

# FARES PLEASE!

January 2000

---

*Ballarat Trams are Ballarat History*

---



Museum Accreditation Program  
Accredited Museum

---

## Our 25th Anniversary

Boxing Day, 26th December 1999, saw our Museum celebrate its 25th anniversary of commencing running for the public. The day started quite wet for those who ventured from Melbourne, but at Ballarat it was not too bad. The rain stayed away for most of the day to allow for our members, drawn from over the years and the public to come along and see where we were at. It was most pleasing to see members and others who were not directly with us any more, come along to catch up and exchange friendly greetings and share the same spirit of enthusiasm that started this whole museum project off in 1971.

The public came along, some unaware of the significance of the day and others made an effort to come along and share with us, their memories of the trams in Ballarat. A number of them recounted the last day of operation and in general, memories of going to school or to shopping on the trams.

On the 26th December 1974, trams 26, 27, 38 and 40 provided the service and we made sure they would do it again this day. Many who came along spoke well of remembering number 40 on the last day and our newest acquisition, number 8W, our scrubber from Melbourne was shown much interest.

As far as possible 1974 service was duplicated with tram No. 40 (the last tram to run in regular service) running the service supported by tram No. 26 during the afternoon. A Charter for a senior citizen's group using tram No. 671 and a special publicity trip in tram No. 13 complicated operations.

In all, 262 people braved the rain and took advantage of the free rides. Many visited the depot where in addition to the sausages, guided tours were provided. After tram No. 40 had run in and a more than adequate meal had been consumed, tram No. 38 ventured out into Wendouree Parade to remind members what it used to be like riding a Ballarat tram after dark.

*Continued page 2*

---

# Ballarat Tramways News

---

# 2..Fares Please!

---

The ride recreated the spirit of enthusiasm that very much ran amongst us in 1971. It was just great. A slide and movie showed the followed.

The movies from the early 1970's are interesting to those who were around and got together with a common spirit to preserve part of the tram system and were also interesting for those who were not around then to peek into the past and understand our interest in getting the project up and running. When we look around now, it is with great satisfaction, we can look back on 25 years of tourist tram running and overall almost 30 years of being a museum. It has been a great experience of dedication and learning for all those involved and it will continue to be as we move forward into this next century.

Thanks to everyone who helped so much to make the day a success. Much of the success was due to the publicity obtained by Stephen Butler. Our profile in Ballarat has risen as was evident in the number of local people who visited and in the photo spreads in "The Courier" later in the week. Special thanks to "Chef" Reither whose talents with the barbecue were further enhanced on the day.

## Ballarat CA site

For anyone looking for further details on Ballarat California, Warren Doubleday has set up a small site at [www.alphalink.com.au/~tramwad/ballaratca](http://www.alphalink.com.au/~tramwad/ballaratca) An article on the California ghost town was to be featured in the Courier during February, featuring some of Warren's photos.

## New Drivers

Thursday 6 January saw Greg Rodgers, our Examining Officer, in attendance with two prospective drivers waiting to be examined. Both Robert Paroissien and Simon Jenkins were declared fit to drive by 2.00pm. In fact, later in the day the Officer was heard to comment on the high standard of all the drivers he has tested in recent years. As with all tasks, commitment and interest always leads to excellence.

## Charters, Charters

December saw very successful social group charters on our function trams over three successive Saturday nights, the latest one finishing after 11.00pm. Tram No.671 has proved invaluable for such groups since the installation of tables, serving counters and a sound system.

## New Road Rules

Readers will be aware of the new National Uniform Australian Road Rules that came into force in Victoria on 1<sup>st</sup> December 1999. One of the new road rules is ARR 161 - **Trams may be passed on the right** – Trams, which are on the left side of the road will be allowed to be passed on the right. This rule allows for trams running in Wendouree Parade. A number of years ago, member Bill Kingsley picked up that the Victorian Road Rules never allowed for the Ballarat style of running around Lake Wendouree, where a motorist, or a cyclist had to overtake a tramcar travelling around the lake anticlockwise on the wrong side. Following Bill's note, we wrote to the relevant authorities and pointed this out. As the new ARR's were being developed at the time, the situation has been allowed for and incorporated

