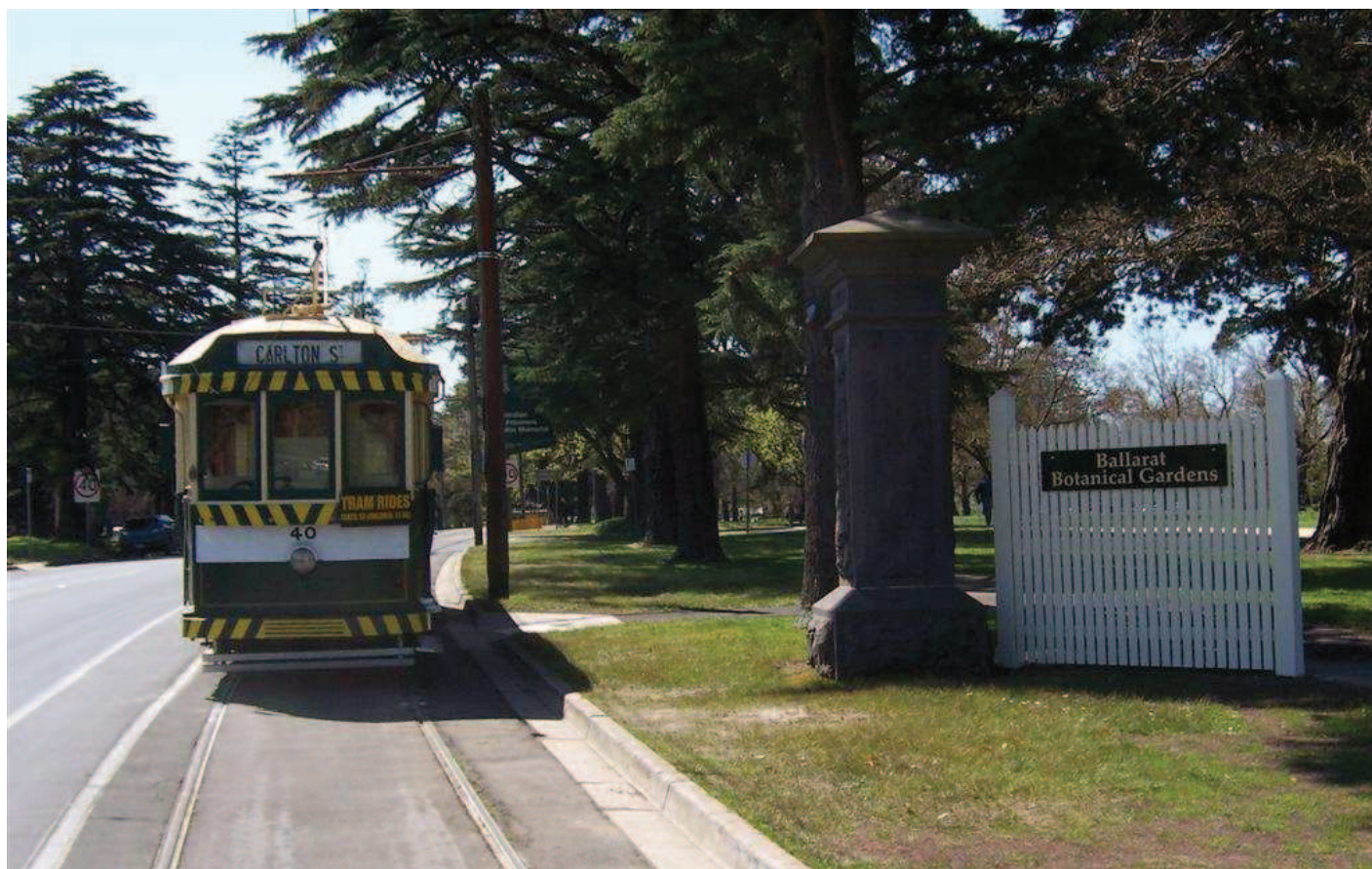


FARES PLEASE!

October 2010

News from the Ballarat Tramway Museum

Botanical Gardens Heritage Listed



No 40 arriving at Carlton St on Saturday 2 October 2010. On the right is one of the recently installed picket fences.

