

# FARES PLEASE!

October 2012

*News from the Ballarat Tramway Museum*

## A Long Journey



*Photo: Alastair Reither*

Ballarat Tram No 18 enjoys the sunshine alongside Z3 185 at Preston Tramway Workshops on Tuesday 16<sup>th</sup> October. The tram had made a quick trip to Melbourne for wheel profiling. The Museum is very appreciative of the assistance of *Yarra Trams* in efficiently completing this task.

***Ballarat Trams are Ballarat History***

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# Around the Museum

With one exception, little of note has occurred at the Museum during the past few months. Trams continue to run and patronage has been reasonable. Meanwhile, at the depot our staff has continued to work quietly in the background.

### Trams

No. 27 is still out of service while the bearings are away at Puffing Billy at Belgrave for re-metalling. Their return is imminent, and it will be a relief to get them installed and bedded in to see this popular tram back in service.

No. 13 is still in preparation for its repaint thought the roof area is now virtually complete. A new kickboard has been made to replace one which was badly split and had been plated since S.E.C. days. The new leaf springs have yet to be fitted; following this, painting is expected to be carried out before the end of the year.

No. 18 is made a lightning trip to Melbourne during October to spend a day on the Preston Workshops wheel lathe. This car still had its S.E.C. profile flanges, the only car in the running fleet still in this condition. Though relatively expensive, this saw the job carried out in just one day. Previously we have dismantled the entire truck, removed the motors and sent the wheel sets off for attention.

The tram was loaded on Monday 15<sup>th</sup> and returned on Wednesday 17<sup>th</sup>. On Friday 19<sup>th</sup> after fitting new brake shoes and adjusting the brake rigging it was tested in Wendouree Parade and late on the Sunday afternoon it was placed back in passenger service. The Operations Manager was most impressed with the improved ride.

No 18 had left Melbourne in 1931. It will be celebrating its centenary in November 2013, so will need to be running for that. It is intended to give the tram a heavy overhaul following the celebrations.

### Track

Following the repair to the points at the north end of the loop, the Depot Junction points were tackled. The problem here was the point mechanism which was badly worn. Some remedial work on this was carried out at the depot, and the points now go over with less effort and more certainty.

### General

The Museum is an accredited Museum under the Museums Australia accreditation program. Our five yearly re-accreditation was due this year and we are pleased to report that we were re-accredited. This would not have occurred without the work of Warren Doubleday

### Operations

Geoff Gardner passed his driving examination early in September and has quickly become an invaluable asset for the operations branch. With a few of our regular drivers away during the school holidays he filled in for several days. Almost a local he has also increased our small pool of drivers who are available to cover weekday group visits.

On Sunday 21<sup>st</sup> October the Rolls-Royce Car Owners Club visited Ballarat. Anthony Kierce, who has recently relaunched the paddle boat suggested a joint visit to include a trip on the lake, a tram ride and a visit to the Museum. The day proved to be very successful and we look forward to similar ventures in the future.

Friday 26<sup>th</sup> October proved a busy day with 90 students from Footscray West Primary School visiting in the morning and a small group from Ballarat Specialist School in the afternoon. Under the leadership of Geoff Gardner, we have developed an improved system for dealing with school groups whilst they are at the Museum.



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**Before & After**  
Tram No 18's new flanges ensure  
a smoother ride  
*Photos: Peter Winspur*



Neville Hesketh steadies No 18 as the truck is reversed into place

*Photo: Neil Lardner 15/10/12*

### Tram No 18's trip to Melbourne



Museum visitors on Saturday 15/9/12

*Photo: Austin Brehaut*



On the wheel lathe at Preston

*Photo Alastair Reither 16/10/12*

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### The New Board

The Board for the coming year is Greg Rodgers (President), Richard Gilbert (Vice President), Alastair Reither (Vice President), Carolyn Cleak (Treasurer), Peter Winspur (Secretary), Warren Doubleday, Simon Green, Neil Lardner and Paul Mong (Ordinary Board Members).