---

## Memories of and reflections on Ballarat Trams --

*Austin Brehaut*

Probably my earliest memories of Ballarat trams and tramways go back to about 1938 when I was 3 years old, about the time that the ex-Adelaide cars came to Ballarat. No. 69 (and probably 92, later 3rd 22) ran for a while in its Adelaide colours before becoming No. 23. I remember it on occasions at Rubicon St. Being different from the ex-Melbourne trams, (including having 5 saloon windows) which had not terribly long been converted anyway, though before my memory, 69 and its fellows caught my attention. As open-ended trams they were not run on the Sebastopol route, on which at that time conductors changed from the outbound to the inbound trams at the Grey St loop with one-man operation to the terminus. Eventually 69 & 92 were repainted, given new destination boxes, but retained their open-ended configuration. We often rode them, living only half a block south of Rubicon St at 13, later renumbered to 23 Albert St Sebastopol, where the tramline ran immediately in front of our family home between the house and the road. Adelaide No. 10 was converted to the Ballarat style, numbered 21 and ran on all lines including Sebastopol.

No. 21 also for some reason seemed to have a different running sound from the others, to my childhood cars anyway, and I always claimed that I could distinguish it from the others, so that lying in bed at 6.30am when the first Sebas. tram for the day passed our home, I thought I knew when 21 was on the track. I had often hoped that one day I would be able to put

21 into my back yard, but of course that was never to be and 21 found its way back to Adelaide.

About that time (1938) Ballarat also celebrated its centenary. 23 was decorated with artificial flowers, and ran as such, sometimes sitting on the Dawson St cross-over for display as I remember seeing with my father. No. 23 later, in 1951, finished its short life in Ballarat by being decorated for the Centenary of the discovery of gold and with gold discovery in my family history I became taken with 23 for that period before it was scrapped. I'm glad the event was commemorated in this way. The cane transverse saloon seats with one longitudinal seat in two diagonal corners and double sliding doors (which didn't always work smoothly). Nos. 21-23 were also different from the ex-Melbourne cars. So far as 29 was concerned, I was never very keen on it, but it was different again in appearance from the others and took one's eye.

Wartime placed heavier loads on the trams and pressures on their crews, especially when the thousands of American servicemen were based at Victoria Park, but all coped fairly well. At this time 22 suffered its demise at the hands of an army truck at the corner of Drummond St Sth and Dana St. I can remember coming home from the city on a later tram and seeing 22 well off the tracks and at the side of the street in a somewhat sad condition. This was not a good corner for trams, as 24 later came to grief, but on the other side of

---

## 4. Fares Please!

---

of the road. 24 also ran into the Buck's Head Hotel, corner Grenville and Bridge Sts, one evening in about 1954. Other trams had their share of mishaps over the years, chronicled in other documents, such as 18 being sideswiped on the Victoria St hill by a truck early one morning (year not known). Mercifully 21 was spared!

Following an accident when a driver collapsed "at the wheel", "dead-man" controllers were fitted, (later replaced with the traditional handles) and controllers which had had their raised notches ground off can still be identified, with screw holes &c evident. You soon knew when a driver had accidentally or otherwise lifted his hand when the tram was under power, as the piston quickly shut off the line-breaker above the driver's head and the tram came to a stop.

*(Eight trams were fitted with dead-man controls in Ballarat in 1947. However the Union criticised the controls, because if the air pressure dropped below a certain level, there were useless and the hand brake had to be used to stop the tram. Even the good drivers had trouble with the equipment and it was eventually removed.*  
– Alan Bradley)

At that time too, the trams were painted a dark olive-type green with cream lined rocker panels, but no numbers on the sides. Apron numbers were larger and a different style from later, and there were times when some trams had different sized numbers on each end. My first memory of the later lighter green with green "rockers" and numbers on the saloon sides was on number 16 shortly after the end of WWII.

