

FARES PLEASE!

November 2003

Ballarat Trams are Ballarat History

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Museum Accreditation Program
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No. 18 at the Lydiard Street North terminus, prior to departing for Sebastopol. The tram was painted gold to celebrate the one hundred-year anniversary of discovery of gold in the Sebastopol region. Picture taken in 1964. TMSV PHOTO, BTM ARCHIVES

Springfest

The Annual Springfest Festival was held on Sunday, 2nd November. This occasion is only topped by attendances at the Begonia Festival. This festival is important to our budgeted income and we carried a just over 700 passengers.

For this event Lake Wendouree is ringed by street stalls for its 7 kilometre circumference and the public often run out of energy approaching our tram terminus. They settle down for recovery as they journey along our line. Thanks to all our Members who assisted on this busy day.

Ballarat Tramways News

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Opening of the Prisoner Of War Memorial

Stephen Butler and Richard Gilbert attended a meeting on Friday 14th November at the Robert Clarke centre, in the Gardens, with Ian Rossiter representing traffic issues in the Gardens and Ted Downes representing the RSL.

The feeling from the RSL is that a crowd of between 2,000 and 5,000 people will be present at the dedication of the Memorial in February. Buses will travel from around Australia to the Gardens, there is a car parking area set aside for invited guests and those who turn up to show interest and take part also need to be accommodated. The reason for the meeting was to discuss our involvement as a people mover for the occasion. We needed to go through the issues such as the number of people that could be practically be carried on the trams in the time available, road traffic management issues, the cost of providing such a service and our ability to run a certain number of trams. We offered to provide a service and will now work on the detail of the plan as more information is developed.

Correction

The photograph of Garry Wood removing the telephone box off the pole on Wendouree Parade (September 2003 *Fares Please!* was credited to Roger Salen. It was in fact taken by Austin Brehaut. My apologies Austin! - Ed.

At The Workshop

No. 27 was finally completed after a couple of false starts due to air leaks and wiring matters and was officially re-launched at the AGM. Since then it has run in regular service on a number of days and so far has performed flawlessly.

Something about the completion of a project seems to inspire everyone to get on with the next one so about two weeks after No. 27 left the workshop, No. 40 was moved in and prepared for lifting to remove the trucks. Long time members will recall that No. 40 has had several visits to the workshop and may be surprised that it is being lifted yet again. This visit was brought on by an excessive amount of gear noise that can be heard when the tram is in service and it was thought initially that the motors and gears may have been transposed during previous works. The body was lifted on the same day it entered the workshop, the following week the trucks were removed and the body lowered again onto large blocks to support it and prevent further sagging which had occurred during previous lifts. The number two end motor has already been removed from its truck and dismantled with the armature currently being prepared for transport to Melbourne to undergo re-insulation and balancing. As part of this work it has been discovered that the armature bearings are heavily worn and may in fact be the source of the gear noise we are seeking to correct. Work has already commenced on assessing the body in preparation for an overhaul and repaint once the mechanical works have been completed.

Prisoner Of War Memorial

As part of the now well advanced Prisoner Of War Memorial that is being constructed near the Carlton Street terminus, the museum was approached some months ago regarding the possibility of moving one of the poles that supports the span wires for our tramway overhead. It turned out that one of our poles was to end up directly in the middle of the entrance to the new memorial, not a very desirable situation at all. We agreed to perform the works if the cost of supplying and installing a pole were borne by the memorial project and so after a wait of some months a new (good second hand) pole was duly installed some 20 metres to the north of the original one.

On Monday 17th November five members reported to the depot to undertake the task of reworking the overhead at this location to allow the old pole to be removed. The overhead in question performs the fairly simple task of guiding the trolley wire around a slight curve as the line approaches Carlton Street. We decided to use a simple arrangement of a single span running from the new pole along with an additional span from an existing pole opposite the terminus with three pull-offs and a short length of backbone between.

