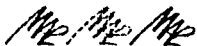


FARES PLEASE!

July 1997

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Museum Inc will be held at 2.00 pm, on Sunday 19th October 1997. The meeting will be held at the Museum's tram depot in the South Gardens Reserve, Ballarat.

Nominations are called for the following positions which will fall vacant on the Museum's board of Management on that date:

President

Vice-President (two positions)

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 unfinancial member.

Members must be financial to be entitled to be a candidate for election,

as must be the proposer and seconder in accordance with the Rules of the Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00 pm, on Friday 26 September 1997.

Nominations may be sent to:

The Returning Officer

Ballarat Tramway Museum Inc

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.

Ballarat Tramways News

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Grants

The Museum has in the last two months been awarded two grants to assist with our work. Both of these will assist us in achieving our goals.



**CITY OF
BALLARAT**

The City of Ballarat under its Council Contributions Fund has granted the Museum \$9000 to enable the repair of tram 13's defective motor. The Museum thanks the City for its assistance in enabling this tram to return to service sooner than we had thought possible.

The City of Ballarat's Contributions Fund aims to financially assist not for private profit groups, which provide services to Ballarat and their residents, which are not generally delivered by Council but which enhance community well being and identity.

The announcement of the grant has led to a rescheduling of work as outlined in "At the Depot" to enable an early removal of the motor and its shipping to an armature rewinder.



A grant of \$5000 for financial assistance towards the purchase of computer hardware and software for cataloguing and management of the Museum's collection was advised to us in a letter from the Premier and Minister for the Arts, Jeff Kennett. This grant will enable us to purchase a copy of the Inmagic system, a data base management system which is used in many libraries and museums around the world.

The grant is part of the Government's Housing the Arts program of assistance to the arts industry. The program represents the Government commitment to the development of high quality cultural venues throughout Victoria and to support, secure and develop efficient accommodation and facilities for arts organisations.

The Museum thanks the Minister and Arts Victoria for the grant and continued support. An adjunct to the grant was the supply of a cataloguing kit about three years ago. In the longer term, the grant will enable us to move into being one of the Museums having its catalogue "on line".

Traffic

During the July school holiday period passenger numbers varied from some good days, especially the weekends being very good to quite poor on the colder/wetter days. Overall, July figures were up on last year even before the end of the month. For 1996/97, we carried just under 17,000 passengers, a bit down on 95/96.

Membership renewals

All members should have received the membership renewals on or about the July 1. Thanks to all the members who have paid early and especially to those who have made a donation to our funds. These are gratefully received by our Treasurer. If you have not received your membership renewal, please let our Secretary know.

It is planned to forward donation receipts in the May 1998 issue of Fares Please! This will be in time for your tax return. However, if for some reason you require it earlier, please advise our Treasurer at the PO box to arrange this.

During renewals, we often learn of the death of members. We were advised by the executor that Noel Simons of Sydney passed away. Noel was a long time member of the Society/Museum.

New Members

We welcome the following new member to the Museum:

No. 709 D. Anthony of Glenhantly

50th Anniversary

We recently received a brochure advertising the 50th anniversary of the opening of the Junee Locomotive Roundhouse. Between Sat. 4 October and Monday 6, Junee is gearing up to celebrate the 50 years of history surrounding the Roundhouse and the impact the rail industry has had on the area in the last century. A large festival of events are planned, including steam locomotive hauled trains, tours etc. Further information can be obtained from organisers at 1800 806 505.

An Australian Journey

The State Library of South Australia has recently produced a interactive CD-ROM titled An Australian Journey, a photographic history of transport in Australia. There are some 450 photographs on the CD-ROM which have been fully researched and captioned. The collection includes road, rail, maritime and aviation content. Priced at \$49.95. An order form can be obtained by the State Library of SA, GPO Box 419, Adelaide or an order form down loaded from www.slsa.sa.gov.au

