

FARES PLEASE!

May 1999

Ballarat Trams are Ballarat History

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Museum Accreditation Program
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VALE George & Noelene

It is with deep regret that we report that foundation Member George Netherway passed away on 4 April 1999 at the age of 87. Sadly his wife Noelene, also a member, was too ill to attend the funeral and also passed away only 12 days later on 17 April 1999. She was also 87. George was elected to the original Lake Wendouree Tramway Museum Committee set up at the inaugural meeting called by the Brown Hill Progress Association on 18 April 1971. He was later elected to the original Council of the Ballarat Tramway Preservation Society at the public meeting on 30 May 1971. At the Council meeting on 20 June 1971, George and number one member, the late Melton Foo were nominated for the position of President. Both declined due to the pressure of other commitments. George served on the Board of the Society until 1973. George along with his wife remained active in the organisation being appointed as Board Members of the BTPS Co-operative.



Noelene and George were photographed by Earl Ewers on 12 Oct. 1996 by W4 671 in Wendouree Parade during a trip on the tram.

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Vale George & Noelene Cont.

Five Board Members were able to attend the memorial service for George at St Cuthbert's Church on Friday 9 April 1999. We learned just why George had been unable to take up the Presidency in 1971. George's interests were wide and varied. He was the Secretary of the Ballarat Historical Society for many years, a member of many organisations including the Royal Society, he was very active in his church, he had a great interest in flora and fauna and a deep love of trains and trams. Many of us remember George and Noelene always making the effort to attend our AGM's in later years. George loved nothing better than to ride on the AGM special tram and recall earlier days.

Our condolences go to George and Noelene's children Nina, Ruth and David and their families.

Membership renewals

Members will shortly be receiving their renewals for Museum Membership. Membership rates will remain the same as last year. The Secretary and Membership Officer would appreciate your early membership renewal. This year we will be accepting Credit Card payments for renewals.

New Members

The Museum welcomes the following new member:

No. 724 Mr. Sam Sharp of California
Mr. Sharp is our first new member received via the Internet.

Photostory 4 revisited

In the March 1999 issue of *Fares Please!*, we commented on the reason why the tram track to Sebastopol crossed the road about half a mile before the Sebastopol terminus. We said it was because of a weighbridge in the way. Lloyd Jenkins, author of the update to the Borough of Sebastopol's history in 1989, wrote to us advising that "south from the Holy Trinity Church, a large mining dam existed. Dams were constructed at mine complexes for obvious reasons. Steam boilers and alluvial washing equipment used large quantities of water. Mining demands took natural precedence in areas like Sebastopol. The town existed because of mining. The tramline was built to fit in with pre-existing arrangements. It dodged the dam by switching sides. It was only when the fast moving motor car arrived that there was any difficulty. The dam by then had long gone."

It would definitely appear that something was in the way. Whether it be a dam (expensive to move and then to fill in and not have the track bed settle on you) or a weighbridge, the tram changed sides of the roads as the most expedient and less costly route.

Thanks Lloyd for this note and some other stories, which will put in later editions of *Fares Please!*

Archives

Work continues on formally cataloguing our collection. Recently we have been working through newspaper clippings, especially those that George Netherway donated last September. These cuttings detail in particular the closure of the Ballarat system and the formation of the BTPS in 1971.

One cutting that caught our eye was from the Courier on Monday 31 May 1971. "Society Formed to Preserve Trams" "The Ballarat Tramway Preservation Society was founded yesterday at a meeting of the Lake Wendouree Tramway Museum Committee with a membership of 55 representing local, Sydney and Melbourne supporters of a proposal to retain a tourist tram system for Ballarat."

More than eighty people attended the meeting in the Lower Civic Hall, including two supporters of the movement from Sydney and 60 from Melbourne. Those elected to the original committee were "Messrs. M. Foo, Neville Gower, B. Ward, G. Netherway, H.Cain, M. Calnin, P. Nicholson, R. Gilbert, G. Dean, C. Jessup and C. Duncan.

Donation Receipts

Members who have made donations to the Museum in the past twelve months will find their donation receipts in this mailout. If not, give the envelope a good shake, or contact the Treasurer through the depot telephone.

