

# FARES PLEASE!

September 1999

*Ballarat Trams are Ballarat History*



Museum Accreditation Program  
Accredited Museum

## Annual General Meeting

Members are reminded that the fifth Annual General Meeting of the Ballarat Tramway Museum Inc. is to be held at the Robert Clark Centre, Wendouree Parade, on Sunday 31 October 1999, commencing at 2.00pm. We invite all members to attend on the day. Your friends are welcome to attend and enjoy a day in the Gardens. The Robert Clark Centre is an excellent warm venue. After the meeting, the Museum's newest acquisition, Scrubber Car No. 8 will be available for inspection at the depot.

After the formalities of the meeting, the traditional afternoon tea and tram ride along Wendouree Parade will follow.

The following nominations have been received from members for the Board positions which fall vacant on the day of the Annual General Meeting. As the number of nominations for each position does not exceed the number of vacancies, an election will not be necessary.

Position	Candidate	Nominator	Secunder
President	Richard Gilbert	Andrew Cox	John Phillips
Vice President (2 Positions)	Stephen Butler John Phillips	Anita Bagley Carolyn Dean	Simon Jenkins Andrew Cox
Treasurer	Carolyn Dean	John Phillips	Andrew Cox
Secretary	Peter Winspur	Bruce Dixon	Greg Rodgers
Ordinary Board Members	Alan Bradley Andrew Cox Warren Doubleday Clayton Giles Simon Jenkins Greg Rodgers	Warren Doubleday Warren Doubleday Alan Bradley Gavin Young Darren Hutchesson Carolyn Dean	Richard Gilbert Alan Bradley Andrew Cox John Green Alistair Reither Peter Winspur

# Ballarat Tramways News

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## Membership Cards

For members who have paid their 1999/2000 memberships and have yet to receive their membership card, you will find it in the envelope. If you have not found it, check before throwing the envelope away. If you have overlooked your membership, please send your renewal to us as soon as possible. Members who have not renewed by the AGM will receive a reminder in the mail. We value your membership and look forward to hearing from you. Many thanks also to those members who have made a donation.

## New Member

The Museum welcomes the following new Junior member:

No. 5018 – Matthieu Brehaut, Haddon.

## Springfest

Sunday November 7, sees the fifth Springfest Springtime Market Festival around Lake Wendouree. This day sees the lake foreshore covered with market stalls of all types and is very popular. The tram traffic is heavy and if like the last couple of years, we will have at least three trams in service. Any assistance would be welcome.

## CHHA Expo

The Central Highlands Historical Association will be holding its annual local history and genealogy Expo for the Ballarat and district region. There will be stalls and displays by over forty member societies

and specialist groups. This year's theme is *Historic Homes and Gardens*. The lecture series includes introduction to family history research, oral history, internet for local and family history and conserving your memorabilia.

The Expo is to be held at the Ranger Barracks, Curtis Street Ballarat on Sat 6 and Sun 7 November from 10.00am to 4.30pm. The entry fee is \$3, plus \$2 for the lectures.

## COTMA 2000 Conference

The planning stage for the Year 2000 COTMA Conference has progressed to the advertising stage. The detail of the programme has been forwarded to *Trolley Wire* magazine and *Tramway Topics*, the sister magazine for New Zealand. A brochure has been prepared and will be mailed to all attendees of the last Conference, along with a list of regulars and all COTMA member museums. The brochure is available for any reader of this newsletter through the contact address:

COTMA Conference  
8 Northwood Street  
Ringwood East Vic. 3135  
FAX (03) 9879 3241  
Email: cotma2000 @email.com

The date for the Conference is from 17 to 23 November 2000. It is a varied programme of lecture sessions, practical site visits and social outings. This Conference will celebrate the 25<sup>th</sup> year of the Council of Tramway Museums of Australasia and is appropriate in being held in Ballarat where the formation Conference was held in 1975.

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## Scrubber No. 8 arrives in Ballarat

Just after the last issue of *Fares Please!* was printed we were advised by the Chief Executive of the Public Transport Corporation that the Museum was to be donated PTC Scrubber No 8W, originally MMTB No. 8. At the same time, the Bendigo Trust was advised that they were receiving Scrubber No. 9W, then currently resident at Hawthorn. Both tramway museum operators need them for rail maintenance duties. The donation of the tram to the Museum by the Minister for Transport through the PTC is formally acknowledged and thanked.

Ballarat has long had its eye on No. 8, being 22 feet or 6.7m long, as it would suit our operations and fit snugly into the depot. However, some moving out of the spare wheel sets and the No. 9 truck was necessary to fit the vehicle in. After shunting the depot, removing the broken bumper bar from No. 32 and cleaning up the back corner, we found we had 9 inches to spare on No. 7 road with the tower truck at the front of the depot. Thus No. 8 fitted in very neatly.

