

# FARES PLEASE!

June 2008

*News from the Ballarat Tramway Museum*

## Ballarat Heritage Weekend



With not a car in sight only the clothes indicate it is 2008 and not 1908. *Princess* and *D'Arcy* make light work of hauling No 1 from St Aidans Drive to Gardens Loop on Sunday 11 May 2008. In spite of a cold and bleak day some 132 people enjoyed a ride. Ballarat's autumn colours were at their best.

*Photo: Peter Winspur*

***Ballarat Trams are Ballarat History***

## 2. FARES PLEASE!



Excellent signage was provided for the event *Photo: Peter Winspur*



Preparing to return to work after lunch  
*Photo: Bruce Dixon*



The enduring love of horses *Photo: Bruce Dixon*



Returning home  
*Photo: Peter Winspur*



Senior Management Peter and Richard discuss the day's operation *Photo: Austin Brehaut*

## Ballarat Heritage Weekend



No 27 provided the electric service *Photo: Bruce Dixon*

## Ballarat Heritage Weekend

The second Ballarat Heritage Weekend was held on Saturday 10 and Sunday 11 May. The purpose of the weekend was to highlight Ballarat's unique history through featuring its buildings, its gardens and streetscapes. Private homes and other historic buildings were open for inspection. Guided walking tours were arranged, including through the Chinese sections of the city's cemeteries.

The weekend was heavily promoted including in a special lift out in *The Age* some two weeks before the event and by interviews on Melbourne radio. The Museum was open early on both days and as a special contribution by the Museum arrangements were made to operate No 1 horse tram on the Sunday. This led to a two page feature in the lift out, mention in other publicity and good publicity after the event in *The Courier*.

The Museum was open early on both days and we saw a steady trickle of visitors through.

On Sunday, Lyle Drayton arrived early with *Princess* and *D'Arcy*. Human power soon had No 1 in the street. It had been over two years since these two wonderful horses had been in Wendouree Parade with a tram coupled behind, but they took off as it had only been yesterday. Interest had been growing for several weeks and there had been many enquiries. All day many people were stopping to watch the tram pass and take photos. Interest was particularly high from small children.

To reduce conflict with motor traffic horse tram operation is normally restricted to the north end of the line from Gardens Loop.

A connecting service is then provided by an electric car. Again, this proved very successful with through ticketing and good connections giving everyone the opportunity to compare the two forms of transport.

Unlike electric propulsion, horses need a break and a bite to eat and this was taken after about four trips. After lunch *Princess* and *D'Arcy* were rearing to go and managed another six trips before time overtook us and it was home time. We thank Lyle and his wife for providing the horses, Len Millar for his skill in keeping the tram under control all day and Neville Hesketh and Neil Lardner for looking after our customers. A great day was had by all.

The operation of No1 can only be a rare event due to the costs involved and because we treasure the tram as a unique exhibit at the Museum and we encourage all members to make the effort to see it in operation and have a ride next time.

For the Museum it had been a successful weekend. The weather was very bleak on the Sunday and the sun did not manage to appear for the whole day, but it was certainly atmospheric and with few cars where the horse tram was operating and the autumnal colours the tram in operation was a wonderful sight. The Gardens were very quiet mainly due to the cold weather as most people celebrated mother's day in the warmth of their homes or at a cosy restaurant. We are aware that it was a difficult call as to which weekend should be chosen for the event, but in hindsight we believe family commitments did take precedence for many on the Sunday.

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### Our Geelong Rails (The continuing story)

In the last edition of "Fares Please" we ran Part 1 of the history of the rails we recently acquired from Geelong. In this edition, the story continues.

Our rails were first laid on a section of the Newtown line in 1912, which was bypassed two years later when a more direct route was laid along a newly constructed street, which was an extension of Aphrasia Street, off Pakington Street. The bypassed rails lay unused for two years until the events, recounted below, came into play.

In early 1914 it was noticed that the section of track in Malop Street, at Gheringhap Street on the North Geelong route was sinking. This was found to be the result of laying the track on concrete stringers, with tie bars, but no sleepers.

The Geelong Advertiser reported on 4th August, 1914: "The old rails (from the abandoned section of the Newtown line) will be utilised in that section of Malop Street, near Belchers Fountain. Here a subsidence in the track, due to marshy under-soil, has been discovered, and in

order to avoid complications later, the company has decided to take up the rails at once for about 130 feet, and relay the line upon an underground bridge of concrete. This, it is expected, will withstand any future possibility of a sinking track".

