

FARES PLEASE!

January 2001

Ballarat Trams are Ballarat History

Mr Mr Mr

Museum Accreditation Program
Accredited Museum

Vale Travis Jeffery

It is with regret that we advise Travis passed away, aged 56, after a long illness on Wednesday 13 December 2000. The Museum was represented at the service the following Monday. In the late 1950's and early 1960's, Travis took many photos of the Ballarat tramway system and we have included one in his memory. The following piece was contributed by Len Millar as a tribute.

The death of a friend affects us in several ways. Regrets about things unsaid, sadness for and comfort of relatives, and thanks for knowing Travis in life!

Travis Jeffery and I went a long way back! In an "earlier" life I taught him in Sunday School, his elder brother Michael was my mate (tragically killed at a stock-car race meeting in his early teens), we both worked in the Tax Office and we both had an abiding interest in trams.

Travis for many years "commuted" to the St. Kilda Tramway Museum north of

Adelaide at weekends on a motor cycle ("I knew the safe places to go at 160 kph!"), then we renewed acquaintances at Bylands in the late Eighties.

I joined Ballarat in 1990, followed soon thereafter by this eccentric Travis. This Travis who was generous, diligent, wickedly clever with word puns, and who was a "natural" with the passengers and the public!

I have images in my head as I write – Travis at Begonia Festival time up at Carlton Street enticing people to "save their legs" by catching the tram up to the main attractions, selling them their tickets, and helping them on board the tram! I can remember Travis "inducting" new members into the noble art of being a Conductor. "There is only one way, and that's the right way!" he would say.

I have this image of Travis presenting a little child with a yellow tram button badge because it was the kid's first tram ride. And it was London to a brick Travis paid for the badge out of his own pocket.

Ballarat Tramways News

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Travis was a loyal member of our Association. Even in times of indifferent health he would sally forth from his East Hawthorn home very early on a Sunday morning to catch the train to Ballarat, put in a long day's work as Conductor – and not return home until quite late that night!

At the cremation service for Travis at Springvale, two of his younger cousins praised Travis for his support, generosity and his being a true “rebel”. So we are left with an image of Travis - neatly turned out in the dark green SEC uniform (hiding some quite fanciful tattoos) and with calf-height “Doc Marten” boots with bright red laces announcing to the tram’s passengers “Well, we’d better be off – like Angliss’s meats”!!

Travis, thank-you for your life among us, and for your warm character, and for being you!



The conductor is turning the trolley pole on tram 26 reversing at the junction of Main and Victoria Streets while on a lunchtime shuttle, during the early 1960's. The white strip on the top of the dash is a prelude to fitting the dash canopy lighting to the trams. Photo Travis Jefferv



Traffic

The tramway has proved to be quite popular this summer with good numbers of passengers riding on many days. Again we operated every day from Christmas Day to the last Sunday in January. Saturday 30 December was busy when 172 people travelled. With Austin Brehaut and our latest conductor recruit, Roger Salen, conducting frequently and some others offering to help as conductors on various days, tram No 26 has been able to run more often than usual. Its popularity has helped to boost our numbers. On Australia Day, we carried 180 passengers- our busiest day.

Four successful early evening charters for Lake Pavilion were run before Christmas. Passengers were served drinks and nibbles by Lake Pavilion staff while enjoying a pleasant ride through the gardens for about an hour. They then adjourned to Lake Pavilion for dinner. In all 305 people travelled.

After a recommendation from the Safety and Incident Committee a mobile phone has been purchased for use by the rostered driver. It was felt that there was a need for better emergency communication, particularly on days when the depot is unattended. The purchase plan has a low monthly rental and high call charge. The wonders of modern technology and our good record keeping will allow us to easily identify anyone who decides to use it to engage in unnecessary lengthy gossip.

Also, after a recommendation from the Safety and Incident Committee, the Board decided to remove the lower age limit for

tram drivers. Prospective drivers must have a current motorcar driver's licence and be medically fit. Once this change is agreed to by the Safety and Technical Services Branch of the Department of Infrastructure this will bring the Museum into line with the current standards used in Melbourne. All changes to the nature of our operations, which are considered, as "material" must be advised to Rail Safety and include a risk analysis.