Lightweight Street and Interurban Cars

The Museum recently received from the Branford Electric Railway Association based in Connecticut, a complimentary copy of their Journal, Vol. Number 37 of 1998. The subject of the Journal is the development of the US Lightweight Street and Interurban Cars in the USA. It is written by Donald J. Engel and comprises a 64-page book, quarto size, plus heavy glossy card covers. It is excellent value and gives the story of the development of the lightweight steel or aluminum streetcars in the USA and the development leading up to the PCC cars. It also covers the development of the equipment such as motors, air brakes, controllers and trolley bases. It has many photographs.

The book is a recommended purchase for those interested in the development of the tram in Australia as well. It is quite relevant for example to Melbourne, to see where the M&MTB were at the various times, perhaps why those choose certain specific types of equipment and trams such as the Y and Y1 but overlooked other developments because of cost or other reasons. It also briefly covers the demise of the streetcar in the US.

The Museum is ordering 10 copies from the US, so we expect to have them in stock soon. We expect to sell it for \$12.00. If you would like to obtain a copy, please contact us, and we will arrange a copy for you when it comes in, and advise the cost of postage etc.

4. Fares Please!

Sun, Snow and Sleet

The bike storage room, which stood in the SEC tram depot yard from 1905 to closure of the tramways, was offered to the Museum last year. On Friday 16 April 1999 in good weather conditions, the team of expert Museum workers removed the roof and upper section of the building and it was transported to the house block at Bungaree. This allowed the building to be transported by a truck as an ordinary load rather than a high load, requiring escort vehicles etc. Every piece was numbered and the plan was

to reconstruct the building on arrival. The crane company had other ideas and delayed us nearly two hours when they had a crisis with a truck near Stawell. It was decided to postpone the reconstruction to the weekend of 15-16 May 1999. Unfortunately, the balmy autumn of 1999 came to an end on the Friday night. In 4 degree or lower temperatures, our gang of hardy workers battled snow, sleet and the occasional sunny breaks to put the building back together again. A warm fire in the house and snags, scones and hot drinks kept the workers from freezing to death.



Waiting for the crane to arrive on 16 April 1999 were (Left to right), John Phillips, Carolyn Dean, Warren Doubleday, Peter Winspur, Simon Jenkins, Darren Hutchesson and Paul Mong. Photo: Alastair Reither.



Putting the weather boards back on during a Sunny break on 15 May 1999. In the photo are Peter Winspur, Simon Jenkins and Alan Snowball. John Phillips is on the roof.
Photo Carolyn Dean.

The metal sheeting on the roof of the room was replaced with 'newer' sheets of corrugated steel as the existing short sheets, had generally passed their use-by dates. The replacement sheets were recovered from inside the tram depot, the old wall between 3 and 4 roads the previous weekend and transported out to the site along with sleepers recovered from underneath the building.

The building will be turned into two bedrooms and with the new bathroom to be built on the site of the outside wash house the quality of the accommodation on offer to members will jump from minus two stars

to almost one star. Our thanks to John Phillips who is planning and leading the project and to Carolyn, Anita, Alan, Darren, Peter, Simon, Paul. Alastair and everyone else who has worked on the project.

An interesting aside was the discovery that the building had been constructed on a base of old horse tram sleepers most of which still have several dogspikes in place. The sleepers were cut at each end to fit together to form a continuous under frame.

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Photographed by Carolyn Dean during the Begonia Festival on 6 March 1999, waiting for the next service cars to depart from the Loop was this group of members. Just like the old days, the crews all chatting away. Left to right: Simon Green, Clayton Giles, Alastair Reither, Stephen Butler, Richard Gilbert, Travis Jeffery, Kent Rayson and Peter Winspur with the megaphone.

Traffic News

Mark McKay has recently commenced his driver training. We have had a good number of charters over the last two months we a couple of schools, a Probus club and one evening Wedding charter.

Otherwise the trams have been providing the scheduled service along the tramway. Thanks to all the crews who enable the museum service to continue.

Lights to the W3 and W4

Battery operated white and red marker lights have been fitted to the No. 1 end or north end of the W3 and W4 to improve their visibility at night. The lights are mounted underneath the tramcar and involved welding a small mounting bracket to the bumper bar itself. The lights are quite visible at night. This work has involved minimal alteration to the tramcars. Additional lights are to be provided to the other ends soon.

