

FARES PLEASE!

September 2004

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Annual General Meeting

The meeting was held on Sunday, 3rd June at the Victorian Railways Institute hall, in Lydiard Street North. This was a handy venue as it is beside the railway station and some members came to Ballarat that day on the train. There were 25 members in attendance and the outgoing President; Richard Gilbert welcomed them all to this important meeting. Richard spoke on the need for people to experience the various positions on the Board and welcomed Stephen Butler as the incoming President. Richard said it was not a job he intended to 'hold for life' and others should have the experience. Stephen is well qualified in length of service to the museum and the various positions and responsibilities he has held. Richard said he would enjoy being a Vice President and there was still a lot he had to do for the museum. Bill Kingsley responded from the floor of the meeting with acclaim for the outgoing President which was greeted with acclamation.

In the list of apologies was Carolyn Dean, our Treasurer, who has recently had a medical operation and although in a good

recovery status she was not fully up to attending the meeting. We wish her well and in seeing her later that day it was seen she is well on the way to a full return. A noted attendee was Noel Forster, our Treasurer from the mid 1970's. It was a surprise to have Noel attend as he lives in Perth, but was visiting relatives in Ballarat appropriately at the time to come to our meeting. He was made most welcome.

Warren Doubleday used his skills at computer slide presentation and the members arriving at the hall were greeted with a continuous running slide show of the recent acquisition of slides from the Ben Parle estate. After the meeting Warren conducted a forum on the museum Collection Plan and it was a good meeting with interactive discussion amongst the members. The backdrop, behind the front table, was the display stands and computer generated backdrop posters we have been fortunate to gain as the result of a successful grant application to Museums Australia. These will be ideal for use at exhibitions.

Ballarat Tramways News

2.. Fares Please!

History Expo Success

The Central Highlands Historical Society held its annual History Expo over the weekend of Saturday 2nd/Sunday 3rd October. Richard Gilbert was asked by the Bungaree Historical Society, of which he is a member, to produce a display board detailing the railway history at Bungaree. The theme of the expo was 150 years - the Eureka Rebellion and the advent of railways. Richard prepared a board with photos sourced from our museum along with other collections. Our railway house, built in 1926, was featured along with the other two houses and station building, now removed. The exciting Bungaree contribution relative to the Eureka Rebellion was that the flagpole came from Bungaree. In another fact of history and the connection of the railway and Eureka story is that the railway from Warrenheip to Gordon, through Bungaree, was opened in 1879 by Peter Lalor, who had been the leader of the Eureka Rebellion. After the issue of the rebellion had settled he went on to be elected to the Victorian Parliament eventually becoming the Minister of Customs (prior to Federation in 1901). What a meteoric rise from villain to Parliamentarian, or, maybe they are one in the same. The big news is that the Bungaree Historical Society won first prize for the Best Exhibit. What a great way to finish a pleasant weekend.

In the Workshop

As the warmer months and longer days return, progress in the workshop begins to improve. The September school holidays provided only minimal extra maintenance demands with no major problems reported during the two weeks of continuous running.

The preparation of the body of No 40 for repainting has been progressing at quite a rapid pace since the last edition of Fares Please. It was decided after careful inspection of the existing paintwork that a much better overall finish would be achieved if all of the body panels were taken back to bare metal prior to painting, this will allow many small irregularities in the surface to be filled and sanded and eliminates the many cracks and bubbles that had formed in the paintwork throughout the years. At the time of writing more than half of one side has been completely stripped to bare wood and metal then sanded and primed ready for the next stage. Work is also progressing on repairing handrails, guttering and numerous other body fittings which were either broken or rusting.

As part of the overhaul of No 40 we set out to determine once and for all the cause of the banana like bend in the body and if possible take some corrective or remedial action to either improve the appearance of the tram or at very least prevent it from becoming any worse in future years. To date a good number of hours have been spent examining the various joints and beams that make up the main frame of the tram without yet uncovering anything definitive to report. However we were recently alerted to the existence of a series of photographs taken of No 40 during the mid 1950s which clearly show that for at least the last 50 years this bend has been present and appears to have become no worse in all that time. We hope that at some point photos will come to light that prove just how long this situation has existed and possibly what the origin of the problem actually was.