From the Archives Geoff Grant Collection

In about 1990, the Museum received a collection of about 100 negatives primarily of Melbourne and Geelong by photographer, the late Geoff Grant. These black and white negatives have recently been scanned and added to our collection. We feature some of these in our centre page spread. Some of his photos are quite well known such as the last Geelong tram and the last Bourke St. bus.

At the Depot

Over the last two months, the depot staff have been busy in keeping the fleet operational on a daily basis. With Wednesday running, charters and the regular running over the Christmas and January school holidays, the fleet has been ticking up the kilometres. This extensive use requires a greater input than normal, keeping the operating trams clean, serviced and equipped for their next trips.

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No. 39 at Geelong Railway station terminus on 2/4/1955 while on an Australian Electric Traction Association tour. The rail car the AETA used is in the background.

All Photos by Geoff Grant - BTM Collection.



A line up of trams in Railway Avenue Caulfield, for race traffic on 3/9/1955. Tram W2 347 is leading. The Crystal Palace Theatre is in the background.

MMTB's tower wagon No. 8 (An Albion and the oldest at the time) and No. 2 in Nicholson St. Melbourne, 19/6/1955 near Parliament House.



W6 988, the first electric tram to run in Bourke St. Melbourne descends the Bourke St hill. The photo is taken just short of the intersection of Elizabeth St. while testing the new tracks on a very quiet Sunday morning, 19/6/1955. Definitely spot the motor car!

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980 and 1001 at Spencer St. terminus while on an AETA tour on 25/6/1955 at Spencer St. terminus. Carlyon's hotel, the original tramway head office and railway station buildings in the background.



Victorian Railways tram No. 50 that operated on the Sandringham to Black Rock tramway, outside the Sandringham railway station in December 1955. The line closed on 5 November 1956.



G. Fares Please!

We had a number of days where a conductor was available and have been able to run No. 26 often this summer. Generally the fleet ran well with few problems.

Christmas running means that reduced effort is available for our projects. However work has continued.

- No. 27 has been made ready for lifting to enable a truck overhaul and wheels to be turned.
- No. 28 floors complete, and sand boxes and seats being reinstalled. Preliminary external painting has been commenced.
- No 8 - air piping and reinstallation of missing equipment such as a seat stand is continuing. A seat support bracket had to be fabricated for No. 1 end. This has been completed by Alan Snowball.
- No. 12 - work on the tedious task of removing each slat, then stripping the old paint and varnish and then sanding it down prior to replacement is continuing.
- No. 14 - withdrawn from service after the January running and the saloon windows removed for repairs and repainting.

Bungaree - in early December, with the assistance from Steamrail Ballarat, community service workers and ourselves we laid the track necessary to receive and store the two single trucker trams (11 and 32) that are proposed to be moved to Bungaree. Fortunately the weather was not too hot and we had the 60lb rails laid ex the Steamrail Newport depot - using concrete blocks, tie rods and gravel to keep the

whole lot fairly stable by about 3pm. We provided a BBQ lunch and numerous cans of soft drinks for the workers. Thanks to all those who assisted on the day.

Book Review

Trams and Streetscapes Metropolitan Melbourne 1950s - 1960's.

This glossy full colour, 52 page landscape format book has recently arrived in the depot. Produced by Train Hobby Productions, featuring primarily photographs from Keith Atkinson, with additional photos from the late Graham Evans, Noel Reed and Jim Seletto, it is well worth considering for purchase for your library or collection. It has been edited by Emile D. Badawy and John Sargent.

Most of the photographs are full page and feature Melbourne trams in the 1950's and the 1960's. Many of the classes of trams that were to disappear altogether or regularly from the city streets by the mid 1960's are featured in the book. These are Q, T, X1, X2, Y and Y1 classes. Also featured are the lines to Point Ormond, Footscray and the timber trestle bridge over the Maribryong River. Other classes of trams that are featured are the W2, L, VR and the PCC. There are a few of the later W class trams, but as these survived into the 1980's they have not been featured as extensively.

