

# FARES PLEASE!

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**August 2008**

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*News from the Ballarat Tramway Museum*

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## **Tram No 38**



After nearly nine years since Tram No 38 was last seen at Carlton Street, the tram was recently jacked up and the bogies removed. Our priority has always been to keep sufficient four wheel trams available. A lull in this seemingly never ending task has enabled work to commence on re-profiling No 38's wheels and rehabilitating the bogies and motors. Now it will now only be a matter of time and money before this handsome tram is back in Wendouree Parade.

*Photo: The late Travis Jeffery c1992 BTM collection*

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***Ballarat Trams are Ballarat History***

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## 2. FARES PLEASE!

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### Our Trams in the Snow

Following the photos of snow in the Botanic Gardens in our December issue Bill Kingsley recalls that it has snowed at least once whilst the Museum trams were operating in Wendouree Parade.

It was late afternoon on Saturday 12 August 1978. Thirty years ago this month!! Campbell Duncan and Bill were rostered and they carried eight passengers for the day. Intrepid souls!



Tram No 28, in green livery running in light snow. *Photo: Bill Kingsley*

### Kym Smith

Kim Smith, who is well known to Victorian tramway museum workers, has returned to Adelaide. An active member at AETM and then, whilst in Victoria, with the Melbourne Tramcar Preservation Society at Haddon, Kym became the manager at the Bendigo Tramways for several years. He then was appointed as a Transport Safety Officer with Public Transport Safety Victoria. His input into the Tourist and Heritage Accreditation process has been invaluable. He now takes his skills to his new posting with the SA Rail Safety Regulator. We wish him well.

### “Fares Please” in Colour

Some time ago the Board agreed that some editions of *Fares Please* should be printed in colour and the response to the colour editions has been very positive. Unfortunately, the cost of each copy is about three times the black and white version. I have commenced to create a simple pdf version which can be printed by anyone who has a colour printer and a broadband internet connection. (The file can be quite large). If you would like to receive *Fares Please* in this format please let me know at [secretary@btm.org.au](mailto:secretary@btm.org.au)

*Peter Winspur, Editor*

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## In the Workshop

The workshops team have achieved a remarkable amount in the past two months considering their small numbers and the cold weather.

With all the four wheel trams except No 14 again available for traffic, the opportunity has been taken to make a start on No 38. In no time our experienced lifting team had the tram up, the bogies removed, and the tram down on blocks. The motors were then removed, followed by the frames from the wheel sets.

The arduous task of cleaning tens of years of grime from all the parts is well advanced. New motor suspension bearings have been ordered. The wheels are able to be given another turn and they are about to be sent to our friends at the AETM for re-profiling.

It is planned to bake and dip the two armatures in an attempt to extend their life and all the other motor parts will be tested before the motors are returned to their respective bogies. The project will be expensive, but like the earlier job on No 40, once done should mean that nothing more will be required for many years.

With all the work on No 38, time has still been found to refit the No 2 end clerestory roof to No 12. Tram No 14 has seen it's controller overhaul almost finished. The car is ready to operate as soon as the motors return. The armatures are ready to be reinstalled but the field coils and pole pieces require further work.

Tram No 18 has had a new trolley pole fitted. This car is on limited running until

it's wheels follow those of No 38 to Adelaide.

Tram No 26 has had some body repairs and strengthening of one corner pillar with new steel plates. Tram No 28 has returned to service after repairs to one of the field coils were completed and the compressor changed over.

## New Bus Services

June 2008 saw the introduction of extensive changes and improvements to the local bus services in Ballarat. The new Sunday service to the Gardens reported in the April edition of "Fares Please" has been replaced by the introduction of a Sunday service on Route 16. This route runs from Ballarat Station to Wendouree Shopping Centre via Gillies Street. There is a stop immediately behind the tram depot.

On Sundays buses leave Ballarat Station at 9:53, 10:58, 12:08, 1:43, 3:23, 4:23 and 5:13 for Wendouree. The first four are timed to depart soon after the arrival of trains from Melbourne. On weekdays and Saturdays busses leave the station at ten past every hour. Alternatively, Route 15 to Sturt St West leaves the station at five minutes to the hour on weekdays and Saturdays and passes Hamilton Avenue, the nearest point to the Gardens. There are three buses on Sunday at 9:55, 1:00 and 4:05.

