

FARES PLEASE!

August 2011

Celebrating 40 Years

News from the Ballarat Tramway Museum

Tram No 38 Returns to Service



Photo: Peter Winspur

For the first time in nearly thirteen years Tram No. 38 was rostered to operate the service on Sunday 21st August. After a considerable period in storage due to low flanges, the bogies and motors have seen a major overhaul. No. 38 was modified in 1953 to operate without a conductor although this never occurred due to union opposition. Trainee driver, Aaron MacDonald is seen waiting time on the first glorious Sunday in months.

Ballarat Trams are Ballarat History

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40th Anniversary of Closure

On Sunday 18th of September the Museum is to hold a public event to remember the closure of the Ballarat tramway system.

The last trams ran on Sunday 19th September 1971. The final tram to return to the depot was No. 40, today the pride of the Museum's fleet.

The celebration will promote '*40 years of the Ballarat Tramway Museum*'.

The plan is to offer a family day and so the event will focus on being a day for the public. It will see a number of our trams run for all to enjoy.

On the day the tram service will operate between the Depot and St. Aidans Drive. Unlike our usual authentic operations and as happens with other Australian tramway museums different trams will take up runs originating at the Depot.

The Tram Depot will be the focus of the service and our visitors to the Depot area will be able to take advantage of the attractions offered. The new Museum Display has been commissioned and is absolutely excellent in its state of the art presentation.

A sausage sizzle will be provided along with souvenir balloons, face painting, information and sales tent, old time machinery and engine display along with our tram fleet on display. Special arrangements have been instituted to have '*The Fat Controller*' despatch the varied tram runs. . A major drawcard is that our tram rides will be provided 'free' although a 'gold coin' donation will be welcome.

We are all looking to a fantastic public event day.

The contact for the event is Richard Gilbert on 0418 535 291

Around the Museum

It was already dark at about 6:30pm on Monday evening 22nd August when the depot staff became aware of a myriad of flashing lights in Wendouree Parade. On investigation, it was discovered that a car had run into one of the Museum's poles on the hill towards Carlton Street. The pole had been moved some distance in the ground and span wires were resting on the car. Fortunately, the trolley wire remained intact.

Power to the overhead was cut immediately. Paul Mong, our electrician, was called out to formally isolate the system and provide the appropriate paperwork to the police and to Powercor who also arrived. Allan Snowball was also called in to light up the tower truck. Powercor summoned a pole lifting truck to straighten and relocate the pole and assisted in restoring the span wires.

By 9:15pm the job was finished allowing the next day's school visit to go ahead without disruption. Our thanks to all those who assisted and especially the Powercor linesmen.

For some time tram No 33 has been the only tram which had not been repainted by the Museum. The superb lead based paint has stood up well for almost forty-five years but eventually started to look rather tired. The tram has now been taken out of service and sanding down has commenced. It will remain in the final SEC colour scheme.

The discovery of a cracked motor support beam on No 661 has seen it taken out of service until the tram can be lifted and the cracking repaired. This was a common problem with W3 class trams and lead to their withdrawal in 1969.

The display panels in the display area have been completed and feature changing images and sound as well as the traditional photos. The major refit project is now almost complete.

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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 23 October 2011, 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 9 October 2011.

Bereavement

On Wednesday 3rd August Anne Brehaut passed away after a short illness. Her husband of many years is foundation member and long serving tram conductor, Austin Brehaut.

Board members Richard Gilbert and Neil Lardner were among the large number of mourners who attended the funeral at the Holy Trinity Church, Sebastopol on Monday, 8th August. Our condolences go to Austin and his family at this sad time.

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.

Membership

The Museum welcomes the following new members and Junior Supporters:

- 826 Geoff Gardner of Creswick
- 827 Kris Starnovski of Coburg
- 5057 Christopher Boehle-Mitchell of Delacombe
- 5058 Alice Mong of Mt Pleasant

Renewals have been coming in at a good rate and there have been many generous donations, for which the Museum is truly grateful. Receipts for donations are normally forwarded in June to minimise the chance of their loss. Our Treasurer, Carolyn Cleak, can answer any queries. Carolyn is at (03) 9877 4130

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40 meets 33 at Gardens Loop

Photo: Peter Bruce, 23 July 2011

Wendouree Parade 1971 - 2011

Exactly forty years separate the two photos. Apart from the activity around the cycle race in 2011, the main difference is the loss of the two huge pine trees which occurred soon after the Museum commenced operations.