We understand that production of other books covering later years are being considered.

Available from the depot for \$32.95.

The Wetlands

At the St. Aidans Drive end of our line an amount of work is underway to develop a wetlands project. This should provide an attraction at this end of the line for our passengers, and may tempt more people to join our tram there. The project was identified in the 1995 Ballarat Botanical Gardens Masterplan and has taken some time to come to fruition.

The area has had a good amount of tree cover and attracted water bird life. In winter the road can often be flooded and our tram service terminated short of the terminus. To better manage this problem and further enhance the area for the wildlife, a major wetlands construction project is underway to reform this area as a holding pond for water destined for Lake Wendouree.

The scrubby trees have been removed and the major ones left in place while the earth is bulldozed around to create hills and lakes.

A further part of the plan is to rebuild Wendouree Parade from our terminus back along the tramway for about 10 pole lengths. We understand it involves lifting the road service some 250 millimeters, which will mean the tramline, will be relaid onto the higher roadway surface. The Museum has not entered into any detail on this project with the City Council as yet. The completed project will greatly enhance the area for visitors and our Museum alike.

Rail Safety Accreditation

The annual visit of the Rail Safety Directorate took place at the depot on January 13. An extensive review of our paperwork, tramcar maintenance procedures and our actual implementation of these procedures was carried out. The audit showed that the Museum was following its written procedures well. The audit identified some areas where changes to improve arrangements could be considered and one area, our internal audits, where reconsideration of our processes will be necessary.

Donation Receipts

Donation receipts have been held up pending final wording arrangements as a result of the introduction of the GST. We should have them ready to go out in the next issue of Fares Please!

New Members

The Museum welcomes the following new members and hope they enjoy our time with us.

Bob Pearce of Ferndale, W.A. (No 730)

Don Campbell of Carramar, N.S.W.
(No 731)

Richard Edmonds of Norlane (No 732)

Resumed Member:

Peter Stock of Kogarah, N.S.W. (No 270) welcomed back after many years.

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Moving Trams

Now that the Bungaree sheds are ready for occupation, we are planning to move Nos. 11 and 32 on Friday Feb. 16, probably commencing about 10am. This will be one of the most extensive moves that we have made for many years. It would be back in 1980 when we last did a two or more car tram move - that was when trams were moved from the storage site we had in Sebastopol.

The plan is to load the two trams through the No. 5 road rear door of our depot, using a 40 tonne crane. They will then be trucked out to Bungaree, off loaded and we will then relocate the frame of No. 35 to a more suitable position, adjacent to the sheds rather than being out in the open in the middle of the paddock. This frame has been at Bungaree for many years.

Any assistance on the day would be welcome. If you are able to assist, please advise Warren Doubleday on 9376 6882 (after hours).

Begonia Festival

The Ballarat Begonia Festival commences on Friday March 2 and runs through to Monday March 12, the Labour Day holiday. As usual the tramway will be operating every day during the festival.

The road traffic arrangements for Wendouree Parade will be similar to that of previous years in that road traffic will be allowed along with the pedestrians and our trams. Our roster clerk is busy working on the roster and any assistance would be gratefully received.

Trees, Powerlines and Safety

In June last year the Office of the Chief Electrical Inspector advised the Museum that legislation required the Museum to have a plan for ensuring our live wires were kept clear of trees. We were given to the end of the month to submit what is a very complex document. As our operating agreement with Council prevents us from touching any tree in the gardens, the Museum was in a difficult position. An extension of time was granted and discussions held with officers of Council. Our thanks go to David Grant the Arboricultural Officer of the City of Ballarat who undertook the preparation of the plan for us. A Plan must be submitted annually and on Friday January 12 we met with David and Shane Jeffery, the Council's responsible officers, to set up the procedures for what will be an ongoing process. In talking to these horticultural experts, it was interesting to find out that many species of trees struggle to grow in the South Gardens Reserve in relation to other areas within the Gardens and what Council's future planning was.

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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