I cannot remember Ballarat cars ever running in the shade of green currently carried by No. 27. *(We now have the correct shade – or a better one – from one of the "Pay As You Enter" signs in our collection. At the next repainting, the colour will be adjusted – Ed.)*

Most of the crews were good, and we knew some of them personally, especially "Johnny" Birch who lived next to us. Some of them though were harder to get on with and rather authoritarian. The wartime conductresses, with brown uniforms and soft caps, were generally pretty good too. Of them, Sylvia Mitchell, No 41, was the focus of a fund-raising effort in Ballarat when a model single-trucker numbered 41 and filled with goodies, was raffled, but unfortunately didn't come our way. Being halfway along the block, there were times when a kindly driver who knew us would drop us off outside our front gate, especially at night or if passengers were few. Likewise if we were running late to catch the tram, we might get picked up in the same place!

As a child I was keen on trams, and our drive-way and back yard were for me, in my younger years, a replica of the Ballarat tramway system, with different parts representing the various routes and destinations, so far as that could be. My billy-cart was a tram, and I made cardboard destination signs, which were duly placed front and back as appropriate. I'm not sure whether I ever numbered the cart! So, up and down, in and out, and even "around the Lake"! Don't know what my parents thought of it all! I even made my own ticket folder with used tickets, but they have long since gone to "the great depot in the sky"!

*To be continued.*

---

## Fares Please! ..5



No. 21 turns from Sturt St. into Drummond St. South on 20 Jan. 1962 with the Western Hotel in the background en route to Sebastopol. Photo Wal Jack Collection, BTM Archives.



No. 38 City bound in Albert St. Sebastopol, 1956. Photo Jim Seletto.

# G. Fares Please!

---

## Out at the farm

Our property at Bungaree is getting much attention. The storage-shed building will be erected over the next 3 months. The materials are all in place and we have final Shire Council building approval. The area has been pegged out and space is allowed in the construction for storage shed for parts held on behalf of the Council of Tramway museums of Australasia.

The three sheep have been making an attempt to eat down the grass on the shed site and will be assisted by a lawn mower to lower the grass to their acceptable eating height. The 50 head of cattle that roam through our larger section of property at various times, from an adjacent farm, are keeping our grass well trimmed.

One of our supporters, Jim Parker, will be painting the house over the next month, in traditional period colours of the 1920's to make it look much more loved and attractive, especially to the train travellers passing by.

Rail historian Michael Guiney, has researched the history of our former railway house at the Public Records Office and we thank him for his interest in doing so. Departmental Residence No. 2837 was completed in 1926 and first occupied by E.A. Moss, Stationmaster on 1/11/26. From this time 20 tenants occupied the house until the withdrawal of signalling staff at Bungaree in 1987 at which time the Museum obtained a lease of the building. The roaring winter gales saw the back verandah closed in as from 16/12/29 and

and side verandahs added as from 30/6/35. A portable building measuring 20 feet by 12 feet (most likely an extra bedroom) was provided from 13/7/31 but was removed on 9/6/42.

The electric light was installed as from 16/5/41 with 9 light fittings and 2 power points and an electric hot water service provided from 31/9/64. Electricity may have been connected because of the War and the importance of the railway being an Interstate mainline requiring trains being run at all manner of times. It is assumed the station and other residences were connected at the same time, but this is to be further researched.

Piped water from the Bungaree & Wallace Waterworks Trust was connected as from 18/11/66. The station building and the other two Residences were connected at the same time. Septic sewerage was provided from 16/12/71. The rent was increased to 15 shillings and 8 pence (\$1.57) as from 24/10/43. In 1981 the rent for the house 2 doors down was \$20 (we have those records also) but details overall on this subject are scarce. It is assumed this is a weekly rent although railway pays are paid fortnightly.

It is the intention of the museum to look after the house with respect to its origin and the part it played in the railway history at Bungaree. The railway opened through Bungaree as from 7/5/1879 and from the position of trees near the station, the original housing was located there. By the mid 1920's housing of the 1870's era would have not been too salubrious.

And you thought researching tramway history had its interesting points!

---

## Rail Tourist Association Visit

The crossover of personnel between the RTA and the BTM was made good use of on Saturday 15 January when RTA Tour organiser and BTM Board Member, Clayton Giles organised a tour covering both the Melbourne Tramcar Preservation Association and the Ballarat Tramway Museum. The tour enabled some of our members who missed out on the visit to Haddon last year to inspect the excellent work done by the MPTA and allowed RTA members who rarely visit our Museum to be given a chance to see what we are all about.

