

# FARES PLEASE!

August 2007

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*News from the Ballarat Tramway Museum*

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## **At Short Notice!**



*Photo: Richard Gilbert*

A view of the track in Wendouree Parade immediately south of Depot Junction on Monday 18 June 2007. This was the first time in the Museum's history that the rails had been lifted. Council had given the Museum about a week's notice of the date on which the road was to be resurfaced.

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***Ballarat Trams are Ballarat History***

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# 2. Fares Please!



## Rebuilding our track

Left: The excavated area with the rails and sleepers removed.

Below: Welding the rails which have just been re-laid on the new sleepers.

More notice by Council would have given us time to replace the rail as well.

*Photos: Richard Gilbert*

From Saturday 16 June until Thursday 28 June tram services were unable to travel south of Depot Junction due to the site being a protected works area.

Two group visits on the Monday saw Tram 671 run out at 8am and placed beyond the works site. The second group visit concluded with the patrons travelling through the works area on the tram and into the Depot.



## Our new track

The rebuilt track looking resplendent on Saturday 30 July 2007. All that remains to be done is the line marking.

*Photo: Warren Doubleday*

## Track Relay in Wendouree Parade

For some time there has been concern over the state of the road surface where the access track crosses Wendouree Parade. On either side of the curve, which is set in concrete, the road had sunk and the track immediately south of the junction required reconstruction. Initial approaches from Council suggested that it was intended to completely reconstruct the road for a considerable distance and that this work would be undertaken late in 2007.

The time frame would allow a considered works programme to be developed. However, not long after the concept of the works was placed before us, the Council advised the programme had been urgently moved forward and we were required to be involved by the next week.

Hasty calls to the Puffing Billy Railway resulted in a paid track force being able to be provided along with a number of our members. Luckily for all of us, the Puffing Billy Contracting team were being employed on the Spa Country Railway at Daylesford and could be spared from their works for a couple of days.

The project took place from Monday 18<sup>th</sup> to Thursday 21<sup>st</sup> June. The bad weather forecasts for the week gave us little inspiration, but, luckily, we were able to work between what were certainly bursts of bad weather. Road surfacing was not able to be completed until Tuesday 26<sup>th</sup>.

The road surface had been removed the previous Friday the track gang moved in with the big guns of machinery on the Monday and the road filling down to sleeper level was removed by the lunch break. It was decided to cut the rails to

expedite the project. It had been thought that the rails could be left in place and the sleepers jiggled about to get them into place. This proved quite impracticable for the time involved. It also allowed us to better prepare the base of the excavation and gave us a good chance to inspect the rails. They were in surprisingly good condition and the base of the rails had little corrosion. New sleepers were hastily purchased and the rails placed over them by the close of works on the Monday. The track was properly spiked down and aligned on the Tuesday. Crushed rock was delivered and packed under the sleepers. This brought an end to the works by the Puffing Billy team, and we thanked them for their sterling effort and abilities.

The road fill was delivered on the Wednesday and the road making contractors completed the task of packing and compacting it up to the level required for the bitumen to be applied. Alan Snowball worked with his welding and track management skills each day. In making the decision to cut the rail, Alan was aware that fish plates had to be provided for re-joining the rails and he spent time well into the Monday night fabricating and completing them for installation the next day. During the Tuesday and Wednesday Alan spent time welding the track and the head of the rail and grinding off the rough spots, so that the rail surface was smooth. Other ancillary works were undertaken such as fabrication and welding of rail bonding straps and construction of a metal box to protect the bolts and nuts at the heel of the point blade.

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## Track Relay

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By the Thursday night we had completed our work and the plan was to have the bitumen surface applied the next day. The inclement weather saw this delayed until the Tuesday and for a second weekend in a row the tram service was cut back to originate from the Depot Junction towards St Aidans Drive.

We knew we should be around to keep an eye on the contractors laying the bitumen on the Tuesday, but no one was available and of course the points were filled with bitumen. The rails also suffered a bit but were more readily cleaned. Alastair Reither spent some time and effort to remove the bitumen from the points and spring box.

This impromptu major works effort was completed by the combined efforts of Gary Wood and Warren Doubleday in negotiating and co-ordinating the project and hard work performed by Alan Snowball, Richard Gilbert and Alastair Reither at the works at the site, in conjunction with the Puffing Billy Contracting Team and the road contractors.

*Richard Gilbert*

## New Members

The Museum welcomes the following new members. We hope their time with us is long and rewarding.

