

FARES PLEASE!

July 1998

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Robert Clark Centre, Ballarat Botanic Gardens, Wendouree Parade Ballarat on Sunday 11 October 1998 commencing at 2.00pm.

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 an 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, 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 5.00pm, on Friday 25 September 1998.

Nominations may be sent to:
The Returning Officer
Ballarat Tramway Museum Inc.
P. O. 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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Ballarat Model Tramway

In the last edition of Fares Please you would have read an article about the construction of the Model Tramway. In the final days leading up to the exhibition we built a Lake, erected overhead wiring, planted trees, laid down grass, put up buildings and made a hidden section for operational purposes. The Lake was constructed by laying a sheet of perspex over a papier mache base, and looked quite effective.

The wiring for the switches and the overhead was put up late one Wednesday night at the end of a 16 hour shift, that

started at 11 in the morning and finished at 3 a.m. on the Thursday morning. To add insult to injury, Darren and Anita were pulled over by the police when leaving and closely questioned as suspicious characters.

The layout, now of quite cumbersome proportions, was conveyed down to St. Patrick's church hall on Alan Snowball's tandem trailer at a very sedate pace; fortunately, the weather was co-operating, otherwise the layout would have been history. The layout was tested and some bugs ironed out on the Friday night, with the whole lot ready to go in time for three days of extensive operation from 6^h to 8^h June.



The model tram layout stand with display boards and trams.

Photo Len Millar.

Model Tramway Cont.

Patronage was very good, and seemed even more so than in previous years due to the smaller size of the hall. Our layout was the only one based on a Ballarat prototype and received much favourable comment as a result. The local buildings represented included the Post Office, Fire Station, Hospital and a number of the major bank buildings. On the Sunday night the tramway staff volunteered to provide the security service, and bedded down for the night in front of the warmest heater.

Sales at the exhibition were quite brisk, which was just as well, as the operation of the full-size tramway on the Saturday yielded only one solitary passenger in appalling weather conditions. At the conclusion of the exhibition the layout was carefully returned to the depot, again in benign weather conditions. Now the problem of storage arose. Eventually it was dismantled into its two halves and is currently stored in 33, which is currently out of traffic.

We are looking forward to returning the layout to running condition and displaying it at this year's AGM in October. If you would like any more information please contact us at the depot.

The modelers

New Member

The Museum welcomes a new junior supporter to our membership.

No. 5016 Alexander Cox, Wantirna

Membership Renewals

All members should have received their membership renewals soon after July 1. Thanks to all those members whose membership renewals have already been received and extra thanks 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 1999 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 our mailing address.

COTMA Conference

The 1998 Council of Tramway Museums of Australasia held in Christchurch was very successful. The weather for the event although cold was fine. The Tramway Museum Society based at the Ferrymead Museum were the conference organisers. They arranged a very interesting conference and are to be congratulated on the organisation.

The Christchurch tramway service was used a number of times as a transport service to get from the hotels to the conference centre. BTM delegates took particular interest in the tramway and what lessons it could offer to us in the consideration of a city tramway in Ballarat.

The conference certainly set the standard the BTM must aim for when we host the 2000 conference in Ballarat.

4. Fares Please!

Photostory 2

Looking Back at the Ballarat Tramway System

The “City Terminus” at the corner of Sturt and Lydiard Streets was always a good place to see trams, as timetables were so arranged that trams from all lines met there at about the same time.

The first photograph looking from the south side of Sturt St. sees three bogie cars and a single truck car in the view. Photographed during a late weekday afternoon of October 1967, a few shoppers and passengers wait on the seats for their tram to arrive. The pole in front of the tram has the full tram

stop regalia – a painted compulsory stop – three white bands on a red background, a “End of Section” sign and above that a MMTB style compulsory stop sign saying “CARS STOP HERE”.

The second photograph taken in Feb. 1966, shows bogie tram 35 stopping to pick up shoppers travelling home along the Sebastopol route. The tram’s sides shows how highly polished the SEC kept their trams, an objective we have yet to fully achieve. The social change in 30 odd years has been very dramatic. Today most women have access to a car, would probably be working, do their shopping at a major shopping mall and often outsourcing the preparation of the evening meal to a take away facility or having the Pizza delivered.



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One general note about both photographs is how quiet Sturt St is: in lacking motor cars. There was almost a need for a set of traffic lights at the intersection of Sturt and Lydiard Streets. Today the street has become a congested traffic artery even with the Adelaide highway having been diverted around Ballarat. Very few people sit in the seats provided within the median strip to take a break from the shopping. The noise and traffic pollution do not provide a inviting place, though some would be quite happy to sit on the footpath in a kerbside shop sipping their coffee.

Perhaps a return of trams to Ballarat city centre would see traffic calming measures instituted and the seats in the middle of Sturt St. return to a pleasant place to be once again.

