

FARES PLEASE!

May 2004

Ballarat Trams are Ballarat History

Museum Accreditation Program

Museum Accreditation Program
Accredited Museum



The team from TGM show off their prize after winning the 2004 Tram Pull. This event raised \$6,000 for Rotary. No. 26 and 28 were used on this occasion.

STEPHEN BUTLER

2004 Tram Pull

The second annual Ballarat Rotary-Young Ambition "Tram Pull" was held on Sunday 2nd May 2004. The Museum was again happy to provide two trams for the event. This year Rotary raised approximately \$6,000 which was donated to the Dialysis Unit of the Ballarat Health Services. Red and cream trams 26 and 28 were lined up alongside each other at the north end of the loop and teams of ten competed through a series of heats to see which would be the first to pull a tram up the slight grade to the other end of the loop.

Even though Museum muscle man Paul Mong was part of the Spartan Gym team they were no match for the team from TGM who narrowly defeated Alstom to claim the perpetual trophy. Of course there were discussions among the teams as to whether the weight of one of the drivers compared with the other should be seen as a handicap. Meanwhile the drivers had private discussions as to whether one tram was actually heavier than the other. But at the end of the day sheer muscle power determined the winners. We are looking forward to participating in an even bigger event next year.

Ballarat Tramways News

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Traffic

PATRONAGE

April saw a slight decrease in patronage compared with 2003. Last year there was a visit by the Austin Car Club at which about 100 travelled and then Anzac Day was a record. This year still saw the most successful Easter for ten years and good school holiday patronage. With over 20,000 passengers by the end of April the 2003/2004 year has already exceeded every year since 1977/1978.

DRIVER TRAINING

Andrew Cox has commenced his driver training. We would be very happy if other members would consider training as drivers or even conductors as the burden continues to fall on a very few. Driving hour statistics have been collated for the first time and in 2003 only six drivers clocked up 70% of the kilometres travelled. Every one has seen their sixtieth birthday.

An Apology

The Secretary would like to apologise to new member Peter Perry. In the last issue of *Fares Please!* the Secretary managed to change his name to Peter Percy. He promises not to do it again.

Our Web Site

After a couple of months off-line, due to our previous host increasing the fees, we have relocated to another host. The site itself has also been totally re done by our Web Master, Andrew Cox and it looks great. Thanks Andrew. Don't forget to visit it at www.btm.org.au.

Strategic Planning Day

Saturday 3rd April, saw 16 of the Museum's active volunteers, spend the day at The Lodge, Moorabool Reservoir undertaking a Strategic Planning Day. The Lodge which is leased and maintained by the *Friends of Moorabool Reservoir*, is an excellent venue for such a day. The weather was just a little on the cold side, so the fire was kept going all day.

The day, co-ordinated by our Museum Services Manager, Warren Doubleday was very successful and exhausting. By the end of the day, the walls were covered with butchers paper, with many ideas and projects that are worthy of consideration coming out it. The Board at a special meeting on Saturday 22nd May will be reviewing the outcomes and determining what projects and ideas should be actioned and who will be responsible for carrying them out.

The next issue of *Fares Please!* will report on the outcomes of the day.

Membership Renewals

In early July, Members will receive their membership renewal. The membership fees remain the same as they were last year.

Your early renewal would be appreciated by the Membership Officer. Any donation you may wish to make at the same time to the Museum would be gratefully received. Donations \$2 and over are tax deductible.

Donations

Enclosed with this edition of *Fares Please!* are receipts for those who have donated during the year. The Museum is very grateful to those who have made a donation. Any further donations need to be in the hands of the Treasurer, Carolyn Dean by mid-June to enable her to process it by the end of the financial year. All donations over \$2 are tax deductible.

Wendouree Parade Resurfacing

During March the City of Ballarat contacted us regarding their intention to undertake an amount of road resurfacing in Wendouree Parade between and either side of our tram tracks. Those of you who have visited the museum in recent years will have no doubt noticed the declining state of some of the road surface which in places had risen several inches above the rail head. The intention was to resurface the road between the rails (the “5 foot” in railway parlance) and about 300mm either side from depot junction to Carlton St with smaller sections between depot junction and the Gardens Loop. You will remember of course that from Gardens Loop to St Aidans Drive the entire roadway was reconstructed last year.

This work has, at the time of writing, almost been completed and not only improves the appearance of our tramway enormously but also removes a potential hazard caused by the previously rough surface. Our thanks to Andrew Miller from the City of Ballarat for planning and organising this work.

In the Workshop

Although Ballarat is still receiving little or no rainfall due to the continuing drought, winter is certainly returning and the cold days now outnumber the warmer ones making works in the Museum workshop an exercise in keeping warm as much as getting any work done.

Preparation work on repainting of the remaining sections of scrubber No. 8 continues although paint can be slow drying when the temperature reaches single digits. All of the components of No. 40's motor have now returned to the depot and will shortly be assembled and tested; Alan Snowball has begun work on some items of brake rigging which need attention before the tram can be reunited with its trucks.

Peter Perry, a welcome new addition to the team has begun work on stripping and preparing various body and roof components from No. 40 now that the mechanical works are nearing completion. Work on a complete repaint of No. 40, the first since we acquired the tram in 1971, will get underway in earnest once it is down off the jacks and mobile again.

On the subject of paint, Nos. 33 and 40 are the only remaining trams in our fleet which still carry the original paintwork from their SEC ownership and we are keen to obtain the closest possible match for the traditional SEC green as we can. We intend approaching a number of Australian manufacturers to see if they may use their paint labs to assist us in matching both the unique colour and qualities of the original. If any members have contacts within the paint manufacturing industry, your assistance in providing an introduction would be most appreciated.

