

# FARES PLEASE!

June 2012

*News from the Ballarat Tramway Museum*



## 2012 Heritage Weekend

The Museum celebrated Ballarat Heritage Weekend on Sunday 13<sup>th</sup> May by again running No 1 Horse Tram. Periodic rain showers and a freezing wind saw few people venture into the Gardens and patronage was poor. Heritage Weekend activities did not encompass the Gardens this year and so the Museum was not sponsored by Council to provide free rides. Publicity was good with the Museum appearing in the Heritage Weekend publications. Richard Gilbert also arranged radio and newspaper coverage. We thank Bruce Hill from Clunes who brought along Katie & Hank to provide the horse power. Also Richard who provided his marquee which was originally to house a sales area but ended up protecting our crews from the rain. Carolyn Cleak and Merle Clowes braved the cold in the marquee whilst Len Millar, Neville Hesketh and Neil Lardner were our crew. John Clowes, Roger Salen and Graeme Cleak staffed the connecting electric service.

*Photo: Alastair Reither*

*Ballarat Trams are Ballarat History*

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# Around the Museum

### Trams

Horse Tram No 1 received a thorough clean and some touch up painting for its outing on Mothers' Day. Dave Macartney discovered that old paint and a damp week are not a good mix when the repainted upper deck seats refused to dry properly and needed rubbing down again at the last minute. The weather was so awful that few would have noticed.

Tram No 13 has been taken out of service for an external repaint and the replacement of some of the leaf springs. Our drivers have been very aware of how hard this tram has been riding in recent years. The 1980s paint has faded very badly and it is hoped that the new paint will endure in the sunshine better. The car will remain in the final SEC livery.

Tram No 40 is back in service after some new bearings were fitted. No 27 is still out due to a defective bearing. The problems of servicing ancient equipment became evident when the defective one refused for many weeks to come out.

### Track repairs

Our current programme of track repairs, which has seen dropped track joints replaced, has finished for the time being. The section of track adjacent to the Adventure Playground required several dropped joints to be replaced and the last of these was completed on the 19<sup>th</sup> and 20<sup>th</sup> of June. The smoother ride of the trams over this area is noticeable. This reduces wear on the trams and saves passengers feeling those irritating thumps as the tram passes over the track. Some joints requiring attention, but to a lesser degree, are near Carlton Street and these will be attended to when the weather is better later in the year, as rain can delay the job with welding and concrete pouring affected.

Alan Snowball, Richard Gilbert and Alastair Reither worked with good precision to get this latest work done well.

### New Traffic Staff

Geoff Gardner had his first full day conducting on Monday 11<sup>th</sup> June and it was also a first for Driver Greg Fitzgerald who had his first solo day driving a Maximum Traction tram. Geoff will commence his driver training course quite soon. Geoff should prove particularly valuable as he is local and available on weekdays. Bendigo trained driver, Greg Robinson, passed his conversion course on 20<sup>th</sup> May. Michael Foley commenced his conductor training on Sunday 24<sup>th</sup> June. We welcome them all to our Traffic Staff.

### General

Alan Snowball has been busy erecting lighting along the walls of the large storage shed at Bungaree.

### Passing of Members

In four days the Museum lost two long term Members. Bruce Worthington died on 30<sup>th</sup> April aged seventy-two after a quite long fight with cancer and four days later Bill Kingsley passed away, also due to cancer. Bruce joined in September 1971 and Bill in July of the same year.

A resident of Sydney, Bruce would travel to Ballarat to help out whenever he could and particularly at Begonia Festival time. He was always a particularly generous donor to the Museum. Bruce was until recent years also an active member of the Sydney Tramway Museum. Several members of the Museum travelled to Sydney to attend a wake for Bruce.

An obituary for Bill is in this issue.

