

FARES PLEASE!

September 2002

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve on Sunday 27th October 2002, commencing at 2.00pm.

Nominations are called for the following positions, which will fall vacant on the Museum's Board of Management on that date:

President
Vice President (two positions)
Honorary Secretary
Honorary Treasurer
Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial, for the nominee to be entitled to be a candidate for election to the Association. Any nomination is

Nomination must be in accordance with the Rules of the Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00pm on Sunday 6th October 2002.

Nominations may be sent to:
The Returning Officer
Ballarat Tramway Museum Inc.
P.O. Box 632 Ballarat Vic. 3353,
or may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed "Ballot Material", on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than 500 words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

Ballarat Tramways News

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Ballarat Heritage Trams Study Public Consultation

The following report is from the City of Ballarat's Council Agenda for the 11/9/02 meeting.

Summary

This report provides feedback to CMG/Council regarding the public consultation undertaken for the possible reintroduction of heritage trams to Ballarat.

Background

Consultants, Booz Allen Hamilton have prepared a report proposing that the reintroduction of heritage trams to Ballarat is viable, according to economic, technical, financial political/community and organisational criteria.

Council supported a period of public consultation, during which feedback was received from the general public (response being predominately in the *Ballarat Courier*) and direct input expressed at a public information session conducted at the Ballarat Town Hall on Tuesday 30th July.

Seventy-three people attended the information session on 30th July and to date Ballarat Tourism have received 26 telephone and 7 written comments in regards to the Ballarat City Tramway project.

Feedback indicates the general public is divided on the issue. It is estimated that a 50-50 support level exists for the project from the public consultation feedback.

Ballarat people are passionate about trams and many provided a range of suggestions regarding the route and type of service offered. In particular there was strong interest expressed in a connection between the City and Lake Wendouree, however the Consultants recommended against this due to cost prohibitiveness (it is estimated the Lake connection would cost an extra \$16 million in addition to the \$20 million budgeted for the City Tramway project.)

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No.21 ambles down Bridge Street heading for Mount Pleasant on 24/11/62, when Bridge Street was the main highway to Adelaide and could *still* accommodate a tram line! Note the auxiliary board advertising the trotting races at the Showgrounds.

Photo: N.J. Simons collection.

A winter day in Ballarat

I would never have believed that a wind blowing through the Ballarat Botanic Gardens could significantly lower the average speed of a state-of-the-art electric tramcar (well, state-of-the-early-twentieth-century-art really).

Let me tell you how it happened. It was an August day and conductor Austin and I ventured forth from the depot in good old No.33, a solid dependable little green Ballarat 4-wheeler. The weather was quite sunny and warm in the tram, but there was a bite to the wind that kept most people at home watching the TV. However in true BTM fashion we braved the elements and started to trundle up and down the line seeking some adventurous souls who might want to ride with us.

First we had to put out the signs that lean nonchalantly against the poles to advertise our service. This is not the most popular job of the day since it involves much lifting, and alighting and remounting the tram. On this bright day I didn't mind this at all – it was the conductor who had to do all the work, I just sat in the cab and waited.

On the second trip there were no signs to put out, but we had to stop a few times to lift up some that had blown over. There then ensued a deep philosophical discussion (while we were waiting for passengers) pondering the fact there had been no recorded sightings of signs actually in the process of being blown over. At least the A-frame McDonalds'

ones can't be blown over, they are much too stable, and anyway they are designed to swing on their frames.

There followed another trip which involved much re-sitting of errant signs, but the highlight was when changing ends at Carlton Street we ACTUALLY SAW a McDonald's sign, one of the high-tech super stable structures, a miracle of modern advertising technology being flipped onto its face by the wind! Such is the power that nature unleashes in Ballarat on a winter Saturday. We did eventually find a few customers. Can the power of the wind slow a tram; yes by virtue of the extra number of stops needed to lift up fallen signs. Maybe we should tie them to the posts.

From ATD

Your correspondent at the front-line.