This track carried trams on both the North route and the Railway Station route through to the closure. The North route saw its last tram on 4th March 1956 and the short line to the railway station closed on 23rd March 1956. The rails were sealed over, as was the case on most of the Geelong tram routes, and, as roadworks over the intervening 50 years have come about, sections of the tram system have been removed during those roadwork reconstructions. An amount of tramline is still in situ today, under the road surface in Geelong and we may be able, in the future, to report on more of this time capsule being discovered. However, this recent acquisition of rail for our museum, has brought with it, a most interesting story.

*Richard Gilbert*



Right above: Diagram of the location of the reconstruction.  
*(Courtesy Andrew Cook)*

Right below: Laying the new rails.  
*(Geelong Advertiser 4/8/1914)*

Left: Tram No 31 running over the re-laid track in the early 1950's, some 40 years later.  
*(Lindsay Crow, courtesy W. F. Scott)*

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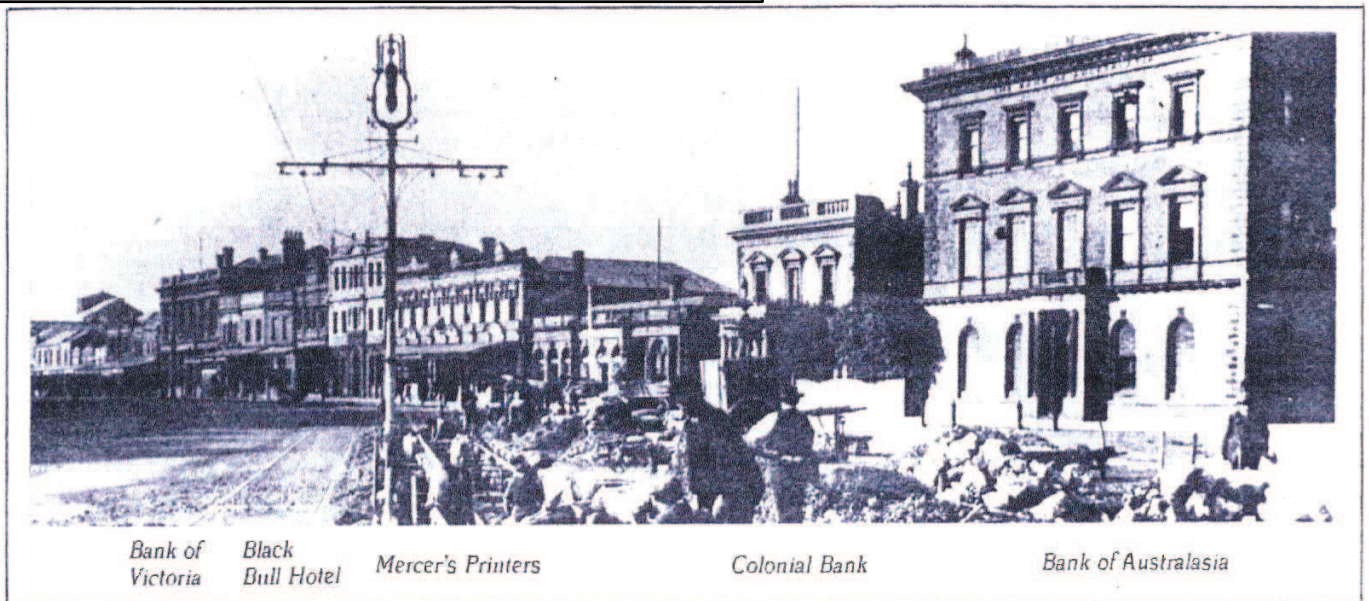
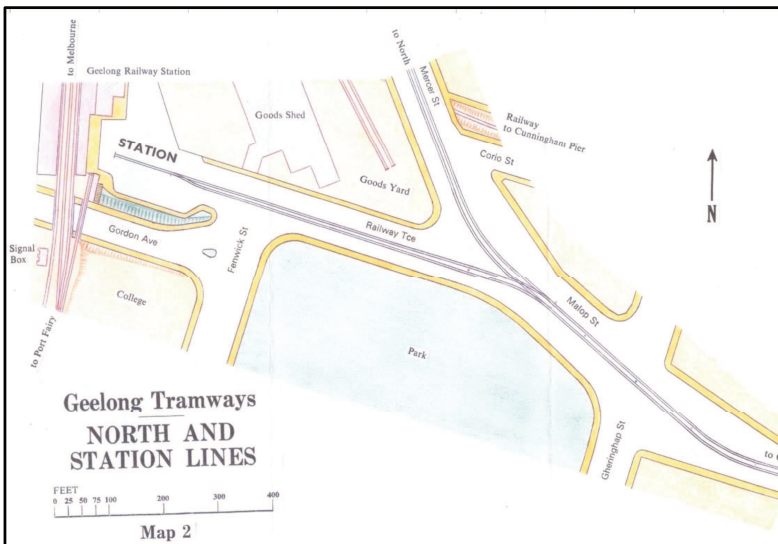
## 2008 COTMA Conference

This year's Conference, hosted by Launceston Tramway Museum Society Inc., will be held in Launceston from Friday 22 August until Tuesday 26 August. Full details can be found on the COTMA website at [www.cotma.org.au](http://www.cotma.org.au). All bookings can be done via Groups Tasmania who is the official booking agent. They can arrange all domestic travel and accommodation as well as the bookings for the conference. The website for booking is [www.groupstasmania.com.au/cotma.html](http://www.groupstasmania.com.au/cotma.html).