The day went remarkably smoothly and even allowing for the charter that was run during lunchtime and the seemingly endless flow of traffic through the gardens the job was completed and tested by around 6.00p.m. with everyone involved happy with a job well done.

Thanks to Alastair, Alan, Andrew, Garry and Richard for their efforts on the day, an extra thanks to Andrew Cox whose skills as a linesman proved invaluable in completing the job.

While this work was being undertaken, it was interesting to note just how many people stopped to look at the memorial even before it is complete, it may well turn out to be a significant source of visitors to the gardens in future and more potential visitors to our tramway.

Many Happy Returns

Another milestone was reached on Sunday 2nd November when No. 18 celebrated its ninetieth birthday. Built in by Duncan & Fraser in Adelaide and entering service on 2nd November 1913, it was originally Prahran & Malvern Tramways Trust No.63. Eleven day-old No. 63 took part in the official opening of the Elsternwick Road tram route (see photo on page 5). In 1919 the tram was taken over by the M.M.T.B. becoming 'H' class No. 63.

After being sold to the S.E.C. in 1931, H class No. 63 became No.18 and ran in Ballarat until closure of the that system in 1971. No.18 was then transferred to the ownership of the Borough of Sebastopol and was on display in Victory Park in Sebastopol until it was leased to the B.T.P.S. in 1982. It was repainted in the 1960's livery, returned to service and has formed part of the backbone of our fleet.

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Above: Andrew Cox, Garry Wood and Alastair Reither making up an overhead component for the span wire relocation.

Below: The former span wire pole standing at the entrance footpath to the Ex-Prisoner Of War Memorial. Monday 17/11/03. **BOTH PHOTOS RICHARD GILBERT**



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Right: Nearly fifty-three years separates the Museum's second oldest non-driving conductor Austin Brehaut from newly-graduated and youngest conductor Sam Boon who celebrated his sixteenth birthday on August 30th. They are pictured at the Depot as Sam prepared to take out No. 13 on his first day as a full conductor.

AUSTIN BREHAUT COLLECTION

Below: Eleven day-old No. 63 (second tram from left) is seen here on the opening day of the Elsternwick Road tram line on 13/11/13. This tram was to later become Ballarat No. 18, which has recently celebrated its ninetieth birthday. See news item on page 3. **BTM ARCHIVES**



G. Fares Please!

Money! Money! Money!

One of the less obvious but significant sidelights of our Tramway operation is the interest shown by the use of pre-decimal currency values (1/- and 6d) on our tickets.

People of more tender years (especially those under 30) are fascinated not only by what the denominations are, but by the conversion rates, but in the relative values of money over the years. Your writer (who, believe it or not, *is* younger, just, than car W4 671) has often spent time during the long journeys along Wendouree Parade explaining to children what 6d would have bought in his childhood days (pre- and during WWII). A loaf of bread for the equivalent of 5c! An ice cream for 2c! A children's tram ride into the city for about 1c (1½d)! Gee!

A not uncommon remark too by some of our senior travellers is: "I gave you £1 (\$2) for my fare—where's my 19 shillings change!"

So it's not just a case of the time-honoured: "Excuse me, but what makes the tram go?" or "What's that (the bell cord) for? or "Is that the steering wheel (hand-brake)?" Or even, "What's the best place to eat in Ballarat?"

Our Museum certainly forms a significant and valuable part of Ballarat's tourist and tramway history but also makes its contribution in some small way to the social history of the 20th century. — APB

Managing The Herd

The Friesian cows, that graze from time to time on our property at Bungaree are good for keeping the grass down, but can often demolish anything in their way. The two Telstra Inspection posts along our entrance way fell pray to their back scratching whereupon our telephone line became

unserviceable as the pillars were crushed to the ground. Telstra responded quickly in having the Linesman repair the fault by standing the pillars up, rejoining the wires and binding the whole crumpled arrangement with electrical tape. This at least got the service working again.