- 775 Mr Aaron McDonald of Mount Waverley
- 776 Mr John Budge of Oakleigh
- 777 Mr Barry Harrison of Alfredton
- 778 Mr Daniel Freeman of Lilydale

## Museum Accreditation

The Museum has been an accredited Museum for several years under the Museums Australia accreditation program. After a recent exhaustive audit, reaccreditation was recommended supported by the following comments:

*“Ballarat Tramway Museum continues to operate as an outstanding volunteer organisation committed to rigorous museum methods and robust management structures. They are seen to be a benchmarking organisation for volunteer organisations and for setting high museum standards with limited resources. This has been especially so in the recent past with a lightning strike and subsequent fire that destroyed the substation and left the museum out of operation for nearly three months. With some excellent community awareness and publicity the museum raised a substantial sum in donations towards a new substation.*

*The On site panel was impressed with the running of the museum and felt that the need for a clear pathway, more outdoor signage, a sprinkler system and an update to the display area should be placed as the main priorities over the next five years.”*

We can feel proud.

## We Were Wrong!

Some copies of the June 2007 edition of ‘Fares Please’ were issued under the date June 2006. The editor apologises for this display of his elementary proof reading skills.

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## Victorian Community History Awards 2007

Our book *The Golden City and its Tramways* was nominated for a Victorian Community History Award sponsored by Information Victoria in conjunction with the Royal Historical Society of Victoria.

The Awards Presentation was held in Queens Hall at Parliament House, Melbourne on Saturday, 30<sup>th</sup> June. Author of the book, Alan Bradley, accompanied by Richard Gilbert, attended to represent the museum. We weren't successful in gaining an Award but enjoyed having our book displayed along with the other entrants, and the resultant exposure.

Helen Beemans, Marketing Manager, Information Victoria welcomed the 200 guests to the most impressive venue of Queens Hall. Justine Hazelwood, Director and Keeper of Public Records, Victoria provided an overview of the history of the Community History Awards Grants and the role of the Public Record Office Victoria.

We were well entertained with a mix of friendly light hearted and welcoming comments from Judy Maddigan, Member for Essendon, and former Speaker of the

Victorian Parliament, which made us all feel more relaxed in such a prestigious venue. Judy made the Presentations to the winners in the various categories and between each of these she impressed us with stories on the more obscure and lighter side of the history of Parliament House.

Kate Prinsley, Executive officer of the Royal Historical Society announced the overall winner. A book titled *Still Going Strong* written by Jillian Durance of the Moyarra Community Group won the Award. The book investigates the stories behind the honour board located at the former school building, listing twenty eight young men from that district who went away to the First World War. There were many exceptional publications and DVD's presented for the occasion and they, and others, can be purchased from Information Victoria at 505 Little Collins Street, Melbourne. Our book is sold there.

PS – Moyarra is a small location near Jumbunna, which is not far from Korumburra – Now that really lets you know how small it is as a community.

*Richard Gilbert*



Alan and Richard represented the Museum.

*Photo: Richard Gilbert collection*

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## Enjoy a Stay at our Country Villa

As the tramway is located in public parkland, the need for a property which the Museum could call its own was recognised many years ago. Land at Bungaree railway station was initially leased and then purchased by the Museum.

With the land came the Stationmaster's House. Built in 1926, the house is now a rare example of a cement brick railway residence. Over a number of years our members have been gradually refurbishing the house and modernising the facilities whilst remembering its historical significance.

Recent work, particularly by Richard Gilbert, Simon Green and Tina, has brought the house up to a standard so that the Museum can confidently make it available to fellow enthusiasts and friends to stay whilst visiting Ballarat and the area in general.

Located conveniently fifteen minutes on the Melbourne side of Ballarat the house is just off the Western Freeway. It offers three bedrooms providing accommodation for

two couples and two singles.

The location is also quite convenient for those wishing to visit Daylesford, Creswick/Clunes/Talbot and Geelong. Only just over an hour from Melbourne it is also an ideal location to stay for interstate visitors planning day trips to the big smoke.

There are local hotels serving meals and refreshments and located at the entrance to the property is the General Store if there is a call for those necessities you may have forgotten to purchase in the city. The location is ideal for a quiet secluded stay, and five sheep quietly graze the property whilst trains occasionally pass by, just out the front.

In summer there is nothing more relaxing than enjoying a few drinks on the veranda whilst in winter a modern Coonara and a pot bellied stove keep the house warm.

Tariffs are reasonable and vary according to your requirements. Enquiries should be made to the Museum for bookings and tariffs.



*Photo: Richard Gilbert*

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## Our Cosy Country Cottage

Members and friends are welcome to spend a few days enjoying the country atmosphere at Bungaree.

*Photos: Richard Gilbert*



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## Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 21 October 2007, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

- President
- Vice President (two positions)
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial members for the nominee to be entitled to be a candidate for election Association.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 7 October 2007.

Nominations may be sent to:

The Returning Officer  
Ballarat Tramway Museum Inc.  
P.O. Box 632  
BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate.

Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting.



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**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](mailto:info@btm.org.au)

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

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