

FARES PLEASE!

November 2002

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Annual General Meeting

This year the Annual General Meeting was held on Sunday 27th October in the familiar surrounds of the Ballarat Tram Museum Depot. The meeting was very well attended by members, their families and friends.

For the first time since 1985 an election was held, this time for the position of Vice-President. Garry Wood was elected to the position of Vice-President. John Phillips has moved to Ordinary Board Member and Alastair Reither has retired from the Board. Since becoming a tram driver in Melbourne Alastair has found it increasingly difficult to find enough time although he is still spending every spare moment around the Depot in Ballarat. Garry's return to the Board after an absence of thirteen years is most welcome.

Following the conclusion of the AGM, the traditional tram ride was made with the re-launch of tram number 28 to service after a 6 year absence due to a

full rebuild, overhaul and repaint. Thankfully the forecasted showers held off during the ride.

The group then returned to the depot to partake in the customary sumptuous afternoon tea.

Springfest

Sunday 3rd November saw the annual "Springfest" celebration. Again market stalls could be found right around Lake Wendouree. This year it was organised by the Ballarat Rotary Club after having been run by the Ballarat and Clarendon College since its inception in 1996. A "W" Class day was declared and trams W3 661 and W4 671 performed the role for which they were designed, namely carrying commuters.

609 passengers travelled on the day. This was the third best result, and very rewarding when the Museum is competing with a free ten minute shuttle bus service.

Ballarat Tramways News

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Conserving No. 28

When the BTPS acquired No. 28 in 1971 following the closure of the Ballarat system, it was in a damaged condition as shown on page 5 of this issue of *Fares Please!* The BTPS returned the tram to service in 1978 after repairs and repainting into the early 1950's SEC colour scheme. The tram remained with a damaged timber member in the underframe, which gave it a distorted appearance when viewed from No. 2 end and had thin wheel flanges. The tram received limited running due to its thin flanges and was restricted to series speed.

The BTM's 1995 Fleet Conservation Policy recommended that this tram be reconstructed to the transition car body (door entry arrangements) between No. 26 and 27, i.e. from an open California combination to becoming an enclosed tramcar) and painted in the ESCo colours. The car body has not been fully reconstructed back to this phase, as it would have narrow doorways. Some other changes have not been made, such as the removal of car windscreen wipers.

The tram was withdrawn from service in April 1996, with its last driver being Frank Puls on 1/3/1996. It was lifted about a year later and work commenced on replacing the damaged timber underframe member. The car was lowered and it was determined that only about half the distortion had been removed. The remainder was tracked back to problems in the axle boxes, which could be removed when the truck was being rebuilt.

In the meantime, works on preparing the tram for repainting were underway, with the windows removed and the driver's dash panel sheet at No. 2 end replaced. This steel sheet was not renewed during the 1977 work, but panel beaten. The scars of the April 1971 collision were still apparent.

In 1998, the tram was lifted again. The 21E truck was fully dismantled and the wheels sent to the AETM Adelaide Museum to be turned so as to gain proper flanges. The wheels were received back in June 1999 and the truck rebuilding began in earnest. In the meantime, bodywork was being undertaken, including heavy repairs to the roof canvas and the edge beading to the roof.

While all this was happening, one of No. 13's motors blew. One of No. 28's motors was fitted to 13 to keep it going and the defective armature sent away for repairs and the motor rebuilt. At the same time, No. 33 had a defective armature as well. We were starting to run short of single truckers.

By March 2000, the truck repairs had been completed and it was tested in Wendouree Parade. The car was soon lowered and ran in the depot confines under power. Interior work then gained apace. The floors in both drop ends were covered with heavy gauge plywood. Panel preparation continued as well as interior repainting. Work had progressed sufficiently for the tram to be tested in the Parade during June 2002.

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Spring Has Sprung In Ballarat

Driving a vintage tram in Wendouree Parade is a fun thing to do, well most of the time. On a cold wet day in winter (yes we do have some of them even in Ballarat!) it can get a bit depressing. There is no one about, the trees are bare, my hands are almost frozen to the control handles, ho hum, the day drags on. Has my watch stopped or is it really still that early? Then, in late September and early October: what is that strange light in the sky? Where is the rain? Perhaps I don't need a jacket on. The fine old trees in the gardens have leaves tentatively peeking out into the world. Yes, it's SPRING! There are people about again; some even decide to celebrate with a ride on a well-preserved old tram, manned (or should that be "personed"?) by a well-preserved crew. Proud parents appear with their new babies following them across the road,



No.33 sits alongside the new "interloper" at Depot Junction as the its crew pause for refreshments. Photo: Roger Salen

ignoring the traffic, both rubber and steel tyred. Better let them cross, after all, swans do have the right of way.

Imagine my horror when, with happy thoughts of the above, I arrived for my shift in early October to see a tram in Wendouree Parade. The Depot was not open, but there it was: a rival tram! It's the end of civilisation as we know it! As I drew closer I realised that what I saw was the ice cream van at Depot Junction. Last season it had been sold, and the new owner had remodelled it to take on a tram theme. "What a cheek" I thought. But then, if he is sympathetic to trams, maybe he will be equally sympathetic to Tram Depot staff and crews. The thought of a long, hot summer is beginning to seem a whole lot better.

Until next time, this is your correspondent at the front, A.T.D.

At the Depot

Work on No. 27's truck continues. The truck has been fully assembled and painted, except for the motors. The brake rigging has been completely rebuilt. The spring post assembly, the part that joins the truck to the body has been removed so to fit new spring posts. The new motor suspension bearing castings have been sent away to be turned to the required size. In the meantime, the motor leads are being checked and renewed as needed prior to the armatures being refitted. Other works has been revarnishing the interiors of 13 and 18, fixing minor problems in No. 28 and getting the trams ready for the Christmas period.