Wendouree Parade at a quieter time

Photo: Bill Kingsley, Winter 1971

40 Years Ago: Formation of the Ballarat Tramway Preservation Society

By Alan Bradley

In February we published the first part of an interview recorded by Alan Bradley in 1996 of foundation members Richard Gilbert and the late Neville Gower discussing their memories of those important first few months of the BTPS. This month we conclude with the part of the interview covering events from September 1971.

Ballarat Courier 1 September 1971: *The BTPS is working to commence operation of its tourist tramway as soon as possible after the closure of the system on September 19. The Ballarat City Council on Monday approved the Society's submission to operate the service on a trial basis in the three months to next December.*

Ballarat Courier 14 September 1971: *The BTPS's proposal to operate a tram service on the lake route for a trial period of three months was the subject of comment in a letter from the SEC to the meeting of the City Council last night. The Commission referred to council's decision to raise no objection to the proposal subject to SEC approval. It had been noted, the Commission stated, that the museum committee apparently believed that the tram depot and its equipment would be available for use during the trial period. Council was advised that apart from temporary housing of trams until a building was erected, it would be quite impractical for the Commission to permit the use of the tram sheds as an operating depot.*

Richard Gilbert: I was at home, and Paul Nicholson had gone to Ballarat to a council meeting that was to decide whether we could have a trial or not. He rang me with this hot news that the council had approved this three month trial and we were going to start running soon. I was the secretary of the tramway about then. We must have got correspondence from the council subsequently saying no you're not going to have permission now because the SEC had refused permission to use the Powerhouse,

as well as not letting us use the depot for an operating purpose. There was a problem with the power supply, because the SEC said the equipment was worn out, it was too old, and it would have to be operated by them, there would have to be staff on. The Powerhouse which they had planned to decommission would have had to be kept going. As much as the legalities of keeping the trams running out of the SEC depot was a problem, so was the Powerhouse.

Question: Was any thought given at the time to preserving any of the old rotary converters or generating equipment?

Richard Gilbert: In retrospect I find that amazing to say no. We just didn't have time to get organised in that area, and I really wish we did. It never came about in any serious discussion that people made a move to ask the Commission "Could we have a rotary converter". I do regret that over the years, especially having gone to Bendigo depot and seen theirs. I'm quite a fan of electrical energy and production and I can't understand myself why we never got motivated and thought of it. We weren't ever knocked back, we just never thought of it.

Ballarat Courier 12 October 1971: *The City Council will consider approval of a depot and tramway service in the Botanical Gardens area at its next meeting on 25 October, if the BTPS can meet a number of conditions. The proposed route from Carlton St to View Point was impossible due to council's plans for road alignment in two places.*

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For this reason the Council's Tourism Committee recommended a service be permitted in the Gardens area between the North and South Gates.

Ballarat Courier 23 November 1971: *The City Council last night gave permission for the BTPS to go ahead with the building of a depot to house its six trams. The site tentatively approved is in the Botanical Gardens Reserve, south of the fish hatcheries.*

Neville Gower: It was Maurie Calnin who came up with the fact that the City Council was responsible for Wendouree Parade between the pillars in the north and the pillars in the south, and therefore there should be no objection from the council to us running there. The City Council then had to make a statement whether they were for us or against us.

Richard Gilbert: I can't ever recall that ever being used as a lever in the argument. I think in later years we've said that, and I wonder if it's something of our own creation. Maybe at some stage it was used by council, but I don't ever recall it being made a point.

Question: Why was it decided to get the six trams that we did (Nos. 14, 26, 27, 28, 38 and 40)?

Neville Gower: The reason we took those trams was that it was said to me by Mr Denmead, the Superintendent, that before he allocated the trams out he would give us the trams that were most identical to each other for operational purposes. Remember we weren't looking at it as a gunzel organisation, we had to have a set of trams to operate a tourist educational historical thing. As we had no money and no-where to put them, we had to accept what was offered and the advice Denmead gave us. Not only did Mr Denmead organise the trams for us, he gave us a lot of stuff which is to this day available for the museum. He

was a very generous person.

