

FARES PLEASE!

January/ February 2005

Ballarat Trams are Ballarat History

Mr/Mr/Mr

Museum Accreditation Program
Accredited Museum



The power is finally switched on! After an enforced layoff nearly two months No. 27 was pumped up and moved a short distance outside the depot much to the jubilation of the team who worked so hard to make this event take place. Saturday 18th December 2004.

WARREN DOUBLEDAY

Ballarat Tramways News

2.. Fares Please!

Trams Are Running Again In Wendouree Parade!

Wonderful news spread quickly around the Museum on Saturday 18th December 2004 when we learned that traction power had been re-established and that a tram had moved again under power. Fittingly, it was No. 27, the tram used to test our original substation on Saturday 12th October 1974. The scrubber car later ventured into Wendouree Parade and during the next week further testing was undertaken to ensure that full operation of the tramway would be possible again. Satisfied (and probably very relieved) that operations could resume, Garry Wood, the Museum's Technical Services Manager, authorized resumption of services from Sunday 26th December.

On Boxing Day exactly thirty years after the BTPS had commenced operations, No. 27 again ran into Wendouree Parade and began carrying passengers. Good publicity, wonderful weather and a day of gold coin donations in lieu of fares saw 531 happy people ride during the day. Over \$200 was raised during the day.

In 1974 the crews for the day had been Gavin Young with Graham Jordan and Peter Winspur with Geoff Cargeeg. In 2004, although the hair may be somewhat different, Gavin and Peter were still there to ensure that everything ran smoothly. Fittingly, our recently elected President, Stephen Butler, who had driven the last tram (No 27!) on 17 October 2004, was also rostered for the day.

During the afternoon Simon Green and Peter ran out Tram No. 26 as the second car to cope with the loading. In 1974 No. 26 had been the first tram, albeit in the final SEC enclosed configuration and painted green and cream. No. 38 was the second tram on the day. Unfortunately No. 38 is at present awaiting a major bogie overhaul and is at present not fit for service.

Traffic

Neil Lardner photographed below at work by Roger Salen, has recently trained as an Assistant Conductor and we welcome him to the traffic staff. We are sure his assistance will be greatly appreciated by our regular drivers.



Strike Up The Band!

Sam Boon assembled some of his musically minded friends from school and offered to set up a band to play in the park during the occasion of the re-opening of our tram service on Boxing Day, 26th December, 2004. The weather was fine and the crowds were many in the gardens enjoying the Boxing Day festivities. There were in fact, a number of bands, art shows and many ethnic gatherings and celebrations. It was appropriate that we had some music to add to this community event.

Sam and the quickly put together band set up at the Gardens Loop, and passengers were entertained whilst waiting for the trams. Our newly acquired Billboard backdrops, from a recently received grant, added to the 'staging' and the impromptu presentation went over well.

People thronged around and advantage was taken to make announcements telling people of our celebration and the connection between the band and the tramway.

It was a great idea and we particularly appreciate our younger members contributing in this ingenious and enjoyable way. It was great initiative of Sam and we thank him and his friends for getting together for us, and of course the buzz it gave them to perform their musical skills. Earl Ewers, our long time member from Canberra, had the band board the tram after the programme and shouted them all ice creams and drinks at the ice cream van located at our Depot Junction.



Above: Sam Boon and the BTM Band entertain the enthusiastic audience in the Gardens. The young group performed in a very professional manner and received positive feedback from those who attended. Sunday 26th December 2004. **WARREN DOUBLEDAY**

4.-Fares Please!



Fares Please! ..5



Page 4 Top: Alan Snowball and Paul Mong finish off levelling the floor prior to the transformer being delivered. **PHOTO CAROLYN DEAN**

Page 4 Bottom: Peter Winspur takes great pleasure in removing the 'suspension of service' notice at Depot Junction prior to the first car running out.

Page 5 Above: At St Aidans Drive Scrubber tram No.8 cleans the dirt rust and leaves off the rails after 2 months of inactivity.