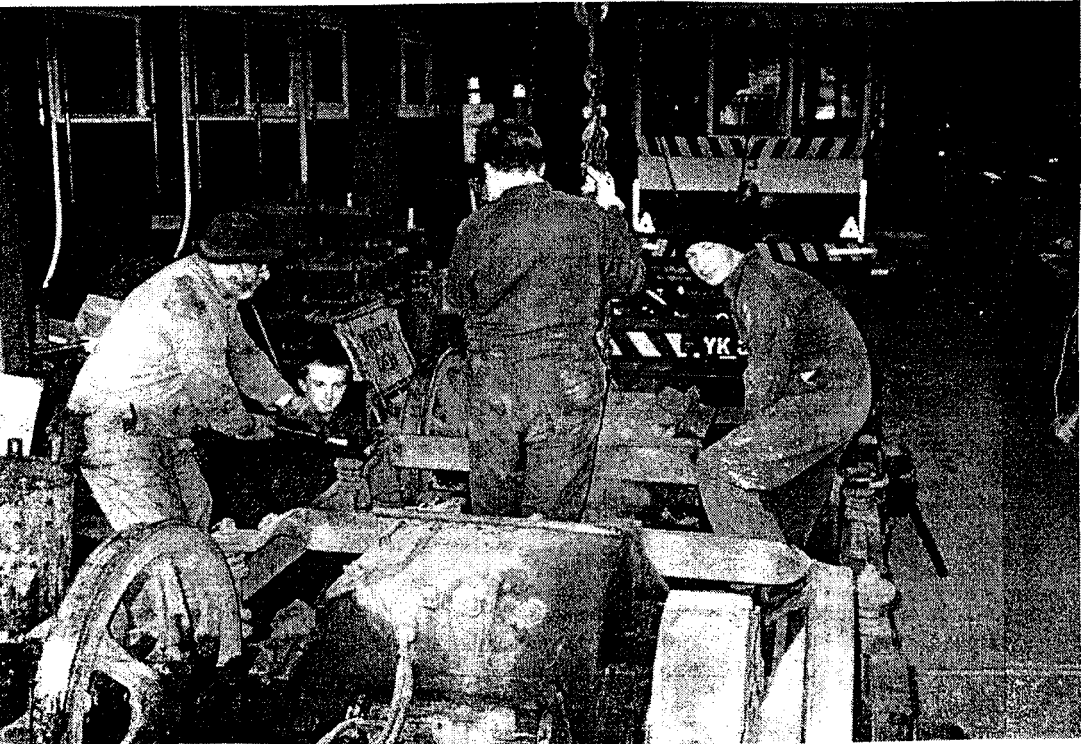
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At the Depot

Since our last newsletter, quite a few things have occurred and as a result it has been quite busy at the depot. With the announcement of the grant of \$9000 from the City of Ballarat for the repair of one of No. 13's motors, some quick replanning of our work schedules was needed. No. 28 was up on jacks needing a piece of its underframe replaced as noted in our last issue of *Fares Please!*

To enable the early removal of 13's defective motor it was decided that the defective timber on 28 would be replaced as soon as practicable. This would allow 28 then to be taken off the jacks, although not with all work completed and then 13 to be lifted.

The piece of timber on 28, to be replaced, runs for the full length of the saloon section and sits between the top chord of the truck frame and the underside of the body itself. It is a specially shaped section, requiring



Lifting out one of 28's motors on July 12 1997 is Alan Snowball, Simon Jenkins, Alastair Reither and Paul Mong.