## Traffic

Off the street patronage at the Museum has been at an all time low during 2008. The continuing drought and the empty Lake Wendouree have not assisted, but the massive increase in fuel prices has begun to change how people spend their leisure time. Many people are thinking twice before hopping into the car for a trip to Ballarat. What is still too much of a secret is that V/line Sunday fares are now a bargain and your train ticket enables you to visit the Gardens on the new bus service at no extra charge. We encourage our members to spread the word.

Meanwhile our small band of traffic staff continues to keep the wheels turning. Neville and Aaron, two of our more recent members, can be seen with Richard Gilbert on page 6. Natural attrition is expected to hit the Museum in the next few years as so many of our most regular workers begin to retire. If you can help and have a rewarding time as well please let us know.



REPLACING SUNKEN TRACK AT 'THE DAM' SITE - MALLOP AND GHERINGHAP STS IN LATE 1914. RAILS CAME FROM THE PLEASANT ST. DEVIATION.

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## Resignation

Vice President and Technical Services Manager, Garry Wood, tendered his resignation in late April. Garry's work and business commitments have left him little time in recent times.

Expressing disappointment that he will not be able to see through the projects and initiatives he began during the past several years Garry fully intends to return some time in the future. We can only thank Garry for his contribution and wish him and his partner Annette well. Warren Doubleday has agreed to resume as Technical Services Manager for a limited time.

Garry's resignation highlights the problem that so many volunteer organisations face. The few in our community who volunteer are so often already committed to one or more cause. So many of those who do volunteer feel overwhelmed by the demands that come with holding office and are loath to offer themselves.

Pressures on organisations such as the BTM from outside bodies are now taking so much of the pleasure out of what should be our hobby. As more reliance is placed on the few just to cover the routine tasks, let alone their administration, the Museum can make even less progress on all the new ideas that come from our members.

*Peter Winspur, Secretary*

## Annual General Meeting

It is intended to hold the Annual General Meeting on either Sunday 2 or 9 November 2008. Formal notification will be given in the August edition of "Fares Please".

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## In the Workshop

Workshop jobs completed since April's *Fares Please!*:

- No. 12 – ex cable trams bogies painted and lined out. Roof repairs continuing.
- No. 14 – due to continuing delays with the repairs of the motors, the car body was lowered onto the unmotored truck and relocated to No. 5 road.
- No. 27 – fitted with Perspex weather shields as this year's winter tramcar.
- No. 28 – tram lifted, damaged field coil repaired and motor successfully tested. While on jacks the compressor was changed over with a spare unit. Tram is currently being reassembled and all going well will be available for service by the end of June.
- No. 33 – back in service, following repairs to resistance grids, refurbishment of controllers and associated wiring.
- Trackwork – two rail joints south of depot junction replaced due to defective joints. Some lifting and packing 4 and 5 road area carried out.
- Overhead repairs at 2 and 3 road frog.

Over the last few months, a new vacuum cleaner, mobile generator, motor mower and some other small equipment has been acquired to make life easier for our Volunteer workers. The funds for these items were provided by a small 2007 Commonwealth Government Volunteer support grant.

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**The End of Another Good Day**  
Neville and Richard enjoy a “cuppa” whilst Aaron reconciles his takings for the day. Sunday 13 April 2008  
*Photo: Alastair Reither*

## Ongoing maintenance

Alastair at work reconditioning one of No 33's controllers. Our vintage equipment requires much tender loving care. Friday 28 March 2008  
*Photo: BTM collection*



**Wendouree Parade – Joints Repairs**  
Richard Gilbert and Neville Hesketh preparing the new rail insert, replacing a badly dropped joint on Thursday 29 May 2008.  
*Photo: Alan Snowball*

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Almost home – Richard, Len, Mark, Dave and Alastair substitute for *Princess* and *D'Arcy* whilst Upstairs Conductor Lardner follows.  
*Photo: Peter Winspur 11/5/08*

### Membership Renewals

Membership renewal notices will be sent out in early July. The Board has decided that membership rates for 2008/2009 should remain unchanged.

### New Members

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

784 Mr Grant Wills of St Kilda  
5048 Master Ryan McKay of Mount Egerton



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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.

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