Recent Donations

The Museum was grateful to receive from Megan Parle of Sydney, slides and movies of the Ballarat tram system in the 1950's and early 1960's. The late Ben Parle was an active member of the Sydney Tramway Museum and their Membership Officer for many years. The Sydney Tramway Museum scanned many of the slides onto CD's which will enable them to be shown at the forthcoming AGM. Thanks to Martin Finch and Frank McQuade for their scanning work and to Greg Sutherland for transporting the items to Melbourne.

Received during mid September was an envelope of newspaper cuttings, mostly around the period of the closure of the Ballarat Tramways in 1971, but also some of No. 29 when it was decorated for the 1939 Ballarat Floral Festival. These cutting have photos of the tram we have not seen before. Included in the donation was a diary of a Driver undergoing training in 1909 and notes on the workings of the Ballarat tramway of the era.

BTM Receives Special Grant

The Museum recently received a grant of almost \$5,000 from Museums Australia *Building Better Regional Museums (BBRM)* Grants program. The 2004 *BBRM* Grants give financial assistance to regional museums and galleries for small projects that draw on recognised museum standards. *BBRM* is an initiative of Museums Australia (Victoria) funded through the Arts Victoria Regional Arts Infrastructure Fund.

The grant will enable the acquisition of a new laser printer/scanner/copy for the Archives room, a digital camera, large storage boxes, two portable display panel systems and a portable display banner, based on the Museum's marketing brochure. Purchase of the items is to be complete by mid November to enable a December acquittal return.

Participation in the Museums Accreditation Program (MAP) has enabled the BTM to participate in the program through the identification of needs to enable the documentation, storage of our collection and equipment to enable easier presentation of our collection at off site events and exhibitions. Our thanks to Museums Australia.

Planning for the Centenary Ballarat Electric Trams

August 2005 sees the centenary of Ballarat electric trams. Planning for the event is underway. One of the events will be the launch of Alan Bradley's book, *The Golden City and its Tramways*. Stay tuned for further news.

Vale

The Museum learned with sad regret that Elva, the mother of our long-serving member and depot cleaner Jacqui Smith passed away during September after a long illness. Our thoughts are with Jacqui, Daniel and family.

4..Fares Please!



Above and below: Two of our members were rewarded for achieving twenty five years active service to the museum. Andrew Mitchell (above) and John Phillips (below) receive their commemorative badges from outgoing President Richard Gilbert at the AGM on Sunday 3rd October 2004. **BOTH PHOTOS: WARREN DOUBLEDAY**



Fares Please! ..5



Above: As reported a very successful AGM was held at the Victorian Railways Institute hall in Ballarat. Here we see Garry Wood addressing the members with the Technical Services Manager report. Sunday 3rd October 2004. SIMON GREEN

Below: No. 26 negotiates the rugged terrain that was then typical of the Sebastopol line, seen here in Albert Street, Sebastopol soon after leaving the terminus heading for Lydiard Street North. Note the long grass and lack of houses. January 1954. BEN PARLE, BTM ARCHIVES



G. Fares Please!

A Further Lease Of Life – By Alan Bradley

Continued from Fares Please! May 2004.

Alterations & Additions:

(j) Are there any alterations or additions considered necessary?

No major alterations as to overhead layout and construction are considered necessary. It is, however, recommended that an extension of the Automatic Signal System by four sets would be justified for the extended term, the section concerned being;

- Pleasant St. to Parker St. loop
- Parker St. loop to Victoria Park loop
- Sturt St. to Victoria Avenue loop (View Point)
- Victoria Avenue loop to Macarthur St. (View Point)

Tramway Passengers:

(k) Approximate number of passengers carried annually on each tram route, and trips per week:

These have been estimated for each tram route as follows. An analysis was made during week ending 21st March, 1948, as to checks issued, weekly tickets sold, and scholars' tickets current in the period.

Weekly Tickets -

- Victoria St. route 16.958%
- Mt. Pleasant route 9.324%
- Drummond St. route 15.093%
- Sturt St. West route 17.424%
- View Point route 1.807%
- Sebastopol route 23.194%
- Lydiard St. route 16.2%
100.000%

Scholars' Tickets -

- Victoria St. route 13.58%
- Mt. Pleasant route 8.42%
- Drummond St. route 8.80%
- Sturt St. West route 35.02%
- View Point route 1.807%
- Sebastopol route 23.194%
- Lydiard St. route 10.30%
100.00%

Tourist Tickets -

Allocation on basis of one trip each of the Gardens routes and two trips on the other routes, with the exception of View Point.