It is now possible to visit the Museum for no more than the very inexpensive V/line fare as it includes a journey on the regional bus services as well as all services in Melbourne. Timetables are available on the Viclink website at [www.viclink.com.au](http://www.viclink.com.au) or telephone 131 638.

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### **Birthday charters**

We have hopefully started a new style of Charter business, that being children's birthdays held on our tram. We had a very successful birthday charter on Saturday, 9<sup>th</sup> August when nine children around the age of 5, and accompanying parents, enjoyed a two hour party aboard Tram No.28.

The format saw the tram and the birthday 'Fairy Princess' with her parents leave our Depot and pick up the other guests along the line. After a few round trips, where presents were unwrapped and party cakes consumed, the very happy party guests left the tram and went for a run around the new lagoon beside Pipers Restaurant. They thoroughly enjoyed this romp taking in the swans and other waterbirds on the recently filled lagoon. Rejoining the tram, it was time for face painting whilst the tram stood stationary.

The tram only moved around the Gardens Loop to allow the 'service' tram to pass through. After the face painting, the happy birthday tram moved to St. Aidans Drive to see the 'cutting of the cake'. The only time on this wonderful outing that we all had red faces was when, as no one was a smoker, we couldn't find a match to light the candles. Both our museum members on the birthday tram, and the 'service' tram and the adult party guests had no matches between them. What a 'learning curve' we are all on with this type of charter! It was tremendous to be rolling along in this gaily decorated tram with the kiddies singing 'happy birthday'.

We hope for many more of these charters, as we move into promoting them ourselves.

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### **Party in Motion!**

A special way to celebrate your fifth birthday!

*Photo: Richard Gilbert*



### **Keeping Mum busy!**

Two of the children receive expert attention

*Photo: Richard Gilbert*

A similar concept of these successful charters can be seen by looking at the website for the 'Shore Line Trolley Museum' located at East Haven, Connecticut, USA. [www.bera.org](http://www.bera.org)

*Richard Gilbert*

### **Sick List**

Our most senior traffic staff member, Frank Puls, has not been well recently. After a spell in hospital, Frank is back home, still cracking jokes, and happy to receive visitors.

## Why Do I Do It?

I am sometimes asked by passengers why I drive trams. Of course there is the usual glib answer “I’m trying to decide what I want to do when I grow up”, or my wife’s comment of “he’s going to Ballarat to play trams”. Of course I do it because it is fun, and trains and trams have always been an interest (obsession?) of mine. On a fine day who could ask for a better activity than driving a beautiful old tramcar through the superb setting of the Botanic Gardens?

On a recent June Saturday I was contemplating some of these ideas as No 18 and I trundled along Wendouree Parade through the cold wind that was lashing the rain against the side of the tram. No worries about cholesterol blocking the arteries today, trouble was more likely to come from ice crystals in the bloodstream!

At about 4 pm when we had not carried a single passenger (nor a married one for that matter) and I seemed to be the last survivor in the Gardens, it dawned on me that the greatest pleasure in being on the traffic staff was simply MEETING PEOPLE. With no passengers No 18 and I were lonely.

We did carry a group of four people who were walking around the lake and sheltered for a while on the tram, but that was all for the day.

It is tempting to finish with platitudes like “come storm and tempest, rain or shine, the tram must get through”, but I won’t.

Your correspondent at the front,

ATD

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### Changes in the air – one regulator and other changes

*Warren Doubleday writes in the latest COTMA News Update:*

One of the agenda items for discussion at the COTMA August 2008 Launceston Conference will be the ramifications of the Council of Australian Governments (COAG) move to a single rail safety regulator. Although the formal decision was not to be made until late July 2008, it is very likely.

The problem for COTMA Members who operate trams is that the Safety Goal Posts (the documentation system) are very likely to change again unless we are able to find an alternative approach or method. However, hopefully, those with good systems already in place should not be forced to change once again.

The Association of Tourist & Heritage Rail Australia (ATHRA) in a June 2008 discussion paper found a number of issues with the possible move to a single national rail safety regulator and the current regulatory system. The system is now oppressive, impeding development and being based around heavy railways; and is not scalable for heritage rail operators.