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Just because you're a visitor to our tramway doesn't mean you won't be put to work! Earning their keep at Bungaree following the 2004 Begonia Festival is John Shaw from Perth doing the vacuuming, and Bruce Worthington from Sydney attending to the dishes.

BOTH PHOTOS RICHARD GILBERT



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Above: The Moorabool Reservoir Lodge shown here in 1922 not long after construction. The BTM used this venue for our Strategic Planning Meeting.
 Below: A list of timbers harvested from the various plantations of the Water Board, used to build the Lodge in 1922. PHOTO AND DOCUMENT COURTESY OF FRIENDS OF MOORABOOL RESERVOIR

THE TIMBER IN THE BUNGALOW WAS GROWN AND CUT ON THE BALLARAT WATER RESERVES

THE VARIETIES ARE:—

NAME	HOW USED
OREGON PINE . . . (<i>Abies Douglasi</i>)	STUDS, JOISTS, RAFTERS.
CORSICAN PINE . . . (<i>Pinus Laricio</i>)	" " " OUTER BOARDING.
YELLOW PINE . . . (<i>Pinus Ponderosa</i>)	" " " " "
CALIFORNIAN PINE (<i>Pinus Insignis</i>)	FLOORING, OUTER BOARDING.
CYPRUS PINE . . . (<i>Cupressus Lawsoniana</i>)	VERANDAH FLOORING, CEILING (one room)
REDWOOD (<i>Sequoia Gigantica</i>)	UPPER WALL LINING (Large room)
POPLAR (<i>Nigra and Boliana</i>)	CEILINGS, UPPER WALL LININGS.
BLACKWOOD (<i>Acacia Melanoxylon</i>)	DADOES.

Date of Erection. 1922.

G. Fares Please!

A Further Lease Of Life - By Alan Bradley

Continued from Fares Please! March 2004

(f) What quantity of rail replacements would be necessary?

With regard to rail requirements, it is now considered desirable that 4,600 ft. of B.H.P. 80 lb. T Rail, together with the 30 lb. detachable check rail, would be required. This would be installed on the Mt. Pleasant route from Bridge St. to Barkly St. and incorporates three curves. The B.S.S. rail on the straight sections of this area are in excellent order and would be available for replacement of short sections where required to be used, and would be readily coupled to and would match the existing B.S.S. rail. Considerable sections of B.H.P. 80 lb. T. Rail were installed at reconstruction, and are in good order for many years to come.

Details of the examination of rails and rail groove depths are as follows:

[A detailed table listed every section of track in Ballarat. For the sake of brevity I have listed here only the sections in the Museum's track in the Gardens Reserve.]

Location	Rail groove depth	Rail type	Remarks
Gardens south	East rail 7/8", west rail 13/16"	BSS	Old rail
Gardens South Loop* to Nth. loop	East 7/8", west 13/16"	BHP	New rail
Gardens North Loop to Colpin Ave.	East 7/8", west 13/16"	BHP	New rail

(h) Details of specials work required, including points and crossings:

[A detailed table listed every section of special work in Ballarat. For the sake of brevity I have listed here only the sections in the Museum's track in the Gardens Reserve.]

Location	Type	Supply	Remarks
Gardens South Loop ⁴	8'6" L-RH	MMTB	Good order. Cast cross good.
Gardens North Loop	8'6" L-RH	MMTB	Good order. Cast cross good.

This report recommends the replacement of the old 4'0" points and the provision of case crosses in replacement of fabrications.

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Overhead Equipment:

(h) Quantity of Trolley Wire required:

An inspection of the trolley wire has been made, and it is estimated that renewals of wire will be encountered within fifteen years on the following sections. The estimated years of wear before renewal are also shown.

Location	Distance in feet	Wire required in feet	Estimated remaining life in years
Sturt St-Dawson to Drummond St (south side)	1,500	1,500	1
Sturt St-Dawson to Armstrong St (north side)	800	800	1
Lydiard St-Market to Sturt Sts	1,250	2,500	5
Victoria St-Humffray to Grenville Sts	1,500	3,000	5
Sebastopol-Rubicon to Sturt Sts	8,050	16,100	5
Mt Pleasant-Bridge to Barkly Sts	1,300	2,600	5
Sturt St-Drummond to Pleasant Sts (south side)	2,710	2,710	5
Gardens-Hamilton Ave-Lake-Ripon St	16,670	33,340	5 to 10
Drummond St North-Hospital to Parade	5,000	10,000	10
Sturt St West-north wire only Hamilton Ave to Pleasant St	4,000	4,000	10
Sturt St-Drummond to Pleasant Sts (north side)	2,710	2,710	10
Lydiard St-Market St to Cemetery	7,850	15,700	10
Sebastopol-Rubicon St to terminus	9,200	18,400	10
Mt Pleasant-Main St to terminus	5,240	10,480	12
Victoria St-Humffray St to terminus	5,540	11,080	12

Pole Replacements:

(i) Number of Pole Replacements necessary:

Inspection of poles has also been made, and an estimate made of the number of poles on each route which would in all probability have to be replaced. These are listed on each route under the dual classifications of Tramways for those poles only carrying tramway equipment, and Joint Poles where such are also used by the Distribution Division.

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A Further Lease Of Life

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Route	Tramways	Joint
Sebastopol	16	38
Wendouree Parade	16	36
Sturt St West	3	5
Lydiard St North	1	23
Ripon St	1	5
Sturt St	7	14
Mr Pleasant	2	25
Drummond St North	6	22

To be continued.



The BTM team take a break outside the Moorabool Reservoir Lodge during the successful Strategic Planning Day. Saturday 16/4/04. CAROLYN DEAN

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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