Photo: Richard Gilbert

September 15, 2010 was an important day for the Ballarat Botanical Gardens when they were added to the Victorian Heritage Register, something that Council had been trying to achieve for some time.

The Victorian Heritage Register is the official listing of more than 2000 places and objects which have been assessed as significant to the state. The listings provide the state's highest heritage protection and mean changes to the sites may require a permit from Heritage Victoria. (From "The Courier")

Ballarat Trams are Ballarat History

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Top left: Colin Zeff & Simon Green accept the Ear Award on behalf of their museums from the Chairman of COTMA, Warren Doubleday

Photo: Peter McCallum 17/9/10

Above: Bungaree house had gained a temporary pond on 5 September! *Photo: Richard Gilbert*



Left: Warren Doubleday launches Wellington Tram No 47. *Photo: Richard Gilbert 26/9/10*

Bottom left: Surrey Hills Primary School visited on Monday 11 October.

Photo: Peter Winspur

Below: Potential Driver? Only two years old, this young lad had so many questions.

Photo: Peter Winspur 28/9/10



Around the Museum

The replacement of the valley guttering in July turned out to be a very timely piece of work, as after its completion Ballarat experienced its wettest winter in years, with the September rainfall being the highest on record for that month. On 13 August the pits flooded to half their depth, while on 4 September the immersion was complete, with water almost to floor level. It took the pit pump several days to clear this lot.

Ballarat Council were busy during this period, between rain delays, in sealing the car parking area from Depot Junction towards Carlton Street, and installing new kerbing and asphaltting in the Gardens Loop area. The tramway now runs alongside sealed road surfaces all the way from the Loop to Carlton Street, in contrast to the early days of the museum, when it was all unsealed. While the ambience is not quite as rural as it was, the trams are noticeably less dusty than they used to be. The project was finally completed on 25 August, with the addition of the road markings.

While the September rains were most welcome in regard to water levels in Lake Wendouree, which is now at its fullest for some years, it saw access to the tramway car park behind the depot almost impossible. Eventually the Council provided a truck load of gravel and a Bobcat and remedied the situation. The Museum is very grateful.

A decision was taken to tidy up the wall alongside 3 Road which over the years has become the last resting place for all sorts of stuff that can be stored by leaning it against the nearest wall, or on top of other stuff

already there. Once this had been relocated (mainly to other walls) the asphalters were called in to seal the last unsealed section of the original shed. Once completed a major effort in early October saw the wall sheeted over with corrugated Colorbond. Eventually this wall will be used to display many of the SEC and earlier signs acquired over the years but never adequately available for viewing. It will become part of an extension of the museum display proper, which is currently inside No. 39.

Ongoing work on the fleet is concentrated on No. 27. The basic paintwork is complete and currently the time consuming addition of lining is being carried out. This tram is once more in the 1935 SEC green and cream colour scheme, but this time using the correct shade of bronze olive green, which was sourced from a "Pay As You Enter" sign received some years ago from the collection of Wal Jack. The authentic larger sized numerals of the pre war days have been prepared by Museum member and sign writer Brian Wood, which will add a further touch of authenticity.

Also receiving attention are the controllers of No. 38, dismantled for a thorough clean up and refurbishment while the tram body is waiting to be re-united with its trucks.

Another spare time job completed over winter was the stripping and repainting of three sets of decorative scrollwork for the overhead. These will eventually be erected in suitable locations, as time permits. As poles have been replaced from time to time over the years, the scrollwork has not always been reinstated.

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Operations

For the second time in less than two years weather prevented the tramway from operating. The heavy rain on 4 September led to quite serious flooding in the Ballarat region and the Gardens were essentially under water. The story was so different from the last time trams did not run which was in 2009 on Black Saturday.

Even though the whole month of September was remarkably cold, patronage during the school holiday running period saw some of the best day totals for many years. Tram crews reported that there appeared to be a noticeable increase in visitation to the Gardens from other parts of the state. News that Lake Wendouree has returned may have been a cause and the Gardens are looking magnificent again. In early October the warm weather began to appear and patronage has remained very buoyant.