Stephen Butler and Andrew Mitchell decided not to seek re-election this year. We thank them both for their contribution.

As there were no nominations to fill the two vacancies, the President called for nominations from the floor at the Annual General Meeting on Sunday 28<sup>th</sup> October. None were forthcoming. If any member subsequently expresses interest in joining the Board, it has the power to co-opt them.

Stephen first joined the board in 1981 when he was still a teenager. He served as secretary in 1987. He returned to the board as Ballarat Resident Vice President in 1991 and succeeded Richard Gilbert as President in 2004. In 2010 he stepped down to again become an ordinary board member. After twenty one continuous years, Stephen's work and personal life have left him little time to contribute to the management of the Museum. He has promised to assist in covering driving shifts, however.

Andrew has found the demands of work and family life are far too great, unfortunately.

At the Board meeting after the AGM Neil Lardner expressed interest in taking over marketing from Richard Gilbert and has been appointed. All other positions remain the same.

### Membership News

The Museum welcomes the following new member and junior supporters:

835 Bernard Stahr of Kensington  
5061 Gemma Hodges of Delacombe  
5062 Payton Hodges of Delacombe

We hope they find their membership fruitful and enjoyable.

### Victorian News

The Victorian government body responsible for all rail related assets is VicTrack. This includes assets as diverse as all railway land and the Melbourne tram depots. Heritage railway and tramway buildings and rolling stock are also its responsibility.

The Hawthorn Tram Museum is maintained by VicTrack, supported by the volunteer group *Friends of Hawthorn*. For many years Mike Ryan has been responsible as Heritage Manager for all liaison between the tramway and railway heritage groups and VicTrack. Mike oversaw the creation of the new museum at Hawthorn and has been vital in ensuring that many items of significance were not lost with the franchising of the Melbourne tramways.

Mike has been the Australasian museums contact as the Victorian government commenced the process of disposing of redundant tramcars and tramcar parts from Preston Workshops and more lately from Newport Workshops. This has ensured that all the Museums will be able to operate heritage tramcars for many years to come.

Unfortunately, the current Victorian government has considered it necessary to downsize the public service and Mike has been made redundant along with ten other staff at VicTrack. He is going to be missed not only for the work he has done, but also because he was also a good friend to those of us who dealt with him. At this stage the heritage groups have yet to be advised as to what arrangements will be made to cover Mike's areas of responsibility.

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

Another reminder that on 26<sup>th</sup> December 2012 the Museum will be celebrating the 125<sup>th</sup> anniversary of the opening of Ballarat's tramway system by operating Horse Tram No1. You are all invited to visit and have a special tram ride on the day.

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### 40 Years Ago

I recently came across the annual report of the Ballarat Tramway Preservation Society for the year ended 30<sup>th</sup> June 1972. It consists of two foolscap sheets. At this stage the society was yet to achieve status as a Company limited by guarantee.

The annual meeting was held on Saturday 23<sup>rd</sup> of September at “Maxwell’s Gardens Tea Rooms, Wendouree Parade” at 1:00 pm. Interest was keen as ten people stood for the six ordinary board member positions.

A further complication was the requirement that “*Should four or more elected Office-bearers be residents of Ballarat, there shall be elected as Ordinary Council Members at least four Melbourne resident members; and vice-versa should four Melbourne members be Office-bearers then four Ordinary Council members must be resident of Ballarat*”. It was to be a few more years before the Ballarat/Melbourne divide died away.

The Annual Report summarised the tremendous progress which was achieved in the first year. The project had grabbed the imagination of many people and the Society was able to claim that it had the largest membership of any transport museum in Australia. (There were approximately 330 members.) A heartening fact is that the museum’s membership is still very healthy forty years later.