Again, the Reither barbecue was pressed into service and with the advance party from the RTA already hard at work, a wonderful luncheon was waiting when the busload of 27 hungry visitors arrived from Haddon at 1.00pm. The Museum's Revenue clerk had done an excellent job of displaying the trams on the depot fan and cameras were out almost before the bus had stopped. After lunch and an inspection of the depot, three specials were run utilising trams 26, 14 and 671. Some visitors made use of their All Day tickets and rode the service car. The scrubber tram was towed out and the horse tram pushed out allowing for many photo opportunities. At about 4.20pm it was time for the visitors to leave and somehow we worked out where all the trams belonged back in the shed. Many thanks to Karen and Frank Jones of the RTA for preparing the great lunch.

## At the Depot

Over the last two months, work has been concentrated on tram 28 and keeping the fleet running during the busy Christmas – January holidays. It does not take long for trams to run up the trips before their need servicing. The fleet performed well with few problems.

The overhauled motor has been reinstalled into the truck. The armature of the second motor has been received back from Spotswood following repairs to the armature shaft, new bearings and baking and dipping. One of the commutator coils had to be rewrapped and dipped in insulating varnish and then baked. This was done by Warren Doubleday at his home, using a small oven (outdoors). Warren's next job is to re-wrap about six coils from No. 33's motors.

The motor was then re-assembled and tested under a 600V load using four resistor banks in series with the motor. It passed, though with one of the bearings running a bit hot due to the bearing cap being too tight. By the time you read this, all going well, the motor will have been placed back in the truck and the tram lowered back onto it.

Gary Wood continues to work on the roof of No. 12. He has been dismantling the individual slats, sanding them down, cleaning them up of all the varnish and then placing them back into position. It has made a marvellous difference to the look of the tram from the inside.

---

# 8. Fares Please!

---

## Members Evening

### Sunday March 12 2000 – BBQ at John Clowes' home, Smeaton

Members are again cordially invited to a BYO barbecue at John and Merle Clowes' home, about a 30-minute drive from the depot, at Frederick St. Smeaton. Time 6.30pm onwards. Again a slide show will follow dinner.

BYO drinks and \$4 to defray the cost of feeding you! Please book by Sunday 5 March by notifying the depot and adding your name to the list. Last year's event was very successful as it coincides with our busy Begonia Festival long weekend.

## Bungaree Works

On the last weekend of January, the new sheds at Bungaree were set out and materials readied. We are proposing to assemble the sheds on the weekend of 25/26 March and then a fortnight later, 8/9 April, put the wall cladding and roof decking into position. All hands would be very welcomed. An evening BBQ will be arranged for both evenings. Carolyn Dean is coordinating the works – contact 9879 3241 or [reversekey@one.net.au](mailto:reversekey@one.net.au) for further details.

## RIP Depot Cat

The Depot cat is no more. Some time on the night of the 27<sup>th</sup>/28<sup>th</sup> January she was crossing Gillies Street, no doubt to raid the rubbish bins at Begonia Park School which had resumed that day, when she was struck by a passing car. Puss had been resident in the shed for some 12 years or so and had in recent times shown some sign of slowing down, which may have contributed to her demise. She was formally known as Princess Margaret, as her lifestyle bore a certain resemblance to that Royal personage, though she was generally just referred to as Puss.

Motherhood had be her lot in the younger days. One of her offspring, Meadowbank, was resident in the shed for a couple of years. In more recent times she had the run of the shed, a ruthlessly efficient mouser, but often to be found where the cushions were the softest and the food supply close to hand. She spent many hours sleeping on any clothing carelessly left laying about in the mess room and would climb all over anybody who was incautious enough to sit down while using the telephone. Now it can be revealed that the main reason that the maintenance staff so often parked No. 26 at the bottom of 2 road is because Puss liked to sit on the crossbench seats and watch what was going on inside the mess room. A creature of charm and personality, who will be fondly remembered. *DMcC*

---

**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](mailto:btm@netconnect.com.au)

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

---