No. 8 has been stored at the back of Malvern depot for many years. It was transported to Preston Workshops, towed by W7 1008 on Thursday August 26. For a few days, No. 8 and 9 shared the same track outside the paint shop at Preston. The tram, all 22 feet long, was loaded onto a L. Arthur Transport Company truck at Preston depot, using the loading ramp and transported to Ballarat on Friday September 10. The PTC paid for the transport and the Museum paid for the Barry James cranes to off load it.

It was determined that it would be easiest and simplest to off load the tram in Wendouree Parade at the old loop rather than on our delivery track through the back of the depot. The recent reconstruction of Gillies St has left the earth on the side of the new footpath to be very soft at present and we did not want to have a bogged crane or transport truck and then be left with a mess to clean up. It also meant we did not have move No. 12 off its support stands and then shunt both No. 12 and 33.

After moving the overhead wiring to the side at the old loop near the floral clock, the tram was duly unloaded using a Barry James 25 tonne crane. Traffic in Wendouree Parade was controlled by Museum staff to give single lane working in the parking area on the west side of the road. One thing we found just as we were starting to lift the tram, was that the wheels and axle boxes are not formally held into their frames and can literally fall out. So after placing it back on the truck deck we chained the axle boxes to the side frame of the tram, lifted it, had the truck drive forward and lowered the vehicle onto the tramline. The weight of the tram, with out any water according to the crane driver was just over 12 tonnes.

While the overhead was repositioned the many members attending on the day loaded the spare stored wheels at the depot into trailers and made arrangements for No. 8 to be towed by 661 into the depot. This was completed soon after 2pm. Through the courtesy of Butrims and Roberts transport, the spare No 9 truck was loaded onto a tilt tray truck and taken out to Bungaree and

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To make room for Scrubber No. 8, a major depot reorganisation on No. 7 road was needed. Trams No.s 32 and 11 saw the light of day for the first time for many years on 7 August 1999. Photo Anita Bagley.



Tram No. 661 tows No. 8 into the depot fan area. After travelling as far as possible, the final move into the shed was done with No. 671. Photo Anita Bagley.



Looking like a baby tram on a L. Arthur Pty Ltd truck normally used to carrying W's, No. 8 waits to be unloaded onto its new tramway where it will well spend time cleaning the rails.  
Photo Anita Bagley.



No. 8 being loaded onto the truck at Preston Workshops.

Photo Carolyn Dean

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taken out to Bungaree and located adjacent to the house. The wheels and truck will be relocated into the new shed to be built at Bungaree later this year.

Many thanks to the following people - Anita Bagley, Stephen Butler, Carolyn Dean, Warren Doubleday, Clayton Giles, Darren Hutchesson, Simon Jenkins, Mark McKay, Paul Mong, John Phillips, Alastair Reither, Alan Snowball and Bruce Worthington.

Having been stored for many years, a number of items have gone missing from the tram such as switches, air gauges, gongs windscreen wipers, headlights and part of one of the controllers. The other controller was missing completely but with the assistance of Norm Cross at Preston the correct controller was recovered. An inspection of the car has shown that quite an amount of work, mainly small items will need to be reinstated and the tram formally recommissioned. This will take some time as a number of other jobs have priority. Work in cleaning up the dirt and dust that had accumulated on the tram while in Malvern depot has commenced, with assessment of the various jobs needing to be undertaken and the preparation of a recommissioning schedule. One of the first tasks undertaken was to remove the trolley pole base and clean the whole assembly up and repair it as necessary.

For the technically minded, the tram was built in 1934 using cabins from Maximum Traction tramcar C32. It is fitted with a pump for rail flushing as well as carborundum blocks for scrubbing the head

of the rail. It is currently fitted with K36JR controllers, two GE 241 (55HP or 41kW) motors and has a water capacity of some 4700 litres.

The tank appears to be in good condition, though further work to clean it out will be necessary before filling it with water. A thorough cleaning up of the tram is necessary, after sitting unused accumulating dirt and dust for many years.

## At the Depot

Work on the truck of No. 28 has gathered pace since the wheels were returned from Adelaide and more work time has become available. The side frames have been built up and the wedges fitted to one side to have both frames parallel to one another. The new axle bearings have been fitted into position on the axles. On Saturday September 11, the truck frame without any brake-rigging etc was reassembled and the next stage of work required was then determined.

No. 28's No. 2 end motor was recently taken apart and the armature forwarded to ABB Jones and Rickard Electrical Workshops at Spotswood to have the armature baked and dipped in insulating varnish. At the same time, the commutator will be turned, the white metal in the armature bearings built up and refitted and the armature shaft trued up. A clean up of the motor case and parts showed that one of the commutating coils will need to be rewrapped and reinsulated. One set of new motor suspension bearings are needed as well to refit the motor ex No. 13 that was rebuilt into the tram. It is aimed to have the tram back in operable condition by the end

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of the year, to enable formal repainting to start. Parts of the brake rigging need to be refurbished and this work is now underway.