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## Around the Museum

Anti clockwise from the top:

1. The enduring fascination with horses  
*Photo: Peter Winspur 13/5/12*
2. Another joint replaced  
*Photo: BTM Collection 21/5/12*
3. Carolyn & Merle, our sales persons surviving the cold  
*Photo: Peter Winspur 13/5/12*
4. Geoff's first day as a conductor with Greg Fitzgerald  
*Photo: Richard Gilbert 11/6/12*
5. Geoff prepares No 1  
*Photo: Allan Snowball 3/5/12*
6. Filling the hole – Allan & Alastair  
*Photo: Richard Gilbert 20/6/12*



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### Bill Kingsley

So many Museums lost the services of Bill Kingsley when he passed away on the 3<sup>rd</sup> May aged seventy-six. Bill joined Ballarat in July 1971. In July 1974 he stood successfully for a position on the Board. In his submission for election he wrote in part: "It is 18 months since I first wandered into the depot at Ballarat in search of something new. Life in Melbourne was just too busy. I needed somewhere to relax mentally, where there was fresh air to breath, where I had no responsibility and could just be one of the gang. Of the four reasons for which I came to join you, only the fresh air is still there to breath. But I don't mind...." One of his goals was "to work towards a National Conference of Australian Tramway Museums, to unite all those whose recreation is the same as ours".

By this time Bill was negotiating with the Melbourne tramways to design the connection to the existing track in Wendouree Parade and to bend the rails for the curve. He even persuaded them to do a swap of rails as the Museum had some new rail in its possession.

In November 1974, Bill oversaw the installation of this vital link. This involved closing Wendouree Parade to traffic for three days whilst we did the work ourselves! We were younger then.

Less than six months later Bill was the convenor of a conference in Ballarat which led to the formation of the Council of Tramway Museums of Australasia. So much for relaxing mentally with the gang.

Bill remained on the Board until October 1979. As Engineering Manager he was closely involved with the other major project of the early years, the building of the much needed extension to the shed with its wonderful pits where one could work under a tram without lying on your back.

Bill became a driver in July 1975 and continued to drive on a regular basis until last year. He drove particularly during the school holidays when we are running every day. In 1983 Bill was the first to offer to drive on Christmas Day and did this for several years. Our tramway is in a location where many families come to relax and as one of the only attractions open on this day we were usually very popular.

Bill's last day driving for the Museum was not by design, but it was fitting. An ad hoc arrangement was in place for crewing at the 40<sup>th</sup> anniversary celebrations last September and he brought his uniform along just in case. Bill spent most of the day driving No 40, the last tram to operate in 1971.

It was only a few weeks later that he fell ill whilst visiting Portland with Keith Kings and he rang me to tell me the dreadful news. On advice from Stuart Turnbull, the Museum's doctor, it was agreed that it was not a good idea to drive whilst undergoing chemotherapy and so Bill missed his usual January commitment of driving for the Museum.

As most people know, Bill's interests and involvements were wide ranging and he was able to have a respite from treatment whilst he led a group from the Chartered Institute of Logistics and Transport on a long planned two week tour of New Zealand. On returning, Bill returned to treatment and was forced to miss driving during the Begonia Festival in March. This had always been an annual commitment.

In early March, Bill wrote to update me on his progress. The letter was full of hope. In December the tumour on his liver had shrunk greatly, he had felt terrific whilst in New Zealand. His next treatment was due to finish in time for him to drive at Whiteman Park, in Perth, for Easter. This

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had also been a commitment for many years. He intended to drive again in Ballarat on Queen's Birthday weekend. I arranged the necessary medical forms and Stuart Turnbull, our doctor, gave him clearance.

Bill was not to know then that within two months he would no longer be with us. Whilst in Perth he fell ill and was admitted to hospital soon after his return. The cancer had spread with a vengeance.

At his funeral, we were either reminded of or learnt new facts about Bill's busy and committed life. Although he passed away many years sooner than he should have, Bill

achieved much during his life and was busy and involved until the very end.

The Museum was well represented at the funeral and at the graveside and Richard Gilbert was asked to speak on the Museum's behalf.

