

FARES PLEASE!

October 2006

News from the Ballarat Tramway Museum

Ballarat Treasures Register

In June Council announced the establishment of the *Ballarat Treasures Register* which would implement a proposal for the formal recognition and registration of the City's heritage icons for current and future generations.

Council believes that *the Treasures Register* will be a lasting legacy of Ballarat's history and become a permanent record of the treasures/icons that have shaped the city's cultural identity and featured prominently in its history. The *Treasures Register* will include landmarks, structures and artefacts, but not people.

A landmark, structure or artefact's status as a treasure or icon will be determined by its significance in Ballarat's history and cultural identity.

Significance will be defined as the historic, aesthetic, scientific, social and spiritual values that an item holds for past, present and future generations.

Items included on the Register will achieve formal recognition. All treasures will be formally numbered with a brief explanation of their significance. Council will maintain this Register and an Adjudication Panel will review the register on a regular basis.

Photographs will be taken of each Treasure and models and plaques will be created for display and education purposes.

In response to the call for nominations, the Board resolved to nominate tram numbers 1, 12, 14, 18, 26, 27, 38, & 40, each for a specific reason. It also nominated the track and overhead structures in Wendouree Parade and a short remnant section of tramway track and the railway crossing it to the Phoenix Foundry in the centre median of Sturt Street at Armstrong Street. This was retained during the 1935 track relay as a memorial to the past.

"The Courier" of Wednesday 1 November 2006 reported that the first artefacts to be registered included the Tramway Museum and the trams. On Friday 3 November, CEO Richard Hancock was reported as saying that it was only an initial list released for the 10th World Conference of Historical Cities which has just been held in Ballarat. It was to give delegates a glimpse of some of Ballarat's hidden treasures. The official launch will be in a few weeks.

The December issue of *"Fares Please"* will report on the first items to be placed on the Treasures Register.

Ballarat Trams are Ballarat History

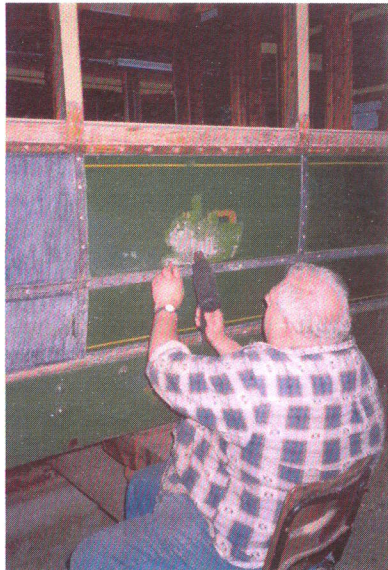
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Stephen Butler unveils the Substation Fund Donor Board.
5 November 2006.
(There were more than four members present!)

Photo: Peter Winspur

Working on No 40



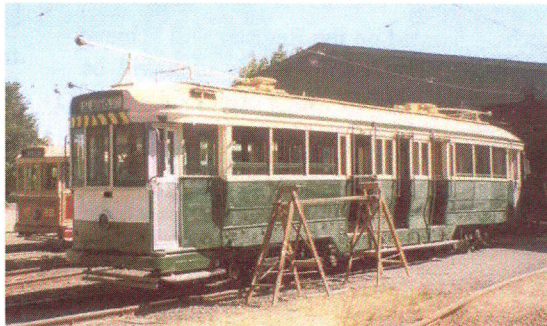
Peter Perry spent hours removing paint from inside and out.

Photo: Austin Brehaut (27/9/04)



Dave Macartney on the jack. It takes four to laboriously raise or lower a tram
Photo: Neil Lardner (15/12/05)

Scrap, sand, paint, wet & dry, paint, wet & dry, etc.
No 40 on 11 March 2006. *Photo: Carolyn Dean*



Your Board of Management

At the Annual General Meeting on 5 November, nominations were called from the floor to fill the sixth position of ordinary board member. Clayton Giles was elected unopposed. The Board for 2006-2007 is as follows:

President: Stephen Butler
Vice Presidents: Richard Gilbert
Garry Wood
Treasurer: Carolyn Dean
Secretary: Peter Winspur
Board Members Warren Doubleday
Clayton Giles
Simon Green
Paul Mong
Alastair Reither
Greg Rodgers

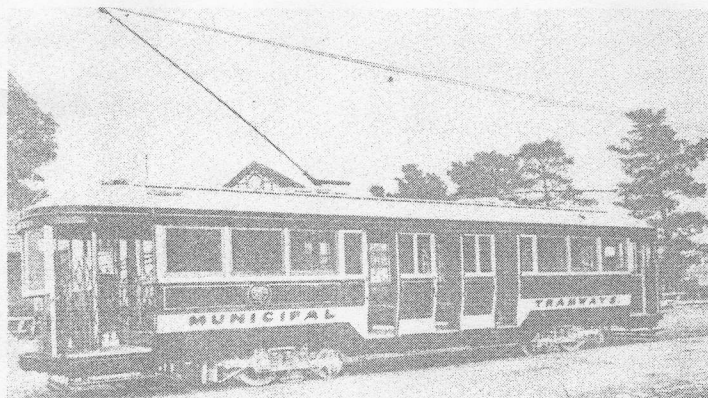
Tram No 40

This issue of "Fares Please" is dedicated to the history and restoration of Tram No 40. The President, Stephen Butler, had the honour of officially relaunching the tram into service after the Annual General Meeting on 5 November 2006.

