

FARES PLEASE!

March 2002

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Vale Roy Sheedy

Member Roy Sheedy passed away on Sunday 3 March 2002 after a long illness. For many years Roy was a Conductor and Driver with the Museum. He will be remembered for his happy nature and his excellent rapport with our passengers. He was only fifty-eight. Long time friend Dave O'Neil represented the Museum at his funeral and extended our condolences to Roy's family and friends.



No. 1 to Melbourne – Warren Doubleday



No. 1 proceeds along the Moomba Parade route accompanied by a family of Ned Kelly lookalikes.

Photo – from The Age's web site

As reported in the last issue of Fares Please!, BTM Horse Tram No. 1 was invited to make an appearance in the Melbourne Moomba "Trams on Parade" on Monday 10 March 2002. Our initial transport arrangements came unstuck when the previous truck that had moved the tram around Ballarat was out of action, needing expensive repairs. A local search showed that there was no suitable truck

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Ballarat Tramways News

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Rail Safety Audit

The Museum was heartened when Tricia Brett of the Department of Infrastructure wrote the following conclusion after the January audit: "Although the audit results demonstrate that there is a need for improvement, the system is sound, robust and there is a good level of compliance. It was clearly demonstrated by Ballarat Tramways that they are committed to ongoing development of their management system."

New Members

The Museum welcomes the following new Junior Supporters:

- Kyle MacKenzie of Lara (No 5027) grandson of driver Roger Salen.
- Daniel Glasson of Chelsea (No 5028).

Memories

Our web site continues to attract much attention. Recently, the following was received from "Rube" from the United States:

After viewing your tramway site. I have many fond memories of the last tram to the Gardens in 1943. As a U S Marine who was there, the tram was our way back to camp. I have memories of Marines hanging on the sides as the coach was full. The Yanks loved you Aussies.

Bungaree

Our member's house at Bungaree is attracting the local historians. The Bungaree Historical Society visited on 14 October 2001 and enjoyed a 2-hour visit to the property, which was formerly the Bungaree Railway Station grounds. The group found the history of the former railway station, the Stationmaster's residence, now our members house, and the two tram storage sheds quite interesting.

The Central Highlands Historical Association has made a booking to come to look at our property on Sunday, 14th April. We are looking forward to seeing the group and hosting them around the property.

Our house was built in 1926 and we are fortunate to have the complete Railway Records of all the tenants in the house from that time and other relevant information regarding alterations and modifications to the building. This is all valuable information to historical society groups as it is to us.

City Tramway

The report examining the feasibility of the City Tramway is virtually completed. The City of Ballarat's Tourism Board will formally consider it during April and then a recommendation whether to proceed will be passed onto Council. It is planned to present a detailed report in the next issue of *Fares Please!*

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with a very flat ramp to load the horse tram onto. It needs about a 1 in 7 ramp to clear the steps.

The Moomba organisers found a suitable truck in Cranbourne – Associated Towing. Their truck, a special tilt tray flat bed spends most of its time hauling broken down road coaches, so a small 1887 horse tram of a couple of tonnes presented no loading problems.

Arrangements were made for the tram to be loaded in Wendouree Parade, Sunday evening. The truck arrived a few minutes early, just as the new BTM signs were being fixed to the advertising / modesty panels on the tram. After this work was completed, the tram was pushed down the access track and across Wendouree Parade. The truck had been positioned just to the north of the Depot Junction and many people asked what was going on – “had the tram broken down?”

Loading took about 45 minutes while we worked out couplings and then how to chain the tram down the best way so it would not move on the truck or inflict undue loads on itself. After loading was completed, the truck headed off for Preston Workshops where it was to meet up with all the other Parade trams and also have its first visit to Melbourne.

Early the following morning, about two hours after the other trams had left Preston, the truck left and headed for St. Kilda Road, arriving at Grant St. at about 6.30am. It was still dark when the tram was off loaded and joined the others in St. Kilda Road at about 7am. With the sun rising, the sight of all the trams with the Melbourne skyline in the background was quite impressive. No double deck horse trams have been known to be in St. Kilda Road before, so it was a first, along with the Berlin and Milan trams.

So for the writer, it was off to the City Square and set up our display tent. Unfortunately the tent providers were running late and our tent was the last to be set up and completed. A phone call at about 10.15am, showed that all was in readiness at Grant St., and waiting for the start. Phew – another step completed. I had visions of what to do if the horse failed or something else went wrong.

At about 1130, the Parade reached City Square, accompanied by a mob of Ned Kellys – all trying to rob the passengers on the tram! No doubt they had been doing



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Left: The President drives 45 towards St. Aidans Drive while the Secretary prepares the papers.

Right: The AGM of the BTM is now opened.

Photos: Warren Doubleday.

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Left: Trams 33, 45 and 671 line up at the St Aidans Drive terminus during the AGM tour on Sunday 28 October 2001. Photo Earl Ewers.