Richard Gilbert: The SEC decided we could have five trams, the sixth being No. 14 owned by the City Council. The SEC gave us the single truck trams because they were the same class and could be maintained easily by sharing components. They didn't want to give us the "30" trams, 31, 32, 33, because the brake rigging on them was more finicky to deal with, they felt. It wasn't as efficient in braking, they weren't as good a design of tram as 26, 27, 28. Therefore they gave us the three single truck trams of the same class. The bogie trams were of the same class, we got given No. 40, we were given a bogie and that was a convenient tram. I think we got No. 38 because it was down the back of the shed for painting and no one else was in line for it and we got it because it was surplus. No. 28 was given to us because it was a damaged tram and they said it was to be used for spare parts to keep the other trams running. We were appreciative of what we got, and we weren't going to start fighting for other trams. The Commission had drawn up a list in their offices of where the other trams were going anyway.

Question: Looking back all these years later how do you see the museum now, compared to what was envisaged in 1971?

Richard Gilbert: It's far beyond what we ever anticipated. I was quite ignorant of the original history of the trams, I didn't know about the horse trams or the Electric Supply Company, I only knew that the SEC ran the trams and had done so for a long time. So when the Society was formed I really think everyone - Campbell Duncan, Bill Jessup, Clyde Croft, all those people - formed the Society to preserve the SEC trams as we knew them. As the Society has gone on, developed, matured, we've realised the history of the tramways. At the same time we've had people offer trams to us, such as the horse tram, then the Electric Supply

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Company tram. So the whole thing has developed into this more formal museum, now we've got official archiving and cataloguing, and in our minds we're just

developing a more professional museum approach rather than a tram fan's approach. I'm really pleased that it has and I'm very pleased with the Society.



Photo: Peter Bruce

Visit of the Association of Railway Enthusiasts

Fifty years ago in July 1961 a young group of railway enthusiasts formed the Association of Railway Enthusiasts. One of the aims of the new organisation was to operate tours by rail. The very first tour was to Ballarat on 23 July 1961. They travelled by regular train and then travelled around the Ballarat system in trams 21 and 32.

Ten years later on 27 June 1971, another visit to Ballarat saw trams 41, 77, 13 and 11 chartered for a much larger group to experience riding on a Ballarat tram before it was too late.

The Association has always had a special link with the Museum as it was through the A.R.E. that the first public meeting was promoted in Melbourne to campaign for the creation of a tramway museum in Ballarat.

On February 1st, 1975, the A.R.E. journeyed to the old Wendouree station in DRC No 41 to attend the formal re-opening of the tramway.

To commemorate the first trip the Association revisited Ballarat on Saturday 23rd July travelling in DERM No 58. Tram No 40 was made available and No 33 was running the service to give an authentic 1960s impression. Unfortunately, the trams used in 1961 were not available on the day as No 32 is currently stored waiting restoration and No 21 is at the Adelaide tramway museum.

The day was complicated by the 101st Melbourne to Ballarat Cycle Classic which was finishing in Wendouree Parade at the same time. Great co-operation by the organisers of this event allowed trams to pass soon after the finish.

The tour was fully booked and this led to a repeat visit the following Saturday.

The links between the two organisations endure to this day with Driver Robert Paroissien and Conductor Graeme Cleak both long time office holders of the A.R.E.

Restoration of No. 38

No. 38 last ran in regular traffic on 20th September, 1998, Driver Millar and Conductor Hutchesson. At the time it was suffering from a series of minor faults, as well as having low flanges, so it was put into storage pending a decision as to the work to be carried out. With No. 40 having just returned to service following some motor problems, the work on 38 was felt to be not urgent, particularly as it was obviously going to cost a fair bit of money.

No. 38 had first operated on the first official running day, Boxing Day 1974, and on Boxing Day 1999 as part of celebrating twenty-five years of operation it was dusted off and ran a members' special at the end of the day.

During January 2004 an effort was made to return the car to service for a further period, but in the event it was found to be altogether too much trouble, particularly as the problem of the low flanges was not able to be addressed. With the car back in storage, a few parts were removed to keep No. 40 operating, while the failure of the No. 2 end controller in August, 2004 meant that it was now essentially a static exhibit.