The Report singled out Council members and officers and officers of the State Electricity Commission for their assistance and support. It outlined the projects for the coming year. Richard Gilbert was secretary at the time and he concluded (in part):

*“The first year of this Societies existence has been one in which we can be proud of our achievements. From the first meeting held in the Victorian Railways Institute, Melbourne and the meeting on the shores of Lake Wendouree I have felt impressed*

*and grateful to those people who have helped at all Society activities, and, in particular I wish to thank the volunteer workers. I have made an effort to attend most work parties and along with all those people who have attended, the majority without being asked, I express my fullest appreciation to their help. The very existence and continuation of this Society depends on these people, who I can assure, are not forgotten by the Board when it comes to selection of crews and other operating staff.*

*“The Board of the Society has met on the average of once every month and five entertainment meetings have been held. The experience of being secretary is one I will always remember and we can enter this next year with forward thinking and the final goal of seeing the tramway commence operations.”*

A full time employee of the Victorian Railways, Richard also found time to type up stencils and print the Society’s Information Sheet using his own manual ‘gestetner’ printing device. In November 1972 he reported as follows:

*“MUSEUM: The Society’s photographic and relic display, established in tram No. 27 was opened to the public on the weekend of 28<sup>th</sup> and 29<sup>th</sup> October, 1972. An excellent coverage of the S.E.C. tramways systems is displayed plus glimpses of other Australian tramways. The display is a credit to the initiative of those who helped in its construction and thanks is extended to the donors and the workers who helped make the display possible. The first weekend of operation was poorly patronised by the public, mainly due to the lack of advertising but this allowed us to commence operations and sort out any teething troubles without any undue public embarrassment. A total revenue of \$2.10 was received which was placed in Society’s funds. The donation*



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*charges are 10 cents for Adults and 5 cents for children which is extremely reasonable. All Members are welcome to come and inspect the display which is open on Saturdays and Sundays between 12 Noon and 4pm."*

Applicants were sought to staff the 'Museum'. Gavin Young offered to act as roster clerk.

*"Each successful applicant will be issued with one tramway jacket and cap and would be asked, if possible, to wear a white, light green or khaki coloured shirt with a tie when staffing the museum."*

We were all young then and over time priorities change, particularly as one ages:

*"WANTED: If you could possibly donate any of the items listed below, which may be lying around at home, unused, please contact the Secretary at the Society's address as good use could be made of them.*

*"1/ Bicycle:- A second hand bicycle would be welcome as, occasionally when some members arrive at Ballarat by train there may be no other transport to get them to the depot or around town during the day and a bicycle would be a great help. As a quick means of performing light duties such as collecting the workers lunches etc. it would be invaluable. The bicycle would normally kept at the Railway Station."*

Richard remembers that one was donated.

In December 1972 it was reported that the contractor had finished dismantling the tramway along the length of Lydiard Street North was would soon start on the section of line around the lake not to be run on by the Society. The contractor had been very obliging with removing various points and crossings for the Society. The only track left was in Drummond Street North and South, Skipton Street and the View Point line.

By December there was a call for large work parties at weekends for the laying of the Depot trackwork. The crossover from Lydiard Street had been delivered for use on the fan. A grader had recently cleared the area. On the 9<sup>th</sup> & 10<sup>th</sup> of December a large work party collected 200 second hand sleepers from alongside the railway line between Ballarat and Windermere. They were nine feet long and many hours were later spent with a large crosscut saw to shorten them by two feet. We could not afford power tools at the time.

A tram tour and another entertainment meeting were planned for members in Melbourne in January. It was expected that the tram tour would raise money for the Society.

*Peter Winspur*



The 1972 AGM: George Netherway, Maurie Calnin, Bill Jessup, Richard Gilbert, Hal Cain. *Photo: The Courier 25/9/1972.*



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## Summer 1972-1973



*Photo: The late Bill Kingsley*



RR 1958 (centre) was the Vice Regal car for many years *Photo: Peter Winspur 21/10/12*



### **Your Board for 2013-2014**

Richard Gilbert, Alastair Reither, Carolyn Cleak, Greg Rodgers, Paul Mong,  
Peter Winspur, Warren Doubleday, Neil Lardner, Simon Green

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### Annual General Meeting Day

(All photos: Bruce Dixon 28<sup>th</sup> October 2012)



**Fares Please!** is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

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