Annual General Meeting

A reminder that the Annual General Meeting of the Museum will be held at the Tram Depot on Sunday 7 November 2010, commencing at 2.00pm.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting. It is expected that the Museum will launch Tram No 27 in its new colour scheme after the meeting.

Membership Renewals

Members who are yet to renew their subscriptions for the current year will find a reminder with this mail out. We look forward to hearing from you.

Lake Wendouree

Measures taken over recent years will ensure that Lake Wendouree is never empty again. In addition to recycled water and storm water harvesting a one off diversion of water from the Gong Gong reservoir was made to enable dam safety works to be undertaken.

In early September an 800 metre pipeline from the Ballarat West bore was opened. The bore was part of the urban water supply until last November. It is now no longer required due to the Goldfields pipeline. The bore water will be used to accelerate the restoration of the lake.

After the pipeline project was started Ballarat experienced its wettest August in 101 years! And the rain kept coming in September. As a result at the time of writing the water level is not far below the bottom of the stone edging.

It is now expected that water levels will soon allow the two kilometre long rowing course to be dredged to increase its depth by 50 centimetres to the national standard of 2.2 metres.

The dredging of the rowing course is part of Council's plan to restore the many social, recreational and tourism benefits which it is believed will flow after the return of Lake Wendouree.

It is also expected that the return of aquatic sports training and competition to Lake Wendouree will have a significant economic and social impact on Ballarat.

New Member

The Museum welcomes the following new member.

816 Ms Anne Marie O'Brien

Volunteering – Why are we involved?

Recently Austin Brehaut, a long time volunteer for the Museum, came to the realisation that his body was telling him that it was time to ease his workload a little and give up conducting on the trams. From this came the stories below.

In 2009 the Museum was invited to participate in a touring exhibition mounted by the Ballarat Gold Museum. To support the Museum's contribution to the theme of the exhibition Austin was asked to write a short piece on why he liked working with the Museum. He wrote:

As an volunteer Conductor with the Ballarat Tramway Museum for over 30 years, my involvement with BTM is the outcome of a life-time interest in Ballarat trams, having grown up in Sebastopol with trams running past my front door.

Trams having run in Ballarat for over 120 years, I deem it a privilege to be able to assist in keeping a living reminder of the days when they formed such an integral part of the social and business life of this city, and to give both local people and visitors from Australia and overseas an experience of what Ballarat trams were like in years past.

I trust that the Ballarat Tramway Museum will long be given to play this vital role in the history and heritage of Ballarat.

Roger Salen, who has worked with Austin more times than he could ever recall, responded to a request for a story or two as follows: He entitled his piece "The Consummate Conductor".

Hi Peter

You set me a difficult task in asking for stories about working with Austin, not because of a shortage of them, but rather keeping in mind not setting down issues that it may not be wise to set before the public at large (or even the Traffic Manager). I have set out some thoughts below.

I have been driving trams in Wendouree Parade for nine years, and in that time I have worked with Austin Brehaut as conductor on many occasions. I can't tell you how many, but I bet Austin can, he is always so meticulous in record keeping. When I was rostered on with Austin I always knew that when I arrived at the depot, early so that I could have some lunch before starting my duties, Austin would be there with his outfit sorted, wearing his connie's bag and with the tram prepared and ready to go.

The only time I recall having a real emergency "three bells" stop was because Austin was leaning out of the door when his cap blew off! One of his key features was his rapport with the passengers. He spared no effort in explaining the tramway (originally and now), the state of the lake, the history of the tram we were on and anything else that came up in conversation, in considerable detail and at length, limited only by the length of the ride or the need to attend to other passengers.

Austin is just a few years my senior and we both sport grey beards, so it was not unusual to be asked if we were brothers. The usual answer was " he is but I'm not". Before departing from a terminus we

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would often doff our caps, one to the other with "proceed when you are ready mister motorman", "by all means mister conductor", much to the amusement of the travelling public. Of course this exchange was always followed by two bells, a matter in which Austin was most particular.