The Construction Section of Telstra was next to attend, following up our report to them, and decided to replace the pillars with two pits. This was duly completed a week later and we have an excellent quality telephone service and the cattle can rummage around with interfering with it. Internet communication is also handled over this line as one of our members is residing at Bungaree house for some months. This magazine has in fact been transmitted over the line in the course of it being prepared.

Membership

The Museum would like to welcome the following new members:

No. 751 Wilhelmus Van Lammeren of Portland.

Odd Spot

The whole family got on the tram, but Mum seemed most interested in the workings. She was standing alongside me watching what I was doing (hey, maybe it wasn't the *tram* she was interested in!). Anyway as we approached the turn into the loop I dutifully braked until almost on the points at which point (ho ho!) I released the brake, the air making a loud hiss. At that instant the tram lurched to the left to enter the loop. "So that's the lever to work the points, I always wondered how you did it." said Mum pointing to the brake lever. Do you think I should have enlightened her?

Your correspondent at the front,
ATD

Ballarat Observations of the 1950's - From The Notes Of Wal Jack compiled by Dave Macartney

The *Music For The People* concert in the Gardens on 14th March 1948 saw twelve extra trams running the Gardens routes between 2 and 4p.m. as well as the normal cars. All crossing loops were in use, including the parking loop in the Gardens. At one stage a three-minute headway was in operation.

Heavy traffic on the View Point line for some unexplained reason in early 1948 required the use of five trams instead of the usual one. This resulted in Lake View Loop being used and staff working reintroduced for the first time in many years. The View Point line was the only one that was never equipped with colour light signals.

No. 38 entered service on 26th October 1951.

On Sunday 21st October 1951 the outer rail of the curve from Main Road into Barkly Street was renewed. No. 25 was placed on the Mount Pleasant side of the curve before work began and provided a shuttle service until the work was completed at 3.30p.m. No. 35 was the first tram over the new length of 96-pound rail.

Power cuts in early 1951 saw the View Point service suspended from 19th February, though over the Easter period it was reinstated, and actually ran through to the Gardens.

On 19th June 1951, the diamond crossing between the Up Sebastopol and Down Drummond Street North lines at Hospital Corner was renewed. During the work, Up Sebastopol trams ran straight across Sturt Street then reversed towards the City while Down Drummond Street North turned left then ran back across the straight track.

The statewide power cuts eased on 18th June 1951 and a twenty-minute service resumed after some months of a thirty-minute base service. On 1st July 1951 the fare to the Gardens went up to 5d, while the fare to Sebastopol rose to 6d. On Sundays and holidays all fares were subject to a 1d surcharge. Seventy feet of track had been laid through the back of the Depot into the yard due to the arrival of the bogie cars.

In early 1953 seven bogie cars were required to move 600 Geelong waterside workers from the railway station to the Gardens for their annual picnic. About the same time No. 40 appeared in traffic sporting a silver roof and trolley poles. This was an experimental weather-resisting compound that was being tried out.

In early 1955 three trams were said to be ready for scrapping; No. 16 stored behind the depot, No. 37 with extensive accident damage and either No. 24 or No. 27, both with accident damage.

The bridge on the Mount Pleasant line was renewed in early 1955. This resulted in one tram being isolated on the far side for seventeen days until the track was replaced.

A visit to the Depot in mid 1955 revealed;

- No. 16 out the back looking forlorn, but still officially in reserve,
- No. 19 getting extensive apron repairs,
- No. 24 the damaged cabin removed, but not officially written off,
- No. 27 back in service,
- No. 28 now fitted with a Sewell truck No. 37 stripped and one cabin missing, to be disposed off.

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*The Board, Staff
and Volunteers of
the Ballarat
Tramway Museum
wish our Members a
Merry Christmas
and a Happy New
Year.*



Above: "Santa" takes to the controls of the Christmas Tram (No. 45). Sunday 23/12/01. BTM ARCHIVES

Left: No. 17 sits at the Mount Pleasant terminus showing Christmas advertising for the Bridge Street Traders Association. Photographed in 1967. TRAVIS JEFFERY, BTM ARCHIVES

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