By June, 2008 the time had come to face up to the task, and 38 was moved to 4 road and jacked up. The trucks were removed and dismantled, the frames being squeezed in between 5 and 6 roads. By now the AETM in Adelaide had got their wheel lathe operational, so the wheels were dispatched to Adelaide for turning on 10th October, 2008. It would be two years before they returned, as the wheel lathe suffered a major failure during the process, and it took a year or so to locate the parts needed to carry out the repairs to the lathe.

Meanwhile, the motors had been stripped down for inspection, with the No. 2 motor

being sent to Bendigo for insulation repairs. The other motor had been overhauled in 1977, and was still in good condition. The No 2 end controller was repaired during this period. In order to avoid having the car sitting up on the jacks for an extended period, the spare pair of 22E trucks were rolled in and the body lowered down again.

Once the wheels had arrived back from Adelaide re-assembly could begin. The motors were tested on the bench during January this year and replaced in the trucks. A bearing which refused to cooperate caused some delay until it was trimmed to a precise fit, but on 3rd August the trucks were complete and the body was able to be lowered back on to its own wheels. On Saturday 6th August the tram ventured out into Wendouree Parade under test for the first time in over eleven and a half years.

The rest was just routine, or should have been. The compressor governor was found to be playing up, and refused to cut in and out at the desired pressures. Considering that this was one of the items swapped over with 40 during the period out of service, this was hardly surprising. Eventually it was replaced with a more reliable unit. Various road tests and adjustments were carried out over the next couple of weeks, as well as some extensive cleaning to remove a decade or more of accumulated dust.

No. 38 returned to service on 21st August, 2011.

None of this would have been possible without the patient efforts of our tiny workshops team of, especially, Alastair, Allan and Dave and without the assistance of Ian Seymour of the AETM.

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1971 Tramway News: Part 4 By Alan Bradley

July and August 1971

We continue looking at a few interesting news items from "Modern Tramway" magazine, to see what else was happening in the tramway world in 1971.

Australia:

- The Transport Regulation Board has approved the tram replacement bus services in Ballarat. The changeover will be timed to coincide with the September school holidays.

Brazil:

- The last two tram routes in Santos were closed on 21 February. (*A heritage tramway opened in Santos in 2000. Santos is also planning an 11 kilometre light rail line.*)

Bulgaria:

- Sofia's first three new eight-axle articulated trams were seen in service in May.

Denmark:

- 104 years of tramway operation on route 7 in Kobenvahn (Copenhagen) came to an end on 25 April, when the service was converted to bus operation. The final tram route 5 is scheduled to close on 23 April 1972.

Egypt:

- By the end of April 50 of the 100 articulated trams for El Quashira (Cairo) had been imported from Czechoslovakia.

Finland:

- In Tirku the circular route 3 was converted to bus operation on 25 April.

- The remaining route 2 is expected to be closed within three years. (*The final tram route in Tirku closed on 1 October 1972.*)

Germany:

- The remaining two tram routes in Reutlingen are reported to be converted to bus operation this year. (*The final tram route in Reutlingen closed on 19 October 1974.*)

Hungary:

- In Budapest 50 eight-axle articulated trams are now in service and another 68 on order to replace older two-axle trams.

Japan:

- The urban tram routes in Fukushima were closed on 1 April.
- The Sanko Electric Tramway in Kobe was closed on 14 March.
- Tramway operation in Shimonoseki ceased on 14 February.
- In Tokyo routes 16, 19, 20, 22 and 36 were closed on 18 March, leaving only routes 23, 24, 27, 28, 29 and 38 still operated by trams.
- The last day of operation of the Nankai Railway local tramway in Wakayama was 1 April.

Spain:

- The final closure of the Barcelona municipal tramways on 19 March was marked by a procession of 20 trams, including some museum pieces, accompanied by a crowd of several thousand people and a motorcade of several hundred vehicles (*The Tramvia Blau, or Blue*
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tram route was kept open as a tourist attraction following the closure. A light rail service was opened in 2004.)