David Frost and Earl Ewers have no problems on this occasion with a well-behaved McDonalds sign at the Carlton Street terminus. 13/2/99.
Photo: Alastair Reither

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Carolyn Dean proudly displays two awards received at the 2002 COTMA conference. On the left for herself as a token of appreciation to her for 14 years as COTMA Treasurer, and on the right an achievement award for the BTM for the marketing of the Gold Tram. Photo: John Phillips

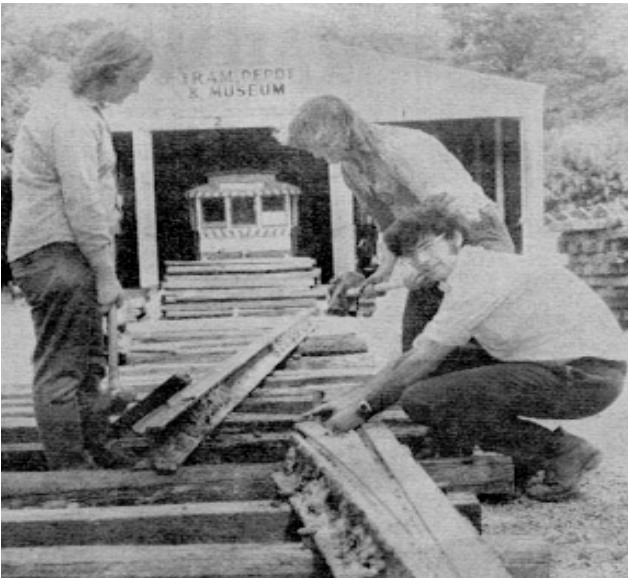


Paul Mong and Garry Wood carry out the tedious and unenviable task of rewiring 8W's intricate lighting circuits. Photo: Warren Doubleday

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Our track gang replacing sleepers at the depot level crossing on the lead to number 2 and 3 roads. Garry Wood, Daniel Edwards, Alan Snowball and Greg Histen are hard at it while the President poses for the camera. Saturday 14/9/02. Photo: Warren Doubleday



“Where does this bit go?”
Our track work techniques haven't changed much since 1972 when Richard Gilbert, Stuart Loddington and Warren Doubleday assisted in originally laying the track from 1, 2 and 3 roads at the BTPS depot to Wendouree Parade.
Photo: *Ballarat Courier*
BTM collection.

G. Fares Please!

EEK – No Driver!

Imagine the concern of our tram driver in driving along Wendouree Parade and seeing a motor car coming the other way with no one on the drivers' side. Such an event happened to Mark Peterson. He is currently under training for driving trams and as such is particularly careful to take all information in and show his ability at imparting his skills so far. Mark was driving a tram along Wendouree Parade heading north, passing the playground, when he noticed a motor car intending to turn across the track and onto Windmill Drive. Being mindful of all he is taught he tried to make eye contact with the car driver, which really does have a great effect on understanding what each party intends to do, only to find to his amazement no one in the drivers seat. The car was still moving along, indicating to turn. Mark became nervous and at a quite close distance the real facts were revealed. It was a left-hand drive car!

Trackwork

Our track team of Alan Snowball, Richard Gilbert and Jim Parker have had to return to the spot where work has previously been completed on a track repair. At the new playground, the joint had failed and quite a serious drop in adjacent rail heights had developed. The track gang attended on Tuesday 23rd July and dug up the area of roadway and Alan applied his welding skills on the rails with better fitting fishplates. An amount of wood was packed under the track to support the weight of trams passing over it.

Some work will be undertaken to repair another faulty joint that has started to give way. This on the northern portion of our line, between the Gardens Loop and the 'Carnival' stop. This is the first time we have had to work on our 80lb (pounds, for our metric conditioned people) rail. The joint is on a curve and is failing with the result the rails are trying to assume their

original straight configuration. This is tightening the track gauge at the apex of the fault.

Re-sleeping works were undertaken on Friday 13th September to the level crossing on the track leading to number 2 and 3 roads at the depot. The roadway was dug up and the worn-out sleepers removed. New sleepers bought from the Castlemaine & Maldon Railway have been installed. It is interesting to note that the old sleepers were second-hand when laid at the depot 30 years ago!

As readers will be aware, the City of Ballarat is planning to rebuild the Wendouree Parade road surface at the north end of the Gardens Reserve, between the Loop and St. Aidans Drive. They are planning to lift the roadway by about 100mm to overcome the flooding problems.

Two excavations of the lake side rail on 13th September showed that of six sleepers viewed, four were in good condition, with tight dogspikes. One was in poor condition, but only around where the dogspikes were and the sixth under a joint plate, the dog spike itself was loose but the rest of the sleeper was good, indicating it could be cross-bored and respiked.

We are of the view that the track structure in the area itself is in good order (albeit from only two excavations) and that the road surface itself is in poor order.