This was particularly noticeable feature in Christchurch where the tramway has been used to deliberately to calm the traffic in streets by using various construction techniques.

Both photographs by the Ballarat Courier, from Alan Bradley's collection.



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At the Depot Notes

With the completion of the model tramway layout, the long-suffering workers were re-deployed to tasks on the fleet of full-sized trams. In particular, work resumed on the long running overhaul of No.28. The drivers bulkheads have been stripped back to the bare timber, controller covers back to metal and the end seats removed for much-needed refurbishment, again, right back to bare timber. Exploratory rubbing back on the saloon bulkheads in search of original paintwork details has revealed some interesting facts. While the exterior of the car was known to have been painted red with yellow rocker panels between 1931 and 1938, as represented by No. 26, little was known about the interior paintwork. On examination, it was found that the repaint didn't extend to the interior. The original M.&M.T.B. chocolate with gold lining was retained on the upper bulkhead panel, while the cream lower panel was painted in a more or less matching shade of chocolate, unlined. When the drop end side panels were added, they also received this colour, as did the cab interior. It is intended to restore No. 28 back to this configuration. Externally it will be a match for No. 26.

Meanwhile, No.26 has had the lower side panels repainted in Marigold Yellow, fully lined in Dark Brown and Black. Some more detail work remains to be done before its services are required when summer finally returns. Progress on E.S.Co. No. 12 is confined to refurbishment of the roof timber.

No.40's motor problem has been diagnosed as an incorrectly installed field and a

commutating coil. Matters are in hand to have it corrected. Once it has been reunited with its trucks work can start on truck overhaul of No. 28.

Out on the track, the shelter at Gardens Loop has been partially repainted and a defective overhead collar at Carlton Street has been replaced.

Double Deck Bus Service

On Friday June 26, the London Bus Company launched a tourist bus serving the various destinations around Ballarat. Operated by the same company as that running a similar service in Bendigo, proprietor, Tim Borchers said that after studying the market in Ballarat, it was decided to operate a service that will run every day except Christmas Day. The service uses a Leyland Atlantean chassis with the body built by Parkroyal of London. The vehicle commenced its operational life in Plymouth.

The bus travels between Sovereign Hill, the city centre, Lake Wendouree, the railway station, the Great Southern Woolshed, the Ballarat Reptile Park and the Eureka Stockade. A tape commentary gives the history of Ballarat and various locations, including extensive details of the Ballarat Tramway system and our museum. At present, the bus operates five round trips on weekdays and two trips on weekends.

Attending the launch was President Richard Gilbert, Secretary Peter Winspur and Len Millar. Len along with Barry McCandlish drive the bus on occasions for the company. The museum wishes the service well.

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Above: A bogie tram, with the former State Bank, the Post Office and the recently closed ANZ bank in the background.

Below: The modelers: (left to right) Simon Jenkins, Anita Bagley, Darren Hutchesson, Paul Mong and Alastair Reither.

Both Photos: Len Millar



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Members Meeting

A very successful members meeting was held on Saturday evening July 11, at the very warm Robert Clark Centre within the Botanic Gardens. About 35 members attended the evening with the food being polished off. Warren Doubleday presented an overview of where the Museum is going over the next few years, particularly with reference to Museum and Rail Safety Accreditation, the need to build an off-site storage shed at Bungaree and tram motor maintenance.

Richard Gilbert then presented *Certificates of Commendation* to the five members, Alastair, Anita, Darren, Paul and Simon, for their work on building the model tramway layout and then operating it. The certificate recognised their achievement in working as a team in constructing the excellent layout in about six weeks.

Prior to Dinner, John Phillips screened the 1998 COTMA Brag tape. The purpose of these tapes are to show other COTMA museums what work they have each achieved in the two years since the previous conference. As a comparison and reflection, the 1990 tape, the first to be produced, was also shown.

After dinner, some of the members attended the Board meeting. The evening was a great success and thanks to all those who made it happen, heating up and setting out the food and then cleaning up as well. The Robert Clark centre is an excellent venue with very good facilities.

BTM Members Social Group

First Meeting

The first social outing of this newly formed group will be a pie and slide night at the BTM depot commencing at 6pm on Saturday 12th September. The slides will be of the SEC trams running in Ballarat, both pre and post closure. All members are most welcome to attend. A charge of \$1 will be collected to cover the cost of the food. For enquiries please contact the depot.

Our next outing is planned for early December, with a bus trip to Bylands and Bendigo Tram Museums possibly on a Sunday. Watch for more details in the next *Fares Please!*

Driver Training

Anita Bagley and Bill Whitford have commenced their driver training.

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 activities and publications, please contact : The Secretary, Ballarat Tramway Museum Inc. (A0031819K), P.O. Box 632, Ballarat Vic. 3353. Phone / Fax (03) 5334 1580.

E-mail: btm@netconnect.com.au

Our web page: <http://www.btm.org.au>