The Substation Fund Donor Board

The Board of Management of the Museum was so gratified by the response the Museum received to the appeal for financial support for the rebuilding of the substation from Members and friends after the fire in late 2004 it resolved that there should be a permanent record of those who donated towards the project no matter how small their donation had been. Considerable thought was put into the form that this should take and then into the design of the board which it decided to erect on the substation wall.

This year's annual general meeting was chosen as a suitable occasion to unveil the project and at the end of the meeting on 5 November 2006, President Stephen Butler had the honour to unveil or rather "unwrap" the board in the presence of attending members. We hope it is an enduring mark of our gratitude for the support the Museum received at a time of need.



Tram No 40's sister tram No 29, as built, at Central Park, Malvern, in 1913. Note the absence of destination boxes and the track brakes.

Photo Collection of Peter Duckett as published in "Destination City" 1971

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The Restoration of No 40

Being the last car to run in traffic, it was always desired to keep No. 40 as far as possible in the condition it was in on that last night. After a rather problematic visit to Melbourne in November, 1979 it was necessary to make some major adjustments to the undergear to enable the car to negotiate curves smoothly. The trucks needed rebuilding between 1982 and 1985 due to more problems in this area. This was followed by another three years out of service between 1992 and 1995 due to motor problems, which resurfaced in 1997, causing another period of enforced idleness.

By 2003 it was decided that the bodywork needed attention, having been virtually untouched for the previous thirty years, Motorman Butler ran the last shift in traffic on 4-10-03, and the car was jacked up and the bogies removed a few days later. The body was then lowered onto packing, so arranged as to straighten out the distinctive bow that had characterised the body for many years. Needless to say, when the bogies were replaced two years later the bow immediately returned! Some work had been carried out on the No. 2 motor in order to make it run more evenly.

Work on stripping of old paint and examination of what lies underneath was undertaken. It is usually at this stage that the unexpected horrors show up. In No. 40's case, it was wood rot lurking behind the paint on one of the drop centre pillars. The first small lot was patched before a far larger infestation was discovered further down. It was thought to be too much to recover, so some rummaging around

underneath No. 39 turned up the corresponding pillar removed from that car during its conversion, and it was in first rate condition. Total replacement solved that problem.

While in the drop centre, all eight glass panels were removed, as they had all shifted in their mounts over the years. A number were cracked due to stubborn old putty not releasing, and they, along with a cracked saloon window, were replaced. The masonite panels covering the old end doorways were deemed life expired, and were replaced utilising the timber that the new substation transformer had arrived in.

The trolley bases on the roof were taken down and many, many layers of paint chipped off prior to the repainting commencing. The main body paint is White Night Brunswick Green, while the cream trim is Haymes Arcadia. No. 40 acquired new side panels when it arrived from Melbourne in 1951, which have slight rippling on the surface, either due to the inferior steel which was about at the time, or to some deficiency in the way it was fitted. Lining of the panels was carried using white Knight Sun Yellow, a good strong colour which we haven't used previously. Car numbers and monograms were applied in September. An unco-operative compressor governor was adjusted and the job concluded.

No. 40 now faces the next phase in its very chequered history. Perhaps its troubles are now behind it, but the maintenance team is yet to be convinced.

Dave Macartney

No 40, a less than definitive history

Tram No 40 was built in 1913 by Duncan & Fraser of Adelaide for the Prahran & Malvern Tramways Trust and originally numbered 35. As built the trams of this class had no destination boxes and gated open end platforms. The bulkhead between the saloon and the drop centre was between the large and small windows. Seats in the drop centre backed on to this bulkhead. There were three evenly sized doors in the drop centre and no centre aisle. Roof mounted destination boxes were later installed.

In 1994 Bob Lilburn wrote: "40's claim to fame was in 1916 whilst on loan to the HTT (transfer enacted by jacking and slewing corner Glenferrie & Riversdale Rd - on loan for six months) one foggy night on the up in Burwood Rd, approached one of the loops too fast, derailed, bounced off 117 nee 11, headed for the gutter & overturned. HTT righted it (35) & towed it back to Hawthorn and were obliged to repair it. It was gusseted underneath which can be observed and in straightening out, over tightened it, result, it was the only bogie in Ballarat where the water drained over the cab sashes during rain."

With the takeover of the P&MTT by the MMTB in 1919 the tram retained its number and was classified C class. In about 1925 the bulkheads were moved and an aisle was cut through the drop centre and standard MMTB destination boxes were installed in the roof. The offside end entrances were enclosed. Later, route number boxes were installed.

The tram was sold to the SEC and arrived

in Ballarat in June 1951. It was renumbered 40. During its ownership of the tram the SEC enclosed the near side end entrances, removed one drop centre seat for prams and attached battery operated tail lights and later apron lighting in an attempt to reduce collisions.