Discussions will be held with Council to try and resolve the difficulties with leaving the track in the same place, but raising the road surface and it becoming effectively the drainage channel.

The ideal situation would be for the track to be lifted at the same time, and any defective sleepers renewed.

Letters (Addressed to the Board)

Dear Sirs,
Your recent e-mail regarding the Ballarat City Tramway Project invited comments from members, so here goes. My main concern is about our status as a Museum. Currently we operate trams in Wendouree Parade in as near to original condition as we can manage, and we try to recreate the experience of a Ballarat tram ride. If our trams were to be used in the city traffic I believe that they would need some modifications like the installation of rear-view mirrors, turn indicators and possible improved braking systems (viz. the W class trams on the Melbourne City Circle route). If we carried out these changes we would hardly call ourselves a museum, it would be like taking a genuine antique sideboard and fitting it with chrome knobs and a Laminex top to make it more suitable for everyday use.

I believe that there is a need for a museum to house examples of the way the trams really were when operated in Ballarat. The fact that we have a track on which we can run the trams is a bonus. If the City Tramway advocates want a tourist ride they could follow the example of the Victor Harbour causeway line that uses horse trams that were built recently but are styled similar to the originals.

It would be interesting to discover where the new system would recruit its volunteers since we have struggles at times to find enough for our operation.

Regards,
Roger Salen

(Addressed to the Secretary)

Dear Peter,
Thankyou on behalf of my family and myself for your kind words of sympathy. Ben loved going to the Ballarat Tram Museum on our infrequent visits to Victoria, and indeed I enjoyed the Botanical Gardens and the lake while he did so.

The past 10 months have been a dreadful time, but we have many happy memories to draw on.

Yours Sincerely,
Megan Parle

At The Depot

The repainting of No. 28 is nearing completion. The overhaul of No. 27's truck is proceeding apace, with the baking and dipping of the armatures complete. Work on the brake hangers rebuild has also been completed. Work on No. 8's lighting circuits is continuing – a bigger job than we first thought.

Council Agenda Item on City Tramway Continued.

The following motion was adopted by Council:

1. Taking into consideration results from the public consultation process, Council receives and recognises the findings in the attached Ballarat Heritage Trams Study as part of a long-term vision for tourism and development opportunities for Ballarat.
 2. That Council endorses Ballarat Tourism's endeavours to pursue all project-funding opportunities.
 3. The Ballarat Tourism Board be asked to further investigate short to medium term tourist transport issues.
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8. Fares Please!

Editor Changeover

Well, finally a changeover in Editors in *Fares Please!* Hopefully no more dropped lines in the printing press and earlier publication. After many years, Warren Doubleday has passed on the job to Simon Green. Warren started working on *Fares Please!* in about early 1986 when assisting with the printing etc. A couple of years later he was doing the whole job except the physical enveloping and posting. Over Warren's time, production has advanced from electric typewriters, dot matrix printers, photo reductions, laser printers, fax machines, e-mails and in the last couple of years, lots of photos many taken with a digital camera. The change in technology is quite staggering, when you consider that in 1971, *Fares Please!* was produced on a hand-operated Gestetner, using manual typewriters and waxed stencils. The one person who has had ongoing involvement through all the years of *Fares Please!* is Richard Gilbert, who continues to check and proof read and provide some input.

2002 COTMA Conference

The 2002 COTMA Conference, this year held in Rockhampton and Brisbane, was a complete success and thoroughly enjoyed by all delegates. The BTM was well represented, with four board members attending.

After 14 years, Carolyn Dean has retired as Treasurer of the Council of Tramway Museums of Australasia. During the formal Dinner in Brisbane, Carolyn was presented with a plaque acknowledging her achievement. Commencing with the 2000 Conference, COTMA introduced an awards system to recognise the many and varied projects undertaken by the member museums. The BTM received an award for the marketing project for the Gold Tram, temporarily on lease from Bendigo.

At the conference, Warren Doubleday was elected as Chairman, and Rod Atkins as Assistant Executive Officer.

Membership

We welcome the following new member:

No. 740 Mr. Michael Foley
of North Balwyn

CHHA Expo

The Central Highlands Historical Association Family History Expo will be held on Saturday/Sunday 5/6th October. This is the major event during the Ballarat *History Alive 2002* event. The Expo will be held at the Australia Catholic University – Acquina Campus, 1200 Mair St. Ballarat. Plenty of other events are being held during the weekend.

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

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