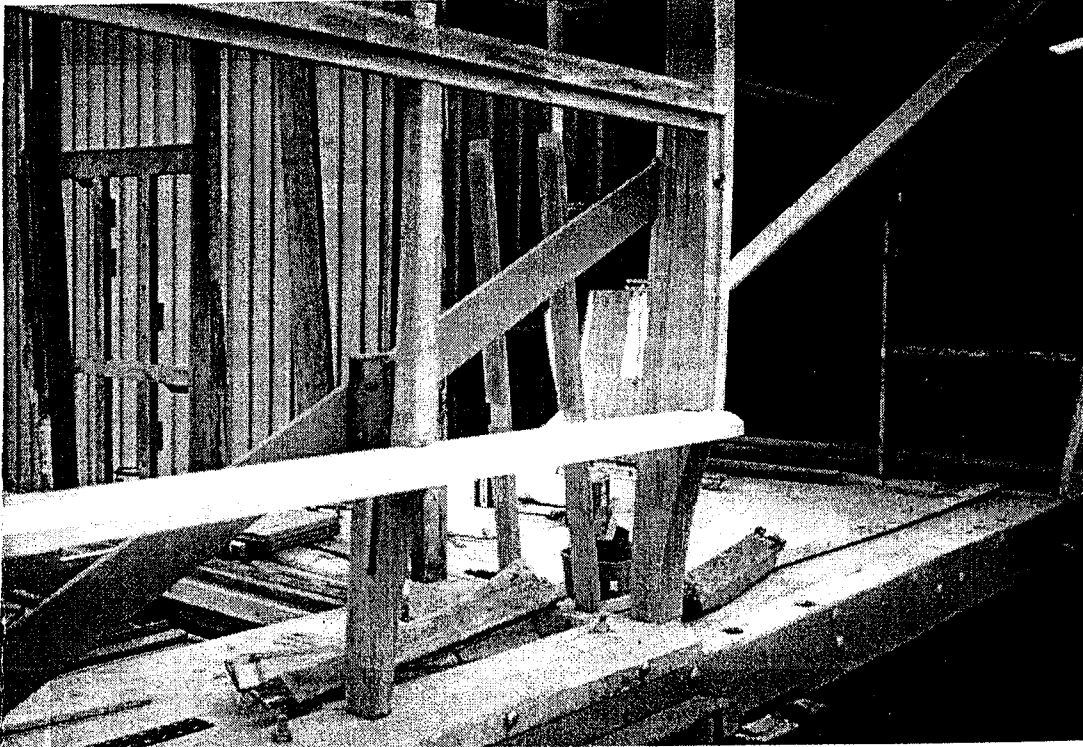
Photo Warren Doubleday

it to be cut out of a long length of new hardwood. This work was completed on Saturday 26 July and installed the following day, with a lot of curses and muttering on behalf of our work team. It is envisaged that tram 28 will be out of service for at least a further 12 months.

Another decision made was to swap one of 28's motors into 13. This would allow an early return to service of tram 13 and hopefully one less lift of a tram to be made. Tram 28's No. 2 motor was duly removed on Saturday July 12. All went well until

it came time to remove the motor suspension beam which is held onto the case of the motor with a pair of 1" diameter bolts and another pair of 5/8" diameter bolts.

It was noted that one of the larger diameter bolts was missing. The two smaller bolts came undone with little difficulty but not the single larger one! With an extension onto the socket wrench, it started to move, but it then decided to shear off. It then became obvious why there was only one larger bolt, the other one had sheared off in the SEC days!



Work on ESCo No. 12 of 1905 continues with side framing of the tram. This involves virtually the complete reconstruction of one side, with new pillars and rails. 12/7/97. Photo Warren Doubleday

G..Fares Please!

The removal of the bolt stubs involved drilling them out with a series of ever larger diameter drills and then heating/cooling it to break the rust and finally easing it out.

To enable the lifting of the various motors, it was decided that it was time to invest in a new two tonne chain block. The existing one was excessively heavy to move around and when lowering, the main lifting chain did not want to move into position easily, resulting in a clunk every time it fell into position on the block. The new block proved a lot easier to use and showed it was well worth the investment to get a good chain block.

The refurbishment of tram 27 was taken to a stage where it could operate during the July School holidays. Though not all work was completed, it certainly looked like new, with a new coat of paint on the roof, footboards and a truck paint. Some work on the varnished windows remains outstanding as well as a floor repaint. Tram 26 is getting similar treatment, including a internal revarnishing.

Other jobs being undertaken at the depot involve:

- Refurbishment of two overhead trolley wire support bracket arms to enable replacement of two corroded ones in the northern part of Wendouree Parade.
- Installation of new shelving in the Archives Room.

- Continuation of the installation of new timbers and refurbishing of original timbers on ESCo No. 12.
- Preparing the floor between 4 and 5 roads at the depot to enable hot mixing of the area later this year.
- Installation of both a depot and Telstra phone into the Archives room and installation of depot phones at the front of 3 road.
- Making up new pit cover platforms.
- A major cleanup, involving two trips to the transfer depot, of house rubbish at Bungaree.
- Commencing to plan for the fitting of tables into tram 671 when chartered for weddings etc.

