

FARES PLEASE!

January 2004

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Ballarat Begonia Festival 2004

The Ballarat Begonia Festival is Victoria's premier provincial celebration of lifestyle and gardening. The 2004 Festival will be held from Thursday 4 March to Monday 8 March (Labor Day).

There are several changes this year to the 'standard' festival we have known in the past few years. Firstly it runs for 5 days only and the parade will be held in Sturt Street on Saturday 6th March.

The main change we will see on an operational level is, that after negotiations with the Festival director, Barbara Chalkley, a FREE tram service will be offered to all people attending the Festival. How can we do this you may ask? Well a sponsor has been sourced and will cover the cost of the expected fares.

The sponsor is ALSTOM and appropriate signage will be placed on the trams to advertise *The ALSTOM Free Tram*.

The Museum is committed to operate at least two trams from 9:30 am to 6:30 pm every day of the Festival, and most likely more on the long weekend. We will need between seven and twelve people each day to run the service. This is a first for us and

will require the most intensive service ever to be provided. It is also imperative that we deliver a superb service and every available traffic staff member is asked to assist. Not only are tram crews required but anyone who is available to attend the museum and assist around the Depot would be more than welcome.

If you are available to assist please contact the Roster Clerk via the Depot on 5334 1580.

The web site for the Festival is www.ballaratbegoniafestival.com

2004 COTMA Conference

The 2004 COTMA conference is to be held in Auckland during June 2004 is a joint event between COTMA and FRONZ (Federation of Railways of New Zealand). A very comprehensive conference is planned with site visits to the various rail and tramway museums. The Conference begins on the evening of Friday 4th June and finishes on Tuesday 8th June.

Following the end of the Conference, a comprehensive post Conference tour is planned visiting Wellington and with optional trip extensions to Christchurch and Dunedin.

Ballarat Tramways News

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Traffic

CHRISTMAS DAY

The tramway again operated on Christmas Day, this time because of the generosity of Frank Puls who gave up his day. Fifty-seven people enjoyed a tram ride during the afternoon. Thank you Frank.

PATRONAGE

Patronage during the last six months of 2003 was disappointing with 1,058 fewer passengers than during the previous year. There have been several years worse than this, but when the weather is poor as it was so often during the school holidays and during October, there is little we can do if there are few visitors to the gardens. Since Christmas, patronage has been quite good as the weather has remained for the most part mild and sunny.

Public Liability Insurance

The State Government has agreed to extend the Deed of Indemnity for the whole of 2004 as heritage operators continue to seek cover from the insurance industry. Operators are grateful that the Victorian government has recognised the ongoing difficulties in the industry and that it is prepared to continue to ensure that they operate.

New Members

The Museum would like to welcome the following new members:

No. 752 Michael Quinton of Clayton

No. 753 Merle Clowes of Smeaton

Lake Pavillion Restaurant

On 5 December 2003 the creditors of the Company which operated the Lake Pavilion Restaurant agreed to place it in liquidation. For many years the Museum has combined with Lake Pavilion to offer drinks and savories on special trams running through the Gardens usually before dinner was served at the restaurant. The Museum has always provided the service in good faith and billed the restaurant later. Unfortunately, like for so many other creditors, our last few accounts were never settled and the Museum is several hundred dollars out of pocket. We will now be forced to consider insisting on prepayment or payment on the day for all future special trams.

Annual Safety Audit

Trisha Brett, from the Safety Branch of the Department of Infrastructure, conducted our annual external Safety Audit on 17 January 2004. Two minor observations were made in relation to our paper trail in the signing off of work in the maintenance department. The Museum continues to do at least two internal audits each year and our internal auditor, Greg Rodgers, has also continued to pick up minor points of detail. Overall, our Safety Management System has now proved to be operating very well and we have demonstrated a commitment to its continued refinement.

In the Workshop

As is the custom for the Christmas and January period, 7 day a week running keeps the workshop busy with the many routine jobs required to provide as many operational trams as possible. This period also corresponds with the time when many regular contributors take a couple of weeks of well earned rest and relaxation to refresh themselves for the year ahead.

The armature from the number 2 end motor of No. 40 was delivered to the contractors in Melbourne just prior to the end of the year, it is hoped this work will be completed by sometime in February. In the meantime work has begun on stripping down the motor case to repair any damage to the field coils or wiring. No. 13 is currently out of service to allow a minor electrical fault in one of the controllers to be corrected and No. 45 has had considerable attention to its axle bearings after one of them ran hot early in January. No damage was done to the bearing and it appears that the problem was mainly related to loss of lubrication due to deterioration of the wool packing in the bearing.