It also found that there is a problem with regulatory staff in many places understanding the heritage sector. In many heritage railways, there is a significant problem of finding people willing to prepare this paperwork or having the necessary technical skills. We are already seeing this within the COTMA membership.

Part of the problem is that we are being caught up in the National transport network deliberations.

Heritage railways and museum tramways are not part of the National Transport sector, we are part of the Tourism sector.

What does this mooted change mean potentially for our small sector? Further closures or moves to static museums are very likely. The enjoyment of preserving an important community heritage asset is going fast due to the nature of the regulatory systems that we are now facing. COTMA will work closely with ATHRA to try and find an appropriate solution, but there are no guarantees.

As it was pointed out by one President of a COTMA Museum; “But equally realistically, it is difficult to get bureaucrats to let go of anything”.

### Vale

Sadly, two members have died since the last edition of *Fares Please* was published.

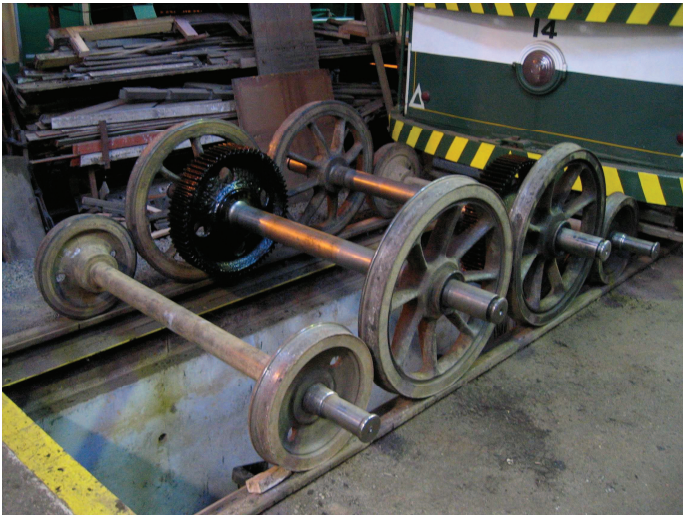
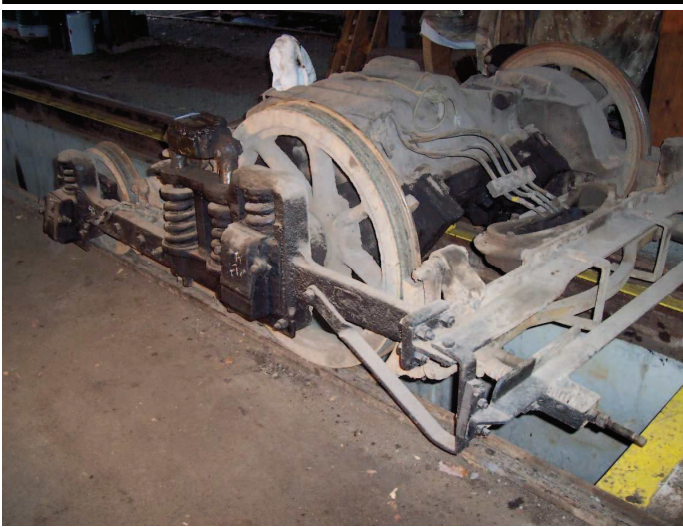
We received word in early August that John Kelly had passed away late in July. He was well known around the rail fraternity and spent many years as a Victorian Railways' conductor.

Long time member Wilf Williams also passed away on 4 August 2008. He joined the BTPS way back in November 1971. He was also a well known member of the Association of Railway Enthusiasts.

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# FARES PLEASE! 7.



**Above: Tram No 38 (clockwise):** No 1 end bogie after removal, The brake rigging showing the many years of grease and grime to be removed.

*Both: BTM Collection 29/6/08*

The bogie frame with the motor in the background. The wheel sets, already cleaned, awaiting transport to the AETM.

*Both: Peter Winspur 17/8/08*

**Finishing touches:** Alastair Reither touches up the paintwork on No 26 after extra reinforcement was installed on the corner pillar.

*Photo: Peter Winspur 17/8/08*



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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 9 November 2008, 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 26 October 2008.

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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