Quiet times were always accompanied by discussions about such matters as correct use of the English language (two old pedants together), or the decline of manners, dress standards, etc.. On those typical Ballarat winter days when it's wet and cold and there are no customers about, I'll think of my old friend: sitting in the depot with the radiator on, warm and dry.

Roger Salen

So why do we do it? Austin's story follows:

Austin's first awareness of trams was at a very early age in the mid 1930s not long after the first of the second generation of electric trams arrived in Ballarat. Trams ran down the east side of Albert St Sebastopol right outside his childhood home, and prompted him to take an interest in them, especially the short-working trams which terminated at Rubicon St, 100 yards away where he could turn the pole and annoy the crews waiting to return to the city. He also ran a mock tram system in his backyard. As a child he had visions of being a "trammie", but his later life took him in a different direction.

Amongst other things he well remembers the wartime employment of conductresses and the influx of American servicemen to Ballarat at that time which taxed the trams and their crews, as well as the first bogie car in Ballarat on a test run to Sebastopol

on a Sunday morning in October 1945 which was something different and exciting to a 10-year-old. And weren't the trammies a wonderful lot - well, most of them. He remembered such trivia as the various trams involved in accidents, changes of paint schemes, short-working alterations, number changes, and other such matters. Unfortunately he didn't record these sorts of things at the time.

At that time of course trams were more or less taken for granted and there was little thought of a day when they would no longer be there.

Austin left home in 1955 and lost the immediate contact with his beloved tramcars, but still had a great deal of interest in them. However the proposed abolition of the trams in the early '60s brought an inward sadness, and when the end finally came in 1971, he was unfortunately living in Apollo Bay, and being a Sunday evening was unable to share the mixed feelings as 40 made its last run from Sebastopol to the Depot.

By this time the BTPS had been formed and Austin was in on the ground floor as an early member, but not able to do much practically, living well out of town and not being available at week-ends. But shortly after the Society began operations, it occurred to him that perhaps after all he might be able to achieve his childhood wish to become a tram conductor. So in 1976 he applied to become a conductor, and over the next 20 years or so took a turn of duty as and when his holidays in Ballarat from as far a field as Tasmania allowed as Conductor No. 29.

But at the end of 1998, it was retirement day from parish ministry, and Austin

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returned to live in Sebastopol, not far from the former Sebastopol terminus, and with it the prospect of regular conducting, and hopefully being able to qualify as a driver (joy oh joy!). However a spell of ill-health in 1999 and its subsequent consequences precluded the latter, but it was the beginning of a most enjoyable “full-time” period of conducting with the drivers of the traffic staff, and negotiating with Dave Macartney as to what tram he would like to use next time around.

He doesn't have any particular stand-out memories of his time on the platform, as every day (even the miserable wintry days with single-figure patronage, or the near-century summer days which taxed his stamina) was a special time, talking with the passengers about the Society, the trams, and Ballarat (and why the lake was empty!), sharing corny jokes with the drivers, and of course doing the things conductors have to do in the course of operations. And the pay too was marvellous!

Begonia Festival Time brought with it the experience of “peak-hour” conducting.

The passengers for the most part were very interested in our activity, and the delight of children was a joy to behold. However it was probably the “Cops ‘n Kids” charters for children with cancer each year from the early 2000s with driver Dave O’Neil that had that special feeling about them, and which meant so much to children who might not be back the next year.

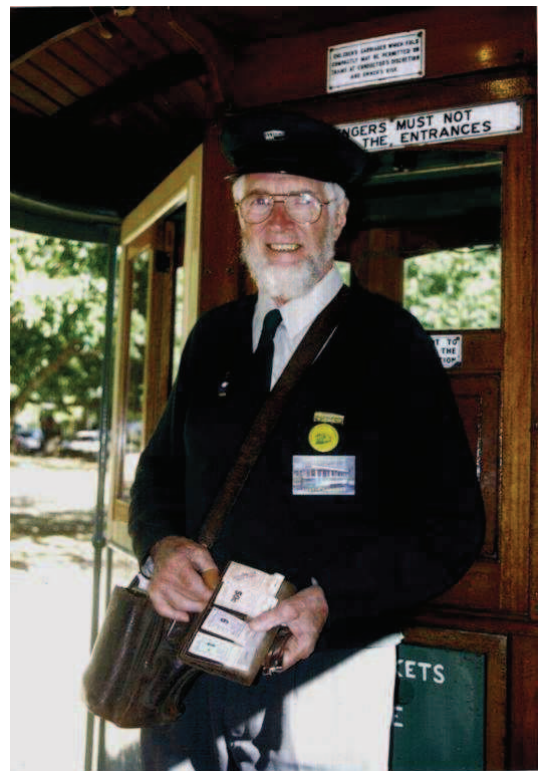
But good things don't last for ever, and in August 2010 with a medical exam approaching and not far from the ripe old age of 76, Austin reluctantly decided to “hang up the ticket punch”. The spirit was