Following a dewirement in Wendouree Parade the trolley pole on No. 33 suffered damage and has been replaced with a spare. At the time of writing the preparation work on the repainting of scrubber No. 8 is nearing completion with the first of the top coat due to be applied very soon.

Since it is a new year it is appropriate to say thank you to all of the members who have contributed to workshop activities during the past year and to invite all members to come and get involved in the important task of maintaining and restoring our fleet of trams.

Vale

Ida Kingsley

The Museum was saddened to hear of the passing of Mrs. Ida Kingsley on Christmas Day, 2003. Ida, the Mother of long-standing member Bill Kingsley, was a cheery person who willingly accommodated the many messages and phone calls made to Bill at home. Having herself joined as a member of the Museum in August 1976 (No. 464), Ida travelled to Ballarat many times to be with us on operating days to support Bill's involvement over the past thirty years.

Representatives of our Museum attended the funeral at the Fawkner Cemetery which was conducted by BTM member Reverend Lewis Nyman. Bill spoke fondly of life with his Mother and his great interest in transport which evolved from Ida not obtaining her driver's licence until later in life, resulting in them being dependent on public transport for their many travels around Melbourne's suburbs.

Our sympathies and thoughts go out to Bill and his extended family.

4. Fares Please!



Above: Interior of No. 39 showing the conductor collecting a fare. The tram interior has been given an *artic green and partisan tan* paint finish. Photo taken in 1961.

TRAVIS JEFFERY, BTM ARCHIVES

Below: No. 39 heading south along Lydiard Street about to cross the railway line. The Provincial Hotel, Ballarat B signal box and an Austin(?) motor car complete the scene. 24/3/62



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Above: No. 32 in Ripon Street passing the powerhouse. Compare with the ESCo era photo printed in the March 2003 issue of *Fares Please!* 13/1/60

Below: No. 38 in Sturt Street at the Lydiard Street intersection, during the transition period of having its dash canopy lights fitted. In the background is the Mutual Life and Commonwealth Bank Buildings. 26/12/60 **THREE PHOTOS - WAL JACK, BTM ARCHIVES**



G. Fares Please!

Ballarat Observations From The Notes Of Wally Jack Supplied by Dave Macartney

Continued from November 2003 Fares Please!

In the 1958/59 financial year the Ballarat system carried 3,874,747 passengers, but lost 81,926 pounds in doing it. Unrealistically low fares were pointed out as a reason, as a journey costing 7d. in Ballarat would cost 1/6 in Melbourne.

The two loops in Sturt Street West were altered to permit inbound trams to use the straight track from 16th January, 1961.

Dash canopy lighting came to the Ballarat trams from 18th June, 1961.

No. 28 was repainted, returning to service in mid January, 1962. On 4th January No. 37 derailed while turning from Macarthur Street into Wendouree Parade and side-swiped a pole with the centre section. It was back in service on 9th February.

Throughout 1962 meetings were held in Ballarat and Bendigo to fend off abandonment plans. The councils of Ballarat, Sebastopol, Bendigo and Eaglehawk were all opposed to the closure of the systems. The Ballarat meeting on 18th February, 1962 saw over 200 people in attendance. Letters appeared in the *Courier* from residents of Geelong and Sydney warning the locals not to be conned as they had been.

No. 31 returned to service from a repaint on 31st March, 1962, and No. 30 went in for the same treatment.

From 10th April, 1962 the Country Roads Board were resurfacing the southern side of Sturt Street. This entailed some interesting single line working as the work progressed, with westbound trams running wrong line from Grenville Street to Dawson Street at certain times, and between Dawson Street and Drummond Street at other times.

In mid 1962 the Adelaide Municipal Tramways Trust advised the Ballarat City Council that it had 56 trolleybuses surplus to requirements, complete with spare parts and extensive overhead fittings. Meanwhile, Mr. G.O. Reid, the Minister for Electrical Undertakings, said in the Legislative Assembly, in reply to a question by Mr. Tom Evans, Member for Ballarat North, that the X1 class trams from Footscray would be totally unsuitable for use in Ballarat, as they were of the rigid four wheel type, and only had a single door at each end. Obviously Mr. Reid had not visited the Footscray or Ballarat systems at any recent time, nor did Tom Evans challenge this nonsense.