No 40's main claim to fame is that on 19 September 1971 it was the official last tram to run in revenue service and this was the primary reason for its acquisition by the BTPS in 1971.

On 18 July 1972 No 40 was towed by John Withers' Land Rover from the remains of the SEC depot to where the access track now crosses Wendouree Parade. It was then derailed, slewed and winched on temporary track across the park to its new home. It ran the first test tram in Wendouree Parade on 7 December 1974 and was used for the official launch on 1 February 1975.

In November 1979 No 40 returned to Melbourne and operated in Flinders Street and Wellington Parade for a "Cavalcade of Transport" on 28 January 1980. A partial rebuild of the bogies in Melbourne had led to several derailments and in September 1981 No 40 was jacked up and both bogies were extensively rebuilt and the driving wheels retired. Many parts were replaced. They looked like new when completed. The sides of the tram at number two end were pulled closer together so that the bogie would actually sit on its rubbing strips again! The design of the manner in which a tram sits on a 22E truck almost defies logic.

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No 40, a less than definitive history (continued)

No 40 returned to service on 25 February 1985 and ran rather more noisily than before until the No 1 motor “blew” on 20 April 1992. The tram returned to service again in September 1995.

In 2003 the Board decided that the tram’s presentation left much to be desired and a major refurbishment would have to prevail over the principle of retaining the tram in exactly the condition it was received. Pictures from 1974 show that No 40 was already looking tired even then. In October 2003 it was again taken out of service. The transformation which has occurred since then is superb. The opportunity was taken to bake and dip number two end armature, upgrade the insulation and overhaul the armature bearings as a preventative measure. Some of the car was rewired.

I was privileged to drive several “new” W2 class trams in the mid 1960s when some of them received their last major overhaul. When I climbed into the cab of No 40 recently, the familiar smell of a “new” tram returned to me. Well done Dave, Peter, Alan, Paul, Alastair, Garry, Trevor, Phillip and others who assisted from time to time!

On 19 September 2006, thirty five years after the last SEC run, No 40 ran a shake down trip on a school visit and was officially relaunched after the Annual General Meeting on 5 November 2006.

The Museum has now had No 40 in its possession longer than any of the three previous owners.

Peter Winspur

Reporting Back to the City

As part of the occupancy arrangements of the Gardens Reserve, the Museum recently gave a presentation to the Lake Wendouree and Gardens Special Committee of the City of Ballarat.

Richard Gilbert and Warren Doubleday presented the report to the Committee. The report covered financial matters, community involvement, exceptional factors or events over the previous twelve months, key elements of our business plan and future challenges. The challenges the museum are facing in the next few years include:

- The New Rail Safety Act and Regulations and its implications. An Interface Agreement with the City of Ballarat will be required and City involvement in the preparation of a revised Emergency Plan.
- Changes in tourism spending patterns – working with Council, Gardens and Ballarat Tourist Association.
- Implementation of aspects of our Business Plan over the next few years – working with Council and the relevant community stakeholders to achieve suitable outcomes.
- Succession Planning – working with the local community to maintain the tramway operational capability in the long term – particularly the provision of tram crews.
- Improving our Community Involvement.

The report was well received by the Council Committee.

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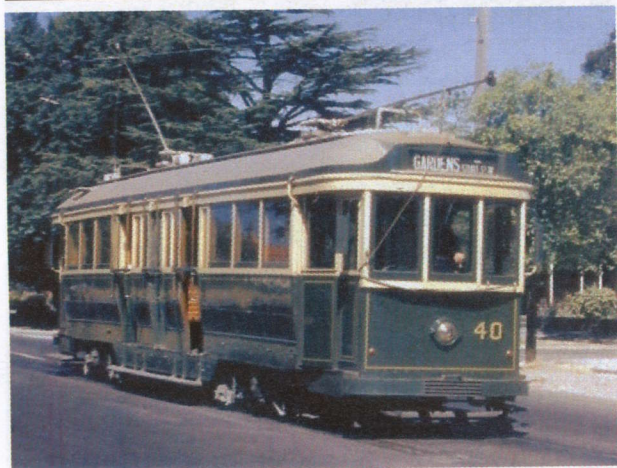
Passing the Town Hall
23 November 1962.
*Photo: N.J.Simons
(BTM collection)*

Leaving the SEC Depot for
the last time.
Tuesday 18 July 1972
*Photo: The late Eldon Hogan
(BTM collection)*



Running in after the
first test run by the
BTPS.
7 December 1974
Photo: Peter Winspur

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No 40 in Sturt Street West in January 1954, three years after arriving in Ballarat.

Photo: The late Ben Parle (BTM collection)

Frank Puls proudly drives No 40 during a visit by Tooleybuc Primary School on 19 September 2006, the 35th anniversary of the SEC closure.

Photo: Roger Salen



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

For further information regarding the Museum, its activities and publications please contact:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353. Phone / Fax 61 3 5334 1580.

E-mail: info@btm.org.au

Our web page: <http://www.btm.org.au>