willing, but the flesh not quite so, and on Saturday August 28th, with Gavan Dorian as Driver and aboard our historical car No 40 he waved his last tram across Wendouree Parade and into the Depot.

But (sorry folks) he's still around. Too often having had to apologize to passengers that we couldn't have the depot open, he will be doing a couple of Saturdays a month as Depot Guide in the time to come, in the hope that many people will continue to learn of and enjoy our trams as much as he does.

Since the end of 1999 when he began to keep records, Austin has spent around 450 days on the service trams and sold tickets to some 27,000 passengers. In addition he has assisted in the operation of an innumerable number of charters.

Peter Winspur



Conductor Brehaut 20/3/2004

COTMA Conference 2010

Eight members from the Museum took part in the COTMA Conference held in Wellington, New Zealand, during mid-September. The Conference was hosted by the Wellington Tramway Museum. Some of the party commenced with a pre-conference tour in Christchurch, a week after the recent major earthquake. The city tramway itself suffered only a broken rail, but a lot of damage around the city was also apparent. Both the Tramway Historical Society and Christchurch Tramway Limited were great hosts as always.

Original planning was to travel by train to Picton and then ferry to Wellington, but a major landslip closed both the road and rail line for a week. A replacement coach was organised. On our way we stopped at the 600mm gauge Riverside Railway at Blenheim. Well worth visiting.

The Conference commenced on Thursday evening 16 September in Wellington itself with a welcoming function. The following two days saw the formal opening by the Mayor of Wellington, the presentation of a number of papers, Brag sessions and the Conference General Dinner. The dinner comprises the now traditional general and tramway knowledge quiz and a Memoriam session remembering those workers who have passed on since the last COTMA Conference. Ballarat remembered the loss of Frank Puls and Phillip Work.

The Museum was very delighted to jointly receive the COTMA Excellence and Recognition Award (EAR Award) with the Western Springs Tramway (MOTAT). The Museum had nominated "*Community Partnership – Horse Tram Operation*"

The basis of the Museum's nomination was that it had entered into a Partnership with the City of Ballarat (Community) for the 2010 Ballarat Heritage Weekend. The Museum's contribution was to operate the Horse Tram and the City funded the operation and provided publicity and signage for the event. This enabled both parties' goals to be achieved and further established the working relationship that the parties have built over recent years. In particular, it enabled the horse tram to operate on a sound financial basis for the first time. BTM COTMA Representative, Simon Green, accepted the Award on behalf of the Museum. It was accompanied by a cheque for \$250.

The following day we visited the Wellington Tramway Museum's tramway, known as the Kapiti Coast Electric Tramway at Paekakariki where a three tram service was operating. The weather was great and, as always, the Wellington Museum were great hosts. Afterwards we visited the Southwards Motor Car Museum which is nearby and listened to their Wurlitzer Organ.

Monday was the final conference day where papers and presentations were completed and, in the afternoon, we visited the National Museum Te Papa. Tuesday was taken up with a Trolley Bus tour around the city using two new Wellington trolley buses. Good byes were then said for those returning to their homes or partaking in the Post Conference Tour.

Wednesday saw about thirty-five of the COTMA Conference attendees joining a tour led by Richard Gilbert to Auckland

via Wanganui and New Plymouth. During the Wednesday and Thursday, we again visited the tramway museum at Paekakariki, the Foxton Trolley Bus Museum, the Wanganui Tramway Museum, the Durie Hill Lift, the Ward telescope in Wanganui and enjoyed a trip along the Whanganui River on the paddle steamer Waimarie. It is of 1900 vintage. We stayed for two nights at the Grand Hotel Wanganui a grand city which once boasted its own tramway system.