Meanwhile the body workers have been busy inside the tram, in particular re-doing the panels in the drop ends, cleaning the years of accumulated dirt from around the seats, re-doing the seats etc. The roof has also been repaired and repainted, though some further touch up work is still needed.

Work on No. 12 has gathered pace recently. Gary has started on removing the clerestory roof and frame at one end and found some very interesting wiring. Some of the methods used in 1905 to join wires are somewhat frightening! Wires which appear to be for the main feeder were twisted together over a distance of a few inches, soldered together but then left uncovered. The bare wire was then just left in the roof covered over with the roof slats and false clerestory windows.

In preparing room for the arrival of No. 8 a major clean up the back corner of the depot and disposal of all the rubbish that had accumulated, took place during the first weekend of August.

The planning for the new storage shed at Bungaree has been completed and the buildings delivered in kit form. The new buildings are of the farm shed type, clad with a colorbond material. When constructed, there will be two 11m long x 6m wide sheds, placed about 2.5m apart and then the space between infilled with a sheeting. It is proposed to fit out the shed to store spare parts and to house trams 11 and 32.

## **Café Tram Charter**

Our modular W class function tram No 671 was used for an afternoon tea charter on 22<sup>nd</sup> August for Motorcycle Tourers, a group who enjoy motorbike touring. After lunch at Daylesford and a ride across to Ballarat through Creswick the group enjoyed afternoon tea on a warm sunny day with the windows down, percolated coffee and home made biscuits and slices served whilst the tram glided along Wendouree Parade.

Business on this tram or on No 661 is welcome and has proven ideal for a number of social functions. No 661 was used on 18<sup>th</sup> September for pre-wedding breakfast drinks and nibbles. Further charters are being enquired about for the pre-Christmas season.

## **It Had to Happen - Eventually!**

Recently our electricity supplier gave notice that, due to a pole replacement in Gillies Street, there would be no power to operate the tramway until approximately 3.00pm on Sunday 5<sup>th</sup> September. With little demand for electricity in the area on a Sunday, this was a logical move and we would have to do without for most of the day. Unfortunately, as these things are wont to pan out, power was not restored until 4.00pm and the rain was pouring down. The Gardens were empty and the decision was made to abandon operations for the day. And so our record of operating every Sunday since inception was finally broken. On his return from overseas, the Traffic Manager was relieved that a costly horse tram replacement service had not been instituted given the appalling weather. on the day.

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## Fact Finding Missions

Careful coordination of dates have seen Peter Winspur in the United States in August-September and Warren Doubleday there at present. Warren has been e-mailing us regular reports. Peter couldn't even manage a post card.

Both visited the Cable Trams in San Francisco. If people think we have problems running a vintage tourist tramway they haven't seen the Cable Cars in operation. As Peter hung on for grim death on the running board while the tram ground down streets with what seem like 1 in 1 grades with only hand brakes and skill to stop it, he could not help but think of the Rail Safety Accreditation process that all rail organisations had just been through in Victoria. He also wondered how any insurance company would dream of providing cover. He always explains to all his students in Ballarat that the gong is their best brake, but this takes on a new meaning on the streets of San Francisco.

Premium fares and overcrowding mean that the Cable Cars are primarily a tourist attraction yet no special arrangements exist to assist and inform visitors or supervise the dispatch of the trams. Fifty minute waits to ride are the rule, yet the tourists continue to flock to the trams, wait without complaint and ride without incident. For them, as for Peter, the experience is worth it.

*Peter Winspur*

## BTM Social Group

### Visit to Haddon

As reported in the last issue of *Fares Please!* the next social group outing will be to Haddon on Saturday the 6<sup>th</sup> of November. We plan to have a BBQ tea and then a tram ride or two, then show some slides, videos, etc of Ballarat trams back in the heyday.

This will be a great event, because it coincides with Springfest Extravaganza on the Sunday, so members wanting to work on the Sunday could come up for a nice relaxing meal the night before.

The cost for this outing will be \$5.00, but you better book fast, limited seats available. Bookings can be taken through Anita Bagley on (03) 5331 1784. Members wanting a map to the site can also have one sent out to them, so book early don't miss out.

*Alastair Reither*

### Bungaree in the Spring

After the stampede of cattle into the front yard of the house and the consequent demolition of the tap resulting in a mud bath suited to African hippos, the area has dried out and been replanted with grass seed. To add to the freshness of spring, many poppy seeds were planted around the house and the resulting growth should be seen and appreciated by passing train travellers.

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

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