At the depot

During a storm in mid April it was noted that one of the roof lights in the 'new' shed had sprung a leak. On inspection the following day, it was found that the roof light had torn and was flapping in the breeze. Inspection of the other six fibreglass sheets found that they were starting to tear as well. After temporarily repairing and securing the torn sheet arrangements were made to purchase the necessary new sheets. This time we have used polycarbonate sheets which are a lot stronger and have a longer life span, but much more expensive.

On May 2, the sheets were replaced with the new sheets by Garry, Simon, Alastair and Warren. A fortnight before, about 250 sheeting screws were inserted in the south side roof section of the old portion of the depot to replace the galvanised iron nails which were coming loose. A similar exercise will have to be done on the north side roof as well. The roof lights in the old shed also need to be replaced within the next 12 months.

Other ongoing tasks have been the roof repairs on tram 28 and rebuilding the side frames where the axle boxes fit by building up welding, along with the other ongoing tasks of servicing the trams, undertaking minor repair jobs and keeping the place clean and tidy.

Web News

Our Web Master, Andrew Cox reports that our site is attracting on the average

About 15 accesses or in the web business, 'hits' per day. The people looking at our site are from all over the world, though primarily Australia.

Andrew is adding new things all the time and making refinements. A new on-line display about the history of Electric Supply Company Ballarat No. 12 will soon be launched. This display is based on the same photographic display recently completed at the depot, though with some additions.

Andrew also assisted the Melbourne Tramcar Preservation Association in getting its web site up and running through Rail Page Australia. Prepared by Craig Took, the site details the trams, the history of the organisation at Haddon and gives general information – worth a visit. MTPA's address is
<http://www.railpage.org.au/mtpa/>

Wanted

Wanted for our Bungaree property is a serviceable wheelbarrow or one that can be quickly repaired by our able shed staff. Two external doors are also sought. The doors should be of the type that can be used in the external part of a house. A good example of the type we are seeking would be the door from the back of a house. These are to be used in the house extensions at Bungaree. If you have such items spare, call Carolyn on 9879 3241 and let her know so we can arrange to pick them up.

8. Fares Please!

Melbourne Outing - Saturday, June 5.

Members are cordially invited to join in a Melbourne outing, which will visit three tram-oriented locations. We will be using Board Member John Phillips' preserved ex-M&MTB A.E.C. Mark 3 bus No. 592 to take us to Southbank Depot, Hawthorn Depot and the Malvern Tram Museum.

For Members arriving by train, John's bus will leave the Spencer Street Station "Inner Roadway" bus park (between Platforms 1 and 2) at 11.15am for the short run down to Southbank. For those arriving independently, please be in the Depot's elevated car park at 167 Normanby Street, South Melbourne by 11.30 sharp!

Maintenance Supervisor Mal Ashworth has kindly undertaken to show us around this relatively new installation with its state-of-the-art servicing facilities. Mal visited our museum prior to W4 671 travelling to Melbourne.

After the guided inspection, we board Bus 592 for the jaunt out to Hawthorn Depot. An agreed stop on the way to purchase lunch necessities will be made, but bringing your own lunch may be the best bet!

At 1.30pm, Mr. Mike Ryan of the Department of Infrastructure (who will also be giving up part of his weekend) will conduct us around this closed running shed with a future! Mike will outline the redevelopment proposals and field questions. There are still some of the heritage tram fleet at Hawthorn so there will be a bit to catch up on.

Then, at 2.30 John will whisk us over Gardiners Creek and upto the Tram Museum in Stanhope Street, Malvern behind the Depot. Hopefully, "proprietor" and curator Norm Maddock will be there to allow us to enter the Aladdin's cave of tramway memorabilia. The huge building is a treasure trove of thousands of bits and pieces that have been part of the Melbourne tramway scene since as long back as 1885! There are an awesome amount of photographs, many tram models, former training aids and a host of tramwayana to ogle at!

At 4.30, those needing transport back to Spencer Street Station can step on board Bus 592 for the ride. Fuel and wear-and-tear on John's bus, plus an amount to provide a small presentation to each of our three hosts will mean a tour cost of \$10.

If you would like to join this excursion, please ring/fax Len Millar or Darren Hutchesson on 03 5476 2016, or you can Email them on dazlen@netcon.net.au. as soon as possible. Please note - Booking is essential.

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.

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