Application of these percentages to the recorded passengers carried for the twelve months ending 31st December, 1947, shows as follows :-

Fares Please! ..7

Route	Checks	Weeklies	Scholars	Tourists	Total
Victoria St	430,600	170,520	50,176	22,368	673,664
Mt Pleasant	332,770	93,678	31,232	22,368	480,138
Drummond St North	675,928	151,788	32,768	11,184	871,668
Sturt St West	800,263	175,236	129,024	11,184	1,115,707
View Point	81,678	18,180	2,560	0	102,418
Sebastopol	843,938	318,588	85,506	22,368	1,270,400
Lydiard St North	607,906	162,924	37,888	22,368	831,086
TOTAL	3,773,083	1,091,004	369,154	111,840	5,345,081

Trips per week :

- Victoria St. route
326
- Mt. Pleasant route
320
- Drummond St. route
463
- Sturt St. West route
328
- Sebastopol route
398
- Lydiard St. route
480
- View Point route
87

Estimates supplied to the Town Clerk by the bus operators are as follows:

- Brown Hill route (3 buses)
3,800 per week
- Mt Pleasant route
1,250 per week
- Black Hill route
1,280 per week
- Arch of Victory route
1,600 per week
- South Street route (2 buses)
2,560 per week
- Eureka Street route
1,600 per week
- Canadian route (2 buses)
2,800 per week
- Monastery route (2 buses)
3,200 per week

Motor Bus Passengers:

(1) Number of Passengers, carried on each bus route annually and the trips per week.

8. Fares Please!

A Further Lease Of Life

Continued from page 7

The number of bus trips weekly on each route, according to information from the same source, are:

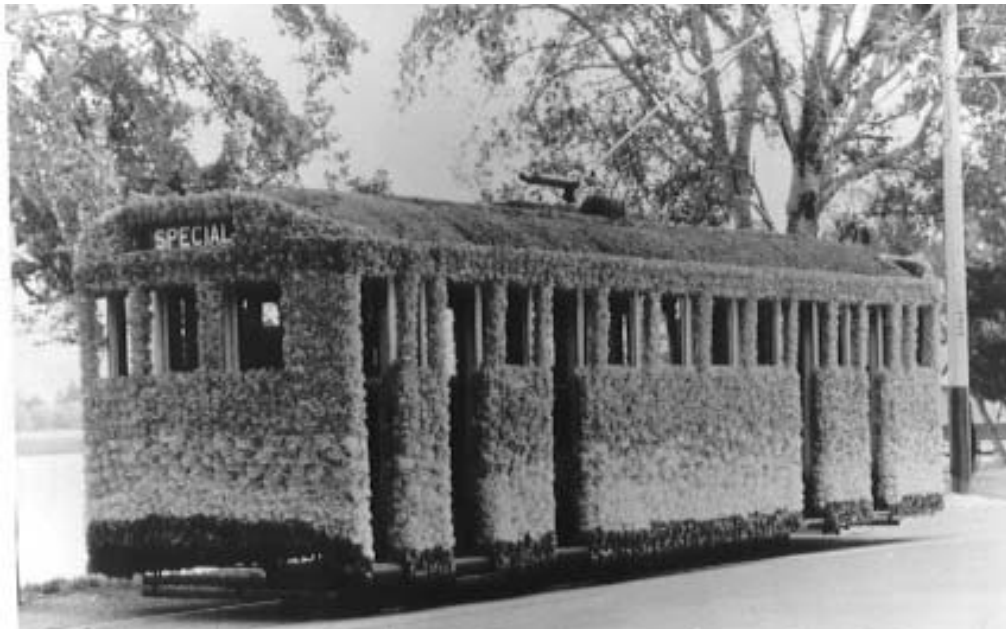
- Brown Hill route 200
- Mt Pleasant route 95
- Black Hill route 95

- Arch of Victory route 85
- South Street route 125
- Eureka Street route 105
- Canadian route 145
- Monastery route 105

(SIGNED) A. V. Mawby
Ballarat Tramway Superintendent

THE END

Further to the *Recent Donations* article on page 3 referring to the donation of newspaper cuttings of No. 29 during the 1939 Ballarat Flower Show, we show a photo from our archives of it taking on an interesting façade having been decorated in paper flowers made by the tramway staff members' wives. **BTM ARCHIVES**



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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