Only recently, Bill lent his Ballarat slides to the Museum and we were able to scan these and include them in our ever expanding collection of photos. Several have already been published in *Fares Please!*

A fuller account of Bill's life can be found on the *Trams Down Under* web site, particularly in contributions from Roderick Smith.

*Peter Winspur*



Trackwork on the depot fan (left-right) Bill Kingsley, Noel Forster, Gavin Young, Clyde Croft, Stuart Lodington. Photo taken during the weekend of 6/7 May 1973 and published in *The Courier* 8/5/1973.

*BTM collection*

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### 40 Years Ago

On 16<sup>th</sup> June 1972 Tram No 26 was the first of the trams allocated to the BTPS to leave the S.E.C. depot. It was towed along the disused track in Wendouree Parade to a location near the toilet block near what is now known as Depot Junction. The move was described in the September 1972 issue of *Information to Members and Interested Parties*.

“On 17<sup>th</sup> June (*sic*) 4 wheeled tram No. 26 was hauled by Member John Withers in his Land Rover to a point where a dirt road enters our depot. As the ground was dry and quite hard the tram was derailed and hauled along the dirt road to the depot yard. Next morning, with the assistance of Mr Bob Davies and his crane, the tram was placed in the centre road in the shed.

After moving this tram it was decided that the others could not be moved without some difficulty and probable damage and, therefore, it was decided to construct an access line across the park from the Depot

to Wendouree Parade. This was accomplished over the next 3 weekends and on 15<sup>th</sup> July 4 wheeled trams Numbers 14, 27, 28 were transferred with a lot less difficulty and effort.

The problem that confronted the engineers was one of moving the bogie trams. Eventually a plan was laid and on Tuesday 18<sup>th</sup> July 1972 the last transfer was started. Bogie tram No. 38 was attached to the Land Rover and hauled along the tramway to a point opposite the access track. Four lengths of channel iron were placed on the tram line and the tram hauled onto these. A hawser was coupled to a power winch and placed on the leading bogie of the tram and all stood back as the winch gradually hauled the tram at right angles to the line it had just arrived on. After several manoeuvres from the leading bogie and the rear bogie the tram was hauled onto the access line. The last tram to ever leave the S.E.C. Depot, Number 40, was transferred to the access



Moving the first tram into the Depot 17 June 1972. Note use of steel channels and rails on their side. Published in *The Courier* on 19 June 1972.

*BTM collection*

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line in the same manner.

Over the following weekend both trams were winched in to their new depot and the transfer was complete.”

What the item did not describe was the painstaking winching process along the temporary track which saw No 40 finally behind the depot doors at 10.25 pm on the Sunday night.

In recent years discussion has ensued as to which organisation in Ballarat has owned and/or operated the trams the longest. Some of us take June 16<sup>th</sup> 1972 as the day when the BTPS first owned a Ballarat tram.

### Membership Renewals

Membership renewal notices will be sent out in early July. The Board has determined that the membership rates should remain the same as in 2011-2012.

Members who share the same address and are prepared to receive one copy of *Fares Please!* and the Annual Report are able to receive a discounted rate. Similarly, one member and up to three Junior Supporters may receive a discount. Details are included on your renewal notice which Members should receive in early July.

The option to receive *Fares Please!* electronically either instead of or in addition to a hard copy remains. The electronic version is in pdf format and A4 portrait size.

### Local Honour

The Museum is a member of the Central Highlands Historical Society, an organisation committed to researching and recording the local history of the Ballarat region.

On Queen's Birthday Alex Stoneman a long time member of the CHHA and current editor of the magazine was awarded the Medal of the Order of Australia for his service to education and the community of the Central Goldfields area. The Museum congratulates Alex. on his award.

## 125<sup>th</sup> Anniversary of the Ballarat Tramways

Next Boxing Day marks the 125<sup>th</sup> anniversary of the commencement of public running of the Ballarat Tramways.

Unlike the celebrations for the 100<sup>th</sup> anniversary in 1987, the Museum is now able to operate No 1, one of the original trams from 1887, and it is intended to run the tram on Wednesday 26<sup>th</sup> December 2012 to celebrate the occasion.