Page 5 Below: No. 27 runs out into Wendouree Parade to re-commence services for the BTM, 30 years to the day after the BTPS commenced running.

PHOTOS WARREN DOUBLEDAY



G. Fares Please!

In the Workshop

In case you hadn't already noticed, it was reported in the last issue of *Fares Please!* that due to the failure of our isolating transformer the museum had decided to purchase a new replacement.

The new unit arrived from the manufacturer exactly on schedule, which is indeed rare in this day and age, and then followed a period of almost a week during which activity at the depot began early each morning and continued until dusk. We had set ourselves a target to be operational again by Christmas and while it was kept low key to avoid disappointing too many people if anything went wrong we were determined to see the results of our efforts come to fruition. When Paul Mong pushed the button to energize the reconstructed substation for the first time on Saturday 18th December more than a few people held their breath but everything worked perfectly. After a long series of tests and measurements and even more tests and measurements in the following days the Ballarat Tramway Museum returned to operational status.

There were smiles all round as the first tram in almost three months left the depot and headed out into Wendouree Parade, the intense amount of activity that was undertaken in a short space of time and the quality of the result is a tribute to all those involved and to the strength of our museum as an organization. While the work is not over yet and we continue to research and plan for the completion of the works and focus on making the substation both safe and reliable and ensuring that we never again find ourselves in such a situation,

there has at least been time available to refocus on our primary business of preserving and maintaining our fleet of trams.

Work continues steadily on the stripping and preparation of No. 40 although the work to reassemble and test the rebuilt motor was held up considerably by the lack of traction power during the previous three months. It is hoped that the motor will finally be able to be tested shortly and then the tram can be remounted on its trucks and made mobile again.

No. 33 developed a controller fault in the days before the loss of power and although preliminary investigations have now been undertaken the fault has so far not been pinned down and so this tram awaits further more detailed examination to determine the cause of the problem.

Following the three month lay-off from operations there has been a considerable amount of tram servicing to catch up on to bring the entire fleet back into regular use. A couple of trams were even partially serviced in the week prior to the power supply being recommissioned although this does have its down side as it was pointed out to our chief mechanic (to the amusement of all present) that he had fitted one of the brake valves on backwards while working in the half dark.

Once again, a huge thank you to everyone involved in the enormous task of getting the museum back in operation for their efforts over the past months.

Fares Please! ..7



Above: The new transformer installed in its new home shortly after arrival from Wollongong.

Below: “Now hopefully if I turn this key and push that button it should work.” Garry Wood instructs Peter Winspur in how to turn the power on via the new control panel.

BOTH PHOTOS WARREN DOUBLEDAY



8. Fares Please!

Electric Traction During November?

I was rostered to drive a tram in November 2004, but this was during the infamous period during which our traction supply was being fixed. Instead I drove along the tram route to fix notices to the stops to inform any potential travelers of our parlous situation. My car is a Toyota *Prius*, a petrol/electric hybrid. In traveling slowly it runs on battery power alone, so the picture shows the only electrically driven vehicle to travel on the Wendouree Parade track during the electricity drought.



ATD.

Free Fares For The Festival

The Ballarat Begonia Festival will be held from Thursday 10th March to Monday 14th March 2005. The Museum has once again entered into an agreement to operate each day from 9.45am until 6pm. There is no major sponsor for free rides this year and the Festival will cover this sponsorship from its funds. All passengers will be able to ride free for the duration of the Festival. Make sure you take some time to go and see the Festival events while you are in Ballarat.

Our intrepid reporter captures the only electric-powered vehicle to travel on Wendouree Parade during November.
ROGER SALEN

From The Editor

As you are well aware this edition of *Fare's Please!* has been sent to you much later than usual. This is due to a number of factors, the main one being the failure of my computer and having to start the whole editing process from scratch. I'm back on deck again so hopefully the next edition will be published as close to as on schedule as possible!

Simon Green
Editor.

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>