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No's. 40 and 28 appear from the old SEC depot while BTPS members have a work party to remove rail from the depot fan. Note the overhead wire has already been dismantled by the SEC. 27/2/72. Photo: N.J. Simons collection.



Thirty years later 40 and 28 strike a similar pose just prior to its first official duty in carrying members after the completion of the Annual General Meeting. No. 40 still retains its SEC paint – yet to be repainted by the Museum. 27/10/02 Photo: Carolyn

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Above: No's. 26 and 28 sit in the sunshine outside the BTM depot.
27/10/02 Photo: Carolyn Dean.

Right: No.28 returning to the depot under its own power after its collision with a semi-trailer at the intersection of Princes and Victoria Streets on 1/4/71. The estimated damage to the tram at the time was \$200-\$300. The Museum acquired No.28 in this condition, and for many years it still had a damaged underframe. As part of its major overhaul, the underframe has been repaired.
Photo: *The Ballarat Courier* – 2/4/71 issue.



G. Fares Please!

Public Liability Insurance

The State Government has agreed to indemnify all 22 accredited heritage railway operators in Victoria if they are unable to obtain insurance acceptable to the Government. This welcome move should allay fears that any rail-based museum will be forced to cease operation. It is intended that from 30th June 2003 a single cover will be arranged for all operators.

Association of Tourist Railways

The Museum has been accepted as a member of the Association of Tourist Railways. This organisation is seen by the Museum as the most appropriate body to represent Victorian museums when dealing with state issues. Our commitment to the aims and ideals of COTMA remains as strong as ever but as it is an Australasian organisation it has never been its role to represent museums at the local level.

Vale Adrian Kiely

The Museum was greatly saddened by the passing of former member Adrian Kiely who was tragically killed along with Ian Pettersen and Adam Gunning in the collision of the Steamrail special with a B double truck near Benalla on Sunday 13th October 2002. Our thoughts are with Adrian's family and friends.

Bungaree

The Museum residence on our 5 acre property at Bungaree is always available for our members, their families and friends to stay at any time of the year. The 4-bedroom house is currently undergoing extensive renovations, with a new bathroom, kitchen area and extra bedroom already refurbished. It is fully furnished, and is equipped with a TV, electric hot water and stove/oven amongst other amenities. Given its close proximity to Ballarat (10 minutes), Daylesford (30 minutes), Melbourne and Geelong (one hour) and Bendigo (90 minutes), it is the perfect location for you to enjoy the peace and quiet of the countryside (except for the occasional rumble of a train passing through!) Rates commence from \$10 per person per night. Please ring Richard Gilbert on (03) 95808270 for further details and bookings.

New Members

The Museum welcomes the following new members:

No 742 Roger Harrington of
East Melbourne

No 743 Greg Histen of Ballarat

No 744 Trevor Dennhardt of
Mount Lawley WA

Letter to the Editor

Dear Editor,

At the COTMA Conference held at Rockhampton and Brisbane, this last July 2002, I stepped aside as Chairman of COTMA after some 18 years on its executive as Executive Officer, then Deputy Chairman, and the last 2 years as Chairman.

I need to take this opportunity to thank wholeheartedly my many fellow BTM (BTPS) members who have been so enormously supportive to COTMA and to me during that time.

Particularly I wish to thank Carolyn Dean for her many excellent years as COTMA Treasurer and as host for our Operations Committee Meetings, Allan Harnwell as the inaugural Treasurer, Richard Gilbert and Craig Tooke for their periods as Executive Officer, John Phillips for his constant support on the Operations Committee, Warren Doubleday for his ready help at Conferences and in legal and insurance matters and Campbell Duncan as current Legal Officer. I would also wish to thank Dave Macartney, Stephen Butler, Peter Winspur, the late Bill Jessup, and many, many others who have helped to make my task so enjoyable and COTMA so successful.

Warren Doubleday is new Chairman of COTMA and Craig Tooke continues as Executive Officer. It is great that the

BTM will continue to be a major driving force in COTMA. Lindsay Richardson is the new Treasurer, and although Craig and Lindsay are best known for their work at MTPA and PETS respectively, both are BTM members. John Phillips is now Spare Parts Officer. I wish them all success and enjoyment in their dedicated labour. For me, it is my turn to support them, from the armchair of Immediate Past Chairman.

Thanks all.
Bill Kingsley

Conserving No. 28 continued.

The final painting did not take that long to complete. When the lining was applied, identical to that of No. 26, the tram began to look complete. The final steps were the painting of the tram car numbers and the completion of the interior varnishing. A couple of test trips identified some minor jobs and these were done to enable the tram to be formally driven by Frank Puls during the BTM's 2002 AGM.

Since then, the tram has running in regular service. As usual, a couple of minor problems have been found. These are being attended to by the depot staff.

Thanks to all those who have worked on the tram over the years. While it took some to achieve, it had to be done while many other tasks were underway. It is an excellent addition to our running fleet.

8.. Fares Please!



For many years Myer Department Stores sponsored the painting of a tram in Ballarat and Bendigo in a Christmas theme. Ballarat No 21 sits within the SEC depot grounds. The tram has been decorated as a showboat, with a paddle wheel, waves and the side windows covered to resemble portholes. 16/11/68 Photo: Bob Prentice

The Board, staff and volunteers of the Ballarat Tramway Museum wish our members, their families and friends a merry Christmas and a happy new year for 2003.

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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