- Route 73 in Madrid was closed on 25 April, leaving only routes 70 and 77 operated by trams. *(Tram services in Madrid ceased on 1 June 1972. A light rail system was opened in 2007.)*

Sweden:

- Long-term planning for the future of public transport in Goteborg produced five alternative suggestions: 1. a conventional metro with two lines with bus feeders; 2. an expanded rapid tramway with bus feeders; 3. an all-bus system; 4. a rail-taxi system with bus feeders; 5. a rail-taxi system replacing the trams and buses. *(In 2011 the tram system in Goteborg (Gothenburg) is the largest in Scandinavia.)*
- Route 20 in Stockholm was to be converted to bus operation during June. *(In 2011 some tram routes still operate in Stockholm. There is also a heritage tram service on the Djurgården line, which closed in 1967.)*

Switzerland:

- A referendum in Bern approved the purchase of new articulated trams, and also rejected a proposal to purchase 20 new motor buses because of increasing environmental concerns. *(In 2011 trams still operate in Bern.)*



No 27 on a cold winter's day

Photo: Peter Winspur 5/7/11

Planning Ahead

The following item appeared the "Lake Wendouree & Precinct Newsletter" for August. The newsletter is issued by Council.

BALLARAT TRAMWAY MUSEUM PROJECT

Paul Mong, Alastair Reither from the Tramways Museum and Peter Dunn from Morton Dunn Architects recently presented an update on the proposed Tramway Museum extension to the Lake Wendouree Advisory Committee.

The Tramways Museum is currently celebrating its 40 year anniversary.

The current building is an industrial shed and the proposal seeks to extend the building and add approximately 500m² of display space to the existing building. The proposal suggests path linkages in the area and off street car parks in Gillies Street. The tram track fan at the front of the building would remain.

The proposed works include a display area that could showcase historic tramcars and artefacts. There would also be an archive room, education rooms, toilet facilities and it would allow for a separation from the workshop.

The project would be subject to a planning application.

Some time ago it was suggested to the Museum by officers of Council that the Museum should draw up concept plans for the revamping and possible extension of the building to assist Council in the review of the 1995 Gardens Masterplan.

At this stage early concept plans have been drawn up but any development would be dependent on finance and of course planning approval.

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The Pits!

Earlier this year an item appeared in one of the Victorian railfan magazines stating that our servicing pits in the workshop once floated to the surface when the area was flooded. They did? If so we were not aware of it.

An inspection will show that the pits have holes in their sides to prevent them floating like a huge bath tub. They are designed to let water in if the water table around them rises too high and so they fill with water before buoyancy is reached. And this is why we need to have a pump in the sump pit. They last filled up on the day much of western Victoria went under water last January.



Photo: Peter Winspur 31/7/11

Above: No 38's rebuilt truck

This late 19th century design predated the equal wheel bogies and supported the tram on their side frames rather than on a transom. Re-railing after a derailment has always been a major task.



International Visitor

English tram fan, David Menzies, visited our museum on 25th June. David is well known to older Melbourne tram fans having worked for the Melbourne and Metropolitan Tramways Board in their Head Office during the 1970's. When Richard Gilbert attended the 150th anniversary of railways on the Isle of Man in 1997, amazingly he found he was staying at the same hotel as David in the town of Douglas. They struck up a nostalgic conversation of times past in Melbourne.

Recently, the Museum was contacted by Ron Scholten, a well known former Melbourne tram driver, advising that David was visiting Australia and had never ridden a W4 tram and the Museum was asked if our W4 could satisfy David's ambitions.

Richard was pleased to give David his wish. David not only enjoyed the couple of journeys along our line but was also given a chance to drive his 'missed out' tram.



Photo: Richard Gilbert

Left: Demonstrating the close links between the Museum and the Association of Railway Enthusiasts, long time Treasurer, Carolyn Cleak, enjoys the A.R.E. excursion travelling in RM58 to Ballarat with her partner, Graeme, long term Secretary of the A.R.E.

Photo: Bruce Dixon 23/7/11

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Carlton Street Loop 1971

Photo: Bill Kingsley

This loop was approximately half way between the end of the Museum's line and the intersection with Hamilton Avenue (seen in the background). A line between the tracks is the approximate location of today's kerb.



Gardens Loop Saturday 30 July 2011

Photo: Peter Winspur

It was a quiet and overcast day for the repeat visit by the A. R. E.



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:

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