### New Member

The Museum welcomes the following new Junior Supporter:

5059 Samuel Dutli of Alfredton

We hope he finds his membership fruitful and enjoyable.

### Donation Receipts

If you have made a donation to the Museum during the past year your tax receipt should be enclosed with this mailout. Members who receive *Fares Please!* electronically should receive their receipts with their membership renewal.

### Annual General Meeting

It is intended to hold the Annual General Meeting on Sunday 28<sup>th</sup> October 2012. Further information and a call for nominations will be in the August edition.

### COTMA Conference

Rapidly approaching is the next Conference. Hosted by the AETM it is in Adelaide from 16 to 21 August. If you intend to attend time is running out to book.

There is an excellent partners program as well as a very interesting post conference tour from 21<sup>st</sup> to 24<sup>th</sup> August. It will travel through the Copper Coast, Barossa Valley and Murray River region. Full details can be found at: [www.cotma.org.au](http://www.cotma.org.au)

# Local History

*Wal Jack who died aged only fifty-three in 1964 was a Ballarat local who was a prolific photographer, particularly of tramways and railways. Last year the family of Wal donated his photo albums of tramways to the Museum and this greatly augmented the Museum's collection of his photos.*

*Recently, Alan Rogers, of Navigators contacted the Museum to see if we could assist him to find a photo of Navigators station as he was undertaking research to mark 150 years of the Geelong to Ballarat railway. Some of the correspondence which ensued follows.*

Good Evening,

I live at Navigators, 10 km east of Ballarat, and I am researching the history of the Navigators Railway Station. I have discovered that Wal Jack photographed a large amount of Tramway and Railway infrastructure and rolling stock in the 1940's and later, and particularly around this area and Ballarat. Do you hold any of his photographs in your collection, and do you or any of your members know of a Wal Jack (or his family) either here or elsewhere?

I would appreciate any information, or leads, that you could provide.

Regards, Alan Rogers.

*Warren Doubleday responded to advise that the Museum's collection did not have any photos and suggested several avenues for further research. Alan then wrote:*

Warren,

Thankyou for your generosity in providing the interesting background on Wal Jack, and I feel I would like to share with you the reason for my interest in Wal.

In April the communities on Geelong Ballarat Railway all joined in with the celebrations to recognise the 150<sup>th</sup> Anni-

versary of that railway. The Navigators community along with many other groups began early preparations for the anniversary back in 2009, and included in our local Community Action Plan 2 major items, firstly to recognise and celebrate the Anniversary, and secondly to erect commemorative information signs at the railway station sites at Navigators, Yendon and Lal Lal, with funding assistance from our Moorabool Shire Council. At Navigators, we began researching and designing the sign for the station site here, so our search began for a photograph of the Navigator Railway Station, which was a modest pair of tin sheds with 2 platforms, 1 on each of the tracks, erected about 1888 we think. A small snapshot was all we could find for some time, which was provided by the Clark family, of Mrs Clark and her daughter waiting at the Navigator station for the "last" passenger train in 1956, but the photo was small and of rather poor quality. It was then that we discovered the photograph of the Navigator Station in 1940, taken by Wal Jack in the book 'Change Here For....' by Wal Larsen. The content of the photo was perfect in that it showed all the amenities and improvements then present, and was taken from the elevated position of the adjacent bluestone rail bridge. I discovered that Wal Larsen had died, and I deduced that Wal Jack had also. So we made the move to include the photo on our sign, for honourable (and non profit) community purposes, and duly credited the photo with Wal Jack's name. You might like to come out and see the sign when it is erected in about a month or so.

On a personal level I will give you some Ballarat Tramways information from our family's perspective. We all (Nanna, Mum, Dad and 4 of us kids) lived at "Aberfeldie" on the corner of Wendouree Parade and Dowling Street opposite the tram stop, and I



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am pleased to see the old shelter is still there. My Nanna Mrs Ada Causon would be getting dressed to “go down the street” (which was the term for going to the city for shopping) and as she was running a little late, I was sent out with the threepence for the tram, and to get the tram driver to wait for her to come over from home. It just happened that way in those times.

