

FARES PLEASE!

May 2002

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Rail Safety Legislation

In 1995 Zero Blood Alcohol legislation was enacted to cover all “Rail Safety Workers”. A “rail safety worker” includes any person who is involved with the operation and maintenance of trams and associated infrastructure. From 30 June 2002 new laws on the control of the use of drugs in rail safety work will be implemented.

The laws apply to all types of drugs that could cause temporary or permanent impairment to a person’s ability to perform rail safety work. This includes prescription and over-the-counter medications, herbal remedies and illegal drugs. The focus of the drug control laws is not on the drug itself as medications and drugs affect people in different ways.

The focus of the legislation is on impairment. The laws are similar to those applying to all motorists in Victoria. Our workers will need to be aware that if they are taking medication, it may impair them. The Museum will put a system in place within its Safety Management System to manage the process. The need for the legislation was demonstrated recently when an inquiry concluded that when a train collided with the rear of another train at Footscray the driver’s performance was impaired by prescription drugs.

Regular workers have been forwarded a guide prepared by the Department of Infrastructure about this major issue.

Ballarat Tramways News

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Traffic

The tramway operated every day during the recent school holidays. Good passenger numbers were achieved despite a few wet days. Thanks to those crews who enabled the service to operate and to those who maintained the trams themselves in a clean and operable condition.

City Tramway

We had planned to report on the feasibility study in this issue of *Fares Please!* The report has yet to be released for publication by the City of Ballarat.

Membership Renewals

Members will be shortly receiving their renewal for Museum Membership. The Secretary and Membership Officer will appreciate your early renewal. As has been the case for the last two years, we will be accepting Credit Card payments for renewals.

Donations

The end of the financial year is approaching and receipts for donations made during the year are enclosed. If you have made a donation check your envelope closely. If you wish to donate to the Museum this financial year, please do so now to qualify for a tax deductible donation this financial year.

Archives Donation

Thanks to Mark Plummer of Keilor for the donation of a box of slides of the Ballarat trams during 1968 and 1971. They will soon be formally catalogued and added to the collection.

Amazing Web site

Only a few short years ago the Secretary's eyes used to cloud over every time anyone mentioned cyberspace. He did not have a clue what they were talking about. Now he is receiving frequent e-mails either requesting a "link" to a web site or asking permission to place one to the Museum.

Recently a Jan Kersten wrote *"I found your site when looking for info about Victoria. Very nice and informative. I have added a link on my site to it, so everybody can enjoy it. I hope adding this link isn't a problem. If so, just let me know, and i will remove it from my site. My site can be found at: <http://jkersten.topcities.com> Greetings from Holland,*

Dutifully, the Secretary looked up the site. He never found the link to the Museum, but in the process he found a privately maintained web site with more information about Australia, Victoria, Melbourne or anywhere else in the world than one would ever need. He even found that the Museum was listed on a site linked to *Walkabout* magazine and followed it up on matter of detail. The world is certainly becoming a smaller place.

So That's What the Flag is For!

On a recent cold, damp Saturday I was driving No 45 northwards along Wendouree Parade when I approached the pedestrian crossing near the kiosk to find traffic in both directions stopped. The oddity this time was that there were no pedestrians in sight. As I got closer and stopped the tram I saw that there were in fact "pedestrians" in the form of a gaggle of swans in the middle of the road, not going anywhere, but just idly milling about quite oblivious of the traffic blockage they were causing.

It looked as though we were in for a long night unless something was done, but who would be brave/daft enough to try to move along about a dozen belligerent looking swans? A BTM driver of course! Well the uniform does seem to give one some official status, and with that comes certain responsibilities. What this intrepid driver needed was something to 'move' the offending birds with. Of course, the red flag was in the cab. I must have looked quite a sight leaving the cab and advancing across the road frantically waving a flag like a leftover from a Moscow Mayday parade. Fortunately it did the trick (I hadn't had time to think up "Plan B") and traffic resumed as the swans ambled towards the Botanic Gardens while I returned to safety of the cab and let my heart rate drop back to normal.

Roger Salen,
Antique Tram Driver.

Morning Tea Charter

The first of what we hope will be many more, Morning Tea Charters was held recently. Jim, at Cardigan Lodge Motel, has a good business, in that he conducts organised tours around the sights of Ballarat for groups staying at the motel. During a business promotion of travel operators a few months ago, Richard Gilbert promoted our W4 tram and its catering capabilities. Cardigan Lodge was interested to make use of our facility and the first of such Charters was held on Thursday, 9th May.

A touring group from Sydney joined our tram at the depot for morning tea, provided by the coach company, and the passengers were very impressed. It was a senior age group who were soon warmed up on tramway nostalgia and started imparting Sydney tram memories with much fervour. After a sedate two round trips in which the refreshments were served, Richard enquired if they wanted to bound along "like a Bondi tram" which was greeted with much acclaim. A brisk trip ensued to the Depot from St. Aidans Drive and the passengers alighted absolutely sold on our outing.

They all wanted to visit the Museum/Sales area where good sales business was done. The group then toured the workshop area and the nostalgia stories flowed. Once it was realised a couple of our trams were made in Meadowbank great interest was shown and one lady remarked she had known the General Manager of the Meadowbank Manufacturing Works. It was a great Charter and the group left with high praise for the service we provided and the nostalgia trip we gave, reminding them of the years gone by in Sydney.