In mid 1962 the Ballarat Historical Society pledged its support to the Save The Trams Committee. One member even went so far as to suggest that the Gardens route could be kept as a tourist attraction. (This would have to be George Netherway). In late 1962, despite threats of closure, bogie cars 34 to 37 and 41 received attention in the paint shops; while the Scrubber Car had the aprons repainted and was fitted with six outside lights on each side.

To be continued.

Cops For Kids by Dave O'Neill

The November 2003 *Cops For Kids* charter had arrived once again. For the fourth year in a row Ballarat has provided us with fine weather. This year it was the namely the 6-10 years age bracket, the group totaling sixty-four.

No. 40 was out of action so No. 671 was utilised. Along with our trusty Conductor Austin Brehaut we waited for the group's arrival.

As expected fifty-four kids (plus carers) make a bit of noise, but to see them all enjoy themselves on our tram is worth it. As all these kids were young, our W class tram was a new experience to them.

The numerous photo stops were held as usual. At the end of the trip a photo was presented to us of the previous year's visit. The parents of the young girl in the photo were quoted as saying that their daughter did nothing but talk about our tram for months.

The tram ran in over half an hour later than schedule. We then watched the overhead repair crew (*see November 2003 Fares Please!*) 'swiftly' return to work following their interruption due to our charter.

Health Standards for "Rail Safety Workers"

The new Code of Practice for health standards for people involved with the operation of rail vehicles became law in December and heritage operators are required to comply from 1st March 2004. At no time during the development of the new Code were the concerns of the Museum in regard to the volunteers who drive for the Museum acknowledged by those charged with its implementation.

All Part of the Service

Even in a Tramway Museum, as with regular public transport, lost property is one of the sideline issues that need to be managed. In the recent January school holiday period, a camera was noticed on the seat of No. 26 after the family had alighted and departed from the immediate area. The camera was duly recorded at the Depot and placed in the lost property box. At the end of the day the owners phoned realising they must have left the camera behind on the tram. An exchange of addresses made us aware that they lived in Melton (halfway between Melbourne and Ballarat). As some of our members were returning to Melbourne after the days running, the camera was duly returned to its owners that evening. They were so impressed at our prompt service, they mailed us a letter.

See Letters section, page 8 – Ed.

8. Fares Please!

Letters

Dear Sirs,

Please find enclosed a small donation of \$30 in appreciation for kindly returning our camera we mistakenly left on the tram on Friday 2nd January 2004.

We were very grateful to have received the camera and thank you all for your generosity, honesty and willingness to personally deliver it back to us.

As a family, we enjoyed our ride on the tram and will let everyone know of its existence.

Thanking you all again, you have restored our faith in fellow man!

Regards,

Michael and Christine Roberts.

See news item on page 7 – Ed.

Dear Simon,

Many thanks for the very interesting November 2003 edition of *Fares Please!* received today (wonder why I should find it so)?

May I please offer an amendment to your caption accompanying the photo of No. 18 in its Gold Sebastopol livery (Front page November 2003 *Fares Please!* – Ed). The event in fact that it commemorated would have been the Centenary of the formation of the Borough of Sebastopol in October 1864, following its separation, after some political manoeuvring, from the Buninyong municipal. It's highly unlikely that it would have related to gold, since the gold discoveries in Sebastopol were the consequence of the discoveries on the Ballarat field in 1851 and followed very soon after, though the Sebastopol workings

Ballarat field in 1851 and followed very soon after, though the Sebastopol workings were essentially quite extensive deep lead mining rather than alluvial.

However I suppose it was appropriate, given Sebastopol's mining history, to paint the tram gold for the occasion and perhaps this is where the mistake occurred.

Use this information as you wish, but I think the correction should be noted for historical accuracy and to satisfy a true dyed-in-the-wool Sebas-ite.

Thanks,

Regards,

Austin Brehaut

The editorial team thanks Austin for his letter, and encourages members to write in with anything that may help us keep our records historically accurate. – Ed.

2004 COTMA Conference

Continued from front page 1

Air fares to New Zealand are now very competitive. Members are invited to attend the Conference which is an excellent way to meet with other heritage railway and tramway workers.

Conference details will shortly be available on the FRONZ website; <http://www.railfed.org.nz/> or can be obtained through the BTM Secretary or from COTMA direct by writing to PO Box 61 Carlton South 3053, or by email through the Museum at btm@netconnect.com.au Post Conference tour details are available through the BTM Secretary, by both mail and e-mail.

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>