My father, Mr Frank Rogers was the Town Clerk for the City Of Ballarat for 11 years until his retirement in 1977, in fact he worked for the City Council at the Town Hall for 50 years. He was involved in the official and community events to mark the closure of the Ballarat Tramways as he was generally accompanying the Mayor at these civic events. At the closing of the Ballarat Tramways service, he was presented with the Ballarat Tramways Section Staff, MC.ARTHUR ST.PDE.TO CAR DEPOT which was the section where we lived. It is a brass hanging staff about 250mm long, and I am sure you have these in your museum, and yes, the spelling of Macarthur Street is incorrect on the staff.

We are now the custodians of this Section Staff and respect the spirit in which it was presented to Dad. I feel quite certain that in his role as Town Clerk, he would have been involved and interested in the discussions during the early 1970's leading to the retention and preservation of the sections of tram track which have become the Ballarat Tourist Tramway.

Tram travel was an important part of our daily lives at “Aberfeldie”, and of course it was so close and convenient to get on the tram to go to Ballarat.

My siblings and I all attended Pleasant Street State School and later Ballarat High School, as did my parents, although we did not regularly travel to school by tram; we walked or rode bikes. One of my favourite activities after school at Pleasant Street, was to race the tram, on my big sister's bike (I didn't have one of my own for years and

years) from Ripon Street to the Depot.

The result very much depended on the demand for Tram travel on any particular day, but the 10 year old kid on the big bike often won!

Thanks again; perhaps we will catch up in person some time.

Kind Regards, Alan.

*Warren Doubleday replied:*

Alan,

Wal was a Ballarat native, and worked with Wal Larsen and others for many years in the 1940's through to 1964 when Wal Jack died. Wal was a consummate rail fan, a passionate letter writer and ran his own photo printing studio. Had he been alive today, in today's era, he would I think have a very extensive web based blog. He knew what was going on in the Victorian Railways in the district and what was going on in the Ballarat Tramways and through his contacts in Melbourne and elsewhere, had good knowledge of railway and tramway operations. He amassed large tramway photographic albums of photographs from around Australia and the world through his network of mail contacts.

He died in 1964, when after travelling by train from Ballarat to Melbourne, it ran late, and after racing up the platform at Spencer St, died on board a steam hauled tour train to the North East. He was born in 1911. I never met him sadly, I was a very young railfan then, just coming onto the scene.

Regards

Warren Doubleday

*Alan's father, Frank, was Town Clerk during the crucial first few years of the BTPS and liaised with the Society concerning the details of the establishment of the depot and operations. His signature is on most of the official correspondence of the time. Alan's stories of the trams can only help to add to the social history of the city.*

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# The house at Bungaree

With the construction of extra sheds at Bungaree, culminating in the large building now housing three trams, I felt it appropriate to recall the former use of the site and the houses that have occupied the area.

When the Museum first gained occupancy of a surplus railway house at Bungaree, for rent, in 1974 there were 3 railway houses in total. Two being for the signalmen living there and ours, at the time, being for the track Ganger. The Ganger, a Mr. Palmer, had taken an appointment at Brunswick, and the railways did not fill the position at Bungaree, hence the house was surplus. There was a need to provide overnight accommodation for the many members who travelled from afar to establish our museum. The members extensively repaired the building to make it more habitable. The interior of the building was scraped clear of old paint, and fully repainted and carpets laid and the outside was given a new paint job and the lawns and hedge given a spruce up. This remained our members' accommodation until 1987, when, with the railways further rationalizing, the station staff were withdrawn.

The two houses, other than ours were now vacant. The railways decided all three houses were to be sold for sale and removal and we appeared to be headed for eviction.