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Photos from the Depot – 19 May 2002 – Warren Doubleday.



Gary Wood fits another sanded and primed roof slat to No. 12.



The interior of No. 28 showing the refitted seats and the interior panel painted in MMTB chocolate and gold as it was received from the MMTB in 1930.

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Paul Mong working on the destination boxes of No. 18.



Fitting the axle boxes to No. 27's wheels are Gary Wood, Alan Snowball and Greg.

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At the Depot

No. 27's truck frame has been reunited with the turned wheels. This followed the remetalling of the axle bearings, fitting them and adjusting the axle boxes so they sat square relative to the frame. The next step of setting the truck so that the wheels are square to the truck frames is underway. We found that one of the frames is about 15mm longer than the other. Meanwhile the armature bearings have been sent to Miller Bros. for remetalling.

The repainting of No. 28 is progressing well. The interior repainting work has largely been completed, except for the driving compartments. Saloon windows have been re-installed. Undercoating of the panels is complete. Once the driver's windows along with the associated air equipment have been installed, we will be able to test the tram in Wendouree Parade.

No. 12's roof's rebuild continues. Gary Wood is well into the job of removing each roof slat, sanding them down, priming them and then reinstalling them back into position. This mind-numbing job is a slow and painstaking one, often requiring the slat to be repaired with additional pieces of timber. Gary is to be congratulated on his patience in undertaking this task.

Our scrubber, No. 8 is undergoing a continual improvement programme – now with the installation of a good windscreen wiper at No. 1 end. We have exhausted our supplies of good workable windscreen wiper motors and we are sourcing replacements for No. 2 end. One of our scrubber operators thanked the depot staff

for the recent installation of the wiper at No. 1 end, but lamented we did not have one for No. 2 end. A suggestion of a bag of potatoes and a knife in No. 2 end's cabin was made to overcome the problem by the depot staff.

Begonia Festival

Despite poor weather during the first weekend of this year's Begonia Festival which kept our patronage well below usual, we enjoyed a good week and an excellent Labour Day weekend. On this weekend the trams carried over 3300 passengers in three days, which saw patronage climb to its highest level in four years. As usual our small band of workers put in many hours of hard work.

We spared two drivers to operate the horse tram in Melbourne on Labour Day and we thank everyone else for remaining in Ballarat to ensure that we had sufficient staff. The Festival has been evolving during the past few years with the emphasis on what it was originally intended, a garden and flower festival. Attendances were very good and the tramway played an important role in shuttling people from the car parks or giving them a pleasant journey through the Gardens.

During the long weekend a hard day's work was followed by a lovely barbecue at the home of John and Merle Clowes on Saturday night and followed by a traditional Bungaree feast prepared by Simon Green on Sunday night.

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From Our Archives – both photos by Peter Moses, August 1971.



No. 31 at the Grenville and Sturt St. stop.



No. 27 turning from Wendouree Parade into Macarthur St.

8. Fares Please!

Why Not Mention us in your Will?

The Museum would be very grateful to you if you decide to mention us in your will and continue to support us after your passing. The BTM suggests that if you wish to make a bequest to the Museum you add the following clause to your will:

"I give and bequeath the sum of \$ (or the following items e.g. camera, filing cabinets, library etc.) free of probate and estate duties to the Treasurer of the Ballarat Tramway Museum Inc. for the time being and I declare that the receipt of its Treasurer for the time being shall be a full and sufficient discharge of payment".

Clearing the land

Jim Parker and Richard Gilbert spent a few days at our museum property at Bungaree in late May, clearing unwanted vegetation and placing a new fence in position for our sheep. The area near the former railway station platform was overgrown with blackberry bush, grass, dead and fallen trees and general amounts of domestic rubbish. It was decided to burn the area along with some of our three 3 acre main paddock. A good planned controlled burn took place, which took three days to complete. The Captain of the Bungaree Fire Brigade called in and complimented us on the well controlled

Statue Meeting

Richard Gilbert attended a meeting held by the Ballarat City Council to hear public comment on proposals for the future of the fine statues in the Gardens, after a disgraceful and mindless vandal attack on three of the Stoddart Statues. These statues, presented to the City in 1887, by Thomas Stoddart are of the Greek goddesses representing the seasons. They are absolutely fine pieces of statuary and are a core part of the history of the Ballarat Botanic Gardens. The meeting heard many good ideas and comments from the public and the Mayor, David Vendy thanked all those who had come along to contribute so positively to the deliberations by Council and its Officers on the matter. Richard Gilbert spoke on the fact that the Tramway Museum was a major part of the tourist focus in the Gardens and had been there for 30 years and he offered ideas to improve the Gardens area at night.

Among those attending the meeting was Jesse Scott, a former Mayor of Ballarat, now aged in her 90's who officiated at our function to open the tram depot extensions in 1985. Richard spoke to Jesse who was so pleased we had attended this meeting, and thanked Richard for his kind comments on the fact that we always remembered her support in Council at the time we sought to have the depot extensions approved.

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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