Archives collections

Neville Gower has recently undertaken a project of copying relevant pages out of the City of Ballaarats' Mayor's reports which are held in the City Library. Though, often it is a virtual repeat of the same words from year to year with only updating actual numbers. For example the mileage run by the tramway and passengers carried along with the average fare per passenger otherwise the basic text remains constant. However they contained an occasional gem, such as an early 1950's report which reported that over 300 people were waiting to get onto the Ballarat telephone exchange, and that there were only three lines vacant out of about 4000!

Special items over the years included the construction of Ballarat B power station, the closure of the tramways, Ballarat transportation study and water supplies.

Wendouree Parade works

During the latter part of June and the first week of July, the City of Ballarat resurfaced about 250m of Wendouree Parade. The first section commenced about half way through the old Gardens Loop and ended just past the intersection of Windmill Drive North. The work commenced on Sunday June 22 and was completed the following day.

The second section from the Windmill Drive North to just before the intersection of the roadway that leads up to the depot area, or about two pole lengths short of depot junction was commenced on Tuesday July 1 and completed the following day. The first day saw some interruption to the school holiday tram service, but surfacing work was completed prior to the commencement of the service.

An incidental result of the resurfacing of the roadway, was that our track was disturbed slightly. This resulted in one of our trams being derailed on Tuesday 8 July. Fortunately without any damage other than to the new road surface itself.

The tramway and trams age like a "hand in a glove". That is all things wear out together. If the wearing out process is disturbed, things can go wrong. The portion of the track in question is on a large radius curve and the head of the rail on the outside of the curve is wearing and the tram

drifts across onto the head of the rail, at the same time wearing against the check of the inside rail. Over the years, the check has actually worn away and the tram runs fully against the head of the outside rail. Being a large diameter curve, the missing inside check was not important.

The road working machinery disturbed this cosy arrangement and instead of the trams neatly rejoining the inside rail check section, the wheel on the inside of the of the curve hit, rode up onto the check and then ran on the wrong side of the check section causing the inevitable derailment.

Fortunately the depot was well staffed due to the school holidays and Dave Macartney had just arrived. Tram 671 was run out and towed the tram back on in a few minutes. It was amazing that two members, Len Doull and Paul McDonald who just happened to be driving their motor cars along the Parade at the time.

A replacement tram, 33, was then run out. This tram and No. 18 had shown no problems in operating over the defective section of track, though instructions were given to drivers to travel very slowly over the area and check that they were still on the rails. A check with tram 14, showed that it would have also derailed, so it was not operated during the few remaining days of the holiday period.

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To fix the problem, a piece of steel about 4.5m long was welded onto the rail as a flangeway as shown in the sketch below. This was done by Miller Bros on Friday July 18. Thanks to the Chris the Boiler Maker who did an excellent job in not very pleasant weather conditions.

A test with tram 14, the worst case tram, showed that the problem was then fixed and the tramway was again available to all trams. Due to the short notice of the road works, partly funded by a grant from the State Government Community Fund, it was not possible for a Museum representative to be in attendance during the work itself to check on any movement of rails etc. Thanks to the City of Ballarat for arranging the road work and the section of roadway is far improved and looks great.

New Interpretative Brochure

Currently in preparation is a interpretative brochure to be given to each passenger on our tram whilst having a journey. The purpose is to welcome our passengers on board and to give them a background history of the trams in Ballarat, a summary of our tram collection, an explanation of

the museum activities, pre-decimal currency tickets and where we may be contacted. It will include two maps and three photographs. Initially the brochure will be photocopied as a trial to ascertain passenger reaction. Eventually we hope to have the brochure professionally printed, if we get support from a sponsor.

Education Kits

The Museum has completed the preparation of its Education kit. This kit is designed primarily for use by primary schools. It comprises some 26 pages, complete with photographs and maps. If any member would like to obtain a copy, it is available from the Secretary at a cost of \$10, including postage.

Forthcoming Events

Don't forget the Central Highlands Historical Association's *Law and Order* Exhibition on Sat/Sun 11 and 12 October at the Drill Hall in Curtis St. Ballarat. Entry is \$2.00.

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 (03) 5334 1580 Or on the Internet:
<http://www.ozemail.com.au/~amcoxy/>