On Friday 24 September it was onwards to New Plymouth, another small New Zealand city which formerly operated trams. The trip was via the Tawhiti Museum and

Taranaki Pioneer Village which boasts a small 600mm gauge railway.

From New Plymouth it we continued to the 3'6" gauge rail line at Waitara, which boasts a great view of the snow-capped volcano, Mt Taranaki if the almost perpetual cloud lifts and then it was onwards to the White Cliffs Organic Brewery and finally to Auckland. The following day saw a visit to the Western Springs Tramway for the launch of Wellington Double Decker, No. 47. The Museum had shared the EAR Award with the Ballarat Tramway Museum for the restoration of this vehicle.

Warren Doubleday

Launch of Wellington Double Deck Tram No.47

During the recent COTMA Conference, Warren Doubleday, Chairman of COTMA, was invited to officially launch restored former Wellington double deck tram No.47 into service. This tram had spent many years being restored and had managed to survive the years prior to this by being converted to an overhead maintenance car, whilst the Wellington trams were still running and from there it had been acquired and looked after when the system closed in 1964.

The members of the tramway section at MOTAT were most proud of their achievement and the Launch Event was well advertised throughout Auckland. Many families turned up to participate and have a good day out in visiting the museum and enjoying the many attractions it has to offer.

Ballarat members, Warren Doubleday, Richard Gilbert, Simon Green, Carolyn Cleak, Kevin Taig, Bruce Worthington and Lindsay Richardson joined with all the tramway fraternity to enjoy the day and celebrate this great milestone.

After Warren Doubleday spoke to the crowd he called for the Tram Depot doors to be swung open and 47 emerged into the sunlight amidst cheers and clapping. Warren then took the scissors and cut the ribbon to allow passengers to board. The tramway members, and COTMA attendees were invited for a ride followed by a special lunch at the museum function centre whilst the brass band played selections on the front lawn.

A most appropriate event.

Richard Gilbert

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Fascinating Items

Recently a copy of the image shown below was donated by a John Hyett. It was in his collection of Magic Lantern slides and as there was no identification on it he was interested in dating it. Our historian, Alan Bradley, compared it with other photos from around 1900 and concluded that, as there were poles it was probably taken during 1904-1905 not long before electric operation commenced. John was happy for the Museum to reproduce the photo.

Another query was received from historian Grania Poliness. She is writing a book about Australian souvenir china and is interested in dating her pieces and checking their historical accuracy. Grania forwarded a scan of a dish with a photo of the lower end of Sturt Street showing electric trams.

Her dish is made by Shelley England. It was made especially for R Tunbridge and Sons. Alan advises that Tunbridge's was a furniture retailing business established in Ballarat by Richard Tunbridge and his sons in the early 1860s. From the early 1910s it was located in a large building on the north-west corner of Sturt and Armstrong Streets. A guesthouse and some smaller shops were included in the building. The building can be seen in several early photos and postcards. Tunbridge's sold the building to a bank in 1963, and the building was demolished during the late 1960s. Tunbridge's still trades today as Tunbridge Window Furnishings.

The green passenger shelter and the ESCo toast rack tram enable Alan to date the picture on the dish as between 1913 and 1923.



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Above: A visit a group of enthusiasts organised by Intra Express a tour company based in Berlin saw No 14 and No 26 waiting for No 40 at Gardens Loop on Saturday 25 September. The AFL Grand Final was in progress at the time leading to a deserted Wendouree Parade. *Photo: Peter Winspur*

Below: The illustration on a dish especially manufactured in England for R. Tunbridge & Sons.



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“Entrance to Gardens South Side”



Above: No 33 passing the former gate pillars at the southern entrance to the Gardens on 10 October. The new fences are a reminder of earlier times when there were complete fences and iron gates.

Photos: From "Ballarat Views" a book in the BTM collection and Peter Winspur.



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