The three houses were of varying types of construction. One was made of concrete blocks, being built in 1926, and was originally the Stationmasters House. The others were of timber construction. The one we were occupying was built early in the 20<sup>th</sup> century, and possibly moved to Bungaree from a level crossing, where it was a former Gatehouse. The third house was a 'Phelan' type. The former Housing Commission of Victoria designed and constructed these transportable houses at their Carisbrook works from 1950. In 1954

Phelan Industries purchased the factory and continued making these homes well into the 1960's when the business faded away. They were mainly supplied to the Housing Commission, and many can be seen at Wendouree West and I in fact live in one at Clunes. The Railways, the Forest Commission and the Police Department also purchased these houses along with individuals.

Quick negotiations between the Museum and the Railways saw permission granted to allow us to occupy, and rent, the 1926 built Stationmasters House. Being made of concrete blocks, it could only be demolished as it could not be loaded onto a truck and moved elsewhere. The two timber houses were sold for 'sale and removal' and at the same time the 1870's timber station building was demolished. From observation around the property, the original Stationmasters house from the 1870's, was located behind the station building, but the coming of the 20<sup>th</sup> century demanded better living conditions hence our 1926 house was constructed.

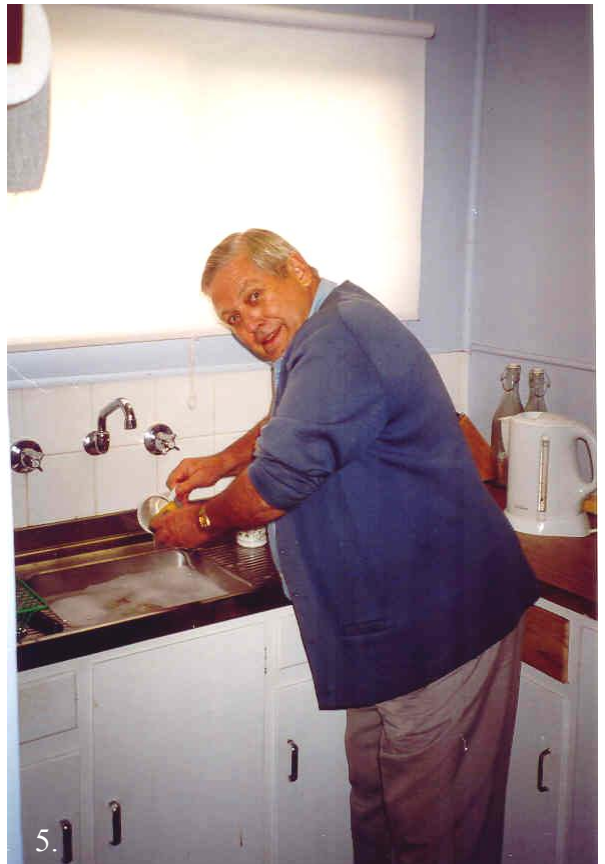
The security of our tenure at Bungaree was guaranteed when the museum purchased the three acre former station grounds and the Stationmasters House in 1996 and this purchase has been a great gain to our asset base.

*Richard Gilbert*

**Photos:** (All by Richard Gilbert)

1. Our original house. Departmental Residence No. 1085
2. The house we now own (Departmental Residence No. 2137) as it looked when vacant in 1974
3. The Assistant Stationmasters House – Phelan type. This was where our new large shed now stands
4. The disused Bungaree station building with the houses in the background
5. The late Bruce Worthington washing up in the rebuilt kitchen in our current house
6. Andrew Cook, Peter Winspur and Richard Gilbert maintaining the house in 1974
7. David Tidy mowing the back lawn

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Richard Gilbert elaborating on a finer point to Peter Winspur and Bruce Worthington whilst running a special tram to celebrate Bill Kingsley's 72<sup>nd</sup> birthday

Photo: Bill Kingsley  
16/12/2007



Bill Kingsley and Roger Salen during the 2011 Begonia Festival Photo: Peter Winspur 14/3/2011



Waiting for the tram 13/5/12 Photo: Alastair Reither



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