti - Sebastopol

No. 697 R.Harding - Laverton

Queens Birthday Model Railway Exhibition

The Museum will be represented at the forthcoming Model Railway Exhibition to be held over the Queens Birthday Weekend at the Army Drill Hall in Curtis St. Ballarat. The exhibition will run over the three days

during the day. There will be no evening sessions of the exhibition this year.

A New Tramway for Ballarat?

News on this project has been quiet recently, while sourcing of funding for the feasibility study is being confirmed. A Study group meeting was held during late May, at which it was determined that the first stage would be to undertake the Marketing study. The results of this would drive many of the aspects of the technical and cost studies.

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New Management Structure

The Board has recently taken the opportunity to review the organisational management structure. The previous structure has applied since the very early days of the Society and it has served us well. The new structure is similar, but takes into account the different challenges and responsibilities the organisation now faces.

The chart opposite on page 7 shows the revised Management Structure along with a brief outline of the various responsibilities. The Community Liaison Committee is planned to be formulated in the next few months. The position of General Manager is not intended to be filled at present, but allowance has been made in the structure for the future if necessary. This could well be a paid position, should the Museum expand its present operations greatly.

At the Depot

Some items of interest from the continued happenings at the depot are:

- The City of Ballarat is busy resurfacing the track along Wendouree Parade using hot mix to fill in the various holes alongside the rails.
- A recent broken spring in No. 14's controller showed that we needed

some spare springs. These were duly ordered, but 'yeek' at about \$16 each, they are not cheap!

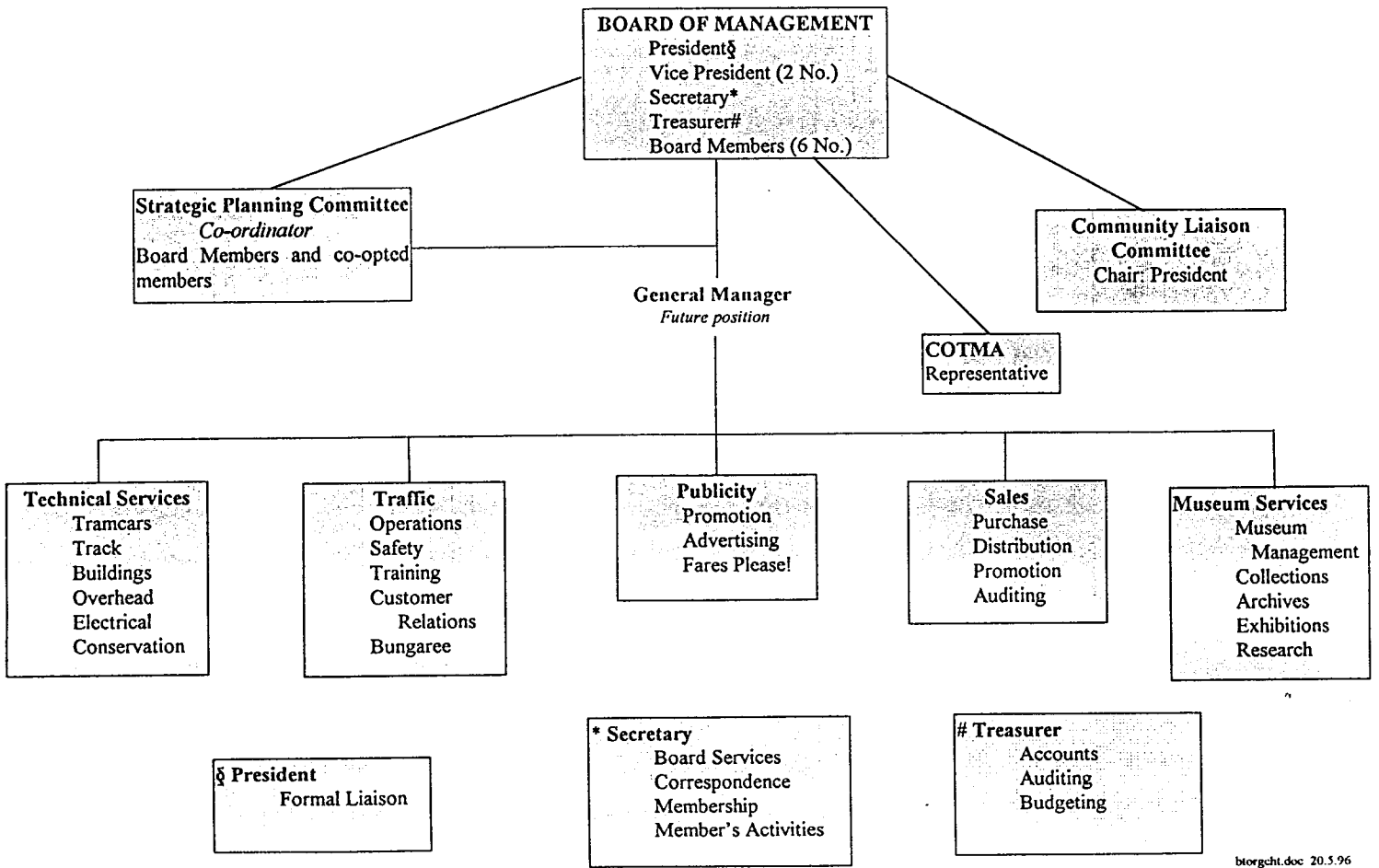
- Tram No. 28 is being prepared to be lifted, so as to take out the bow in the No. 2 end, due to a broken wooden body support member. At the same time, the opportunity will be taken to overhaul the truck and undertake other body repairs. It is expected to be out of service for some time. Some thought is being given to swapping a motor or armature with the defective one on Tram No. 13, so as to return the latter tram to service.

- Smith's Trucks of Wendouree recently donated the body portion of a former PTC 600VDC track welding machine. A number of useful parts were obtained from the former truck. We are making parts available that we do not require through COTMA to other museums. Thanks to Rod White of Smith's Trucks.

1996 COTMA Conference

Interested in travelling to Hobart during early September 1996 for the COTMA conference? The early bird discount of \$50 for the Conference portion closes on June 30. After that the fee is \$530. The last issue of Fares Please! gave the details of the Conference and how to book. Conferences are an interesting, informative and congenial occasion. If you are tempted to go, telephone Richard Gilbert on 9580 8270 to ask for details.

**Ballarat Tramway Museum Inc.
Organisational Management Structure**



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Why Not Mention us in your Will?

The Museum will be deeply grateful to you if you decide to mention us in your will and continue to support us after your passing. The BTM suggests that if you wish to make a bequest to the Museum you add the following clause to your will:

"I give and bequeath the sum of \$ (or the following items e.g. camera, filing cabinets, library etc) free of probate and estate duties to the Treasurer of the Ballarat Tramway Museum Inc. for the time being and I declare that the receipt of its Honorary Treasurer for the time being shall be a full and sufficient discharge of payment".

Promotion Signs

The Museum earlier this year paid for space in two large new information boards, located on the highway, either side of Ballarat. The Melbourne side board is located at the entry for the Great Southern Woolshed, about a kilometre before the freeway portion of the Western Highway leaves to go around the north side of Ballarat. The other is located at Beaufort. The Museum provided the artwork for the sign. The Melbourne side board in addition promotes the Botanical Gardens and its attractions, this being the only mention that they receive on this large panel, other than by a map reference.



Flinders St, with City of Ballarat Tram, No. 671 in heavy traffic, March 1996. Photo Carolyn Dean

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 Or on the Internet: <http://www.ozemail.com.au/~amcoxy/>