Right:
Enjoying afternoon tea on 671

Stephen Butler presents to Frank Hanrahan, his 30-year foundation member plaque.

Photos Warren Doubleday.



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this all the way along. Len Millar (brakeman), Reg Smith (horse owner/reins man), John Clowes (conductor) and all the passengers had probably been fending them off all the way along the route.

The tram was led and followed by various bands. The sight and sounds of the bands, the various trams, some of which had large sound systems fitted to them, made for an impressive parade. The horse tram was parked on the north bound track in Swanston St just before Bourke St. The horse *Bear* was able to remain for a while, before he was relieved from duty.

Our display tent, manned by Alan Bradley, Andrew Cox and David Frost had many visitors and sold some souvenirs and postcards. Adjacent to us was the crew from the Sydney Tramway Museum and Bendigo Tramways who had their Battery Tram body on display. To the north of us was a face painting tent and then the Tramland stage featuring the Melbourne Tramways Big Band. In Swanston St., there were numerous stages and the trams fitted with sound systems, were all playing music. Somehow it all worked and the crowd was having a great time.

Fortunately the weather was not one of those Melbourne stinking hot north wind days, though the wind was strong at times. At Bourke St., Merle Clowes, Roma and Arthur Cook dressed in period clothes that they wear as Friends of Sovereign Hill were having a great time featuring in photographs with the horse tram in the background.

By 2.45pm, the time had come for the tram to leave Melbourne. Promptly at 2.45 our truck turned up and the tram was pushed across Bourke St. with a couple of B class trams watching. Never before had No. 1 been in such a busy situation of such large trams surrounding it. It took just on 30 minutes to load the tram and to chain it down. By 3.15pm the truck moved off for Ballarat and soon after the other Parade trams moved north along Swanston St. to return back to Preston.

At about 5.15pm, the truck and tram safely arrived back home in Ballarat, after fending off a cool change and an accompanying thunderstorm along the way. It was quickly offloaded in Wendouree Parade and returned to the depot. So ended No. 1's trip to Melbourne and its few moments of fame. It featured on Channel 7's newscast that night and in a photo on page 2 of *The Age* and on their Website the following day.

Finally the thankyou's. Thanks to all those who took part in the day and the arranging the transport etc. Thanks to Reg Smith and *Bear* who made it all possible. Thanks to Associated Towing of Cranbourne who did the transportation and the very capable driver, Ben. Finally to the Moomba organising team who really did a very professional job of organising the event. They made it a pleasure to be part of the event. Often things can go wrong, but the way it was arranged, the team and the little things, like having a "volunteers lounge" in the Lower Town Hall where you could get a cupper was great.

Trackwork

A number of track joints were welded in Wendouree Parade just prior to the Begonia Festival. At the Carlton Street terminus four joints had dropped and were providing a rough ride as trams crossed the intersection with Windmill Drive. These joints were welded up along with one near the playground and now a smooth ride is enjoyed by all. Alan Snowball was particularly important as he supplied his mobile welding plant and undertook the work, assisted by Richard Gilbert and Jim Parker.

Tramway Access and Accreditation

Peter Winspur and Warren Doubleday attended the second meeting of the Department of Infrastructure's Tramway Access and Accreditation group meeting on 22 March 2002 at Nauru House. Attending along with the Victorian Museums was the Sydney Tramway Museum who also has an interest in the activities, as they have at least two trams currently in Melbourne. The group is looking at a number of issues, such as rail safety accreditation, tram certification standards, insurance, the tramway heritage study and other issues, in particular the operation of heritage trams on the Melbourne system. The latter is becoming an issue as infrastructure changes to the overhead in particular and other operational requirements are placing additional barriers to future operations of heritage trams.

Archives

A recent donation to the Museum archives has been three boxes of slides of Ballarat and Bendigo tram operations from 1963 to 1974 by Launceston resident member Peter Moses. Taken generally during the Christmas holiday seasons, they form a valuable addition to our collection. Thanks Peter.

Melbourne Tramway Heritage Study

After a long gestation period, a draft of a report titled "New Directions for Melbourne's Tramway Heritage" was recently forwarded via COTMA for Museum Comment. A couple of issues regarding the Museum were forwarded to the report authors along with some general comments regarding the proposals. It is anticipated that the report will soon be released for public comment.

No. 27's Truck

No. 27's truck is being reassembled after completion of its rebuilding using welding around the horn guides where the axle boxes sit. A check on the "squareness" of the truck showed a number of problems that can only be resolved after refitting of the wheels and axle boxes. To enable this, the axle bearings are being remetalled so we are starting off fresh, once again, rather than with bearings that have been partly worn at an angle.

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Prior to its trip to Melbourne, *Bear* and No. 1 worked together on Sunday 3 Feb. 2002 to get used to each other and to meet new friends. Both photos Peter Winspur.



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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