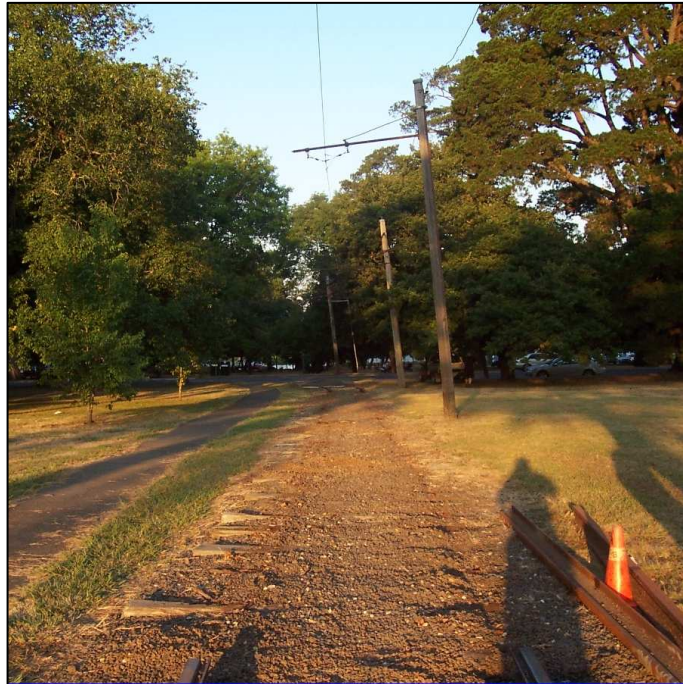


# FARES PLEASE!

— February 2013 —

*News from the Ballarat Tramway Museum*

## Access Track Renewed



Above: Sunday 17<sup>th</sup> February 2013 at 7:40 pm *Dave Macartney*

Below: Wednesday 20<sup>th</sup> February 2013 at 4:22 pm *Warren Doubleday*



*Ballarat Trams are Ballarat History*

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### Around the Museum

#### Track

A major works program was scheduled commencing on Sunday evening 17<sup>th</sup> February to replace the access track and re-sleeper much of the depot fan. After forty years, although some replacement work had been done, the deterioration of many of the sleepers was obvious. Alastair Reither, our Technical Services Manager, spent some months planning the exercise and, some weeks prior had arranged for the assembly of three sections of thirteen metre long 'set track' so as to simplify the process. This was constructed using the 94lb rail obtained last year and good quality second hand sleepers from the Glen Waverley railway line in Melbourne.

As soon as the last tram returned to the depot on the Sunday afternoon, the rails of the section of the track from the curve out of Wendouree Parade to the 'king points' were cut and removed to ready the site for a complete replacement.

Our able bodied team is now too small to be able complete a large task such as this and on Monday morning John Shaw and his track gang arrived from Maldon. These were the guys who put so much effort into assisting us to obtain the rail from Bowser last year. During the day the old sleepers and ballast were removed and the trench deepened and widened. The three panels of track were dragged down and put in place. A huge pile of new ballast arrived.

Tuesday was spent aligning the new track and welding it to together. Some preparation was undertaken for sleeper replacements on the depot fan. On Wednesday, the access track was ballasted and tamped while Mark McKay installed proper electrical earth bonds on all the joints.

On Thursday further tamping was undertaken and the levels were checked. Many sleepers were replaced in the depot fan. By the end of the day the track was considered safe and test runs were undertaken with single truck and bogie trams. Friday was spent finishing off, tamping the depot fan and cleaning up the work site.

The 'full house' sign was up at Bungaree House as it accommodated most of the visiting workers each night. Chef Gilbert, assisted by Geoff Gardner, supplied and prepared nutritious lunches each day. Evening meals were arranged at Bungaree and the Depot and on the Wednesday night the workers adjourned the 'Brewery Tap' hotel, the venue of our 40<sup>th</sup> anniversary dinner, for a pleasant evening.

There are many people to thank for their assistance. From Maldon were John, Brendon, Harley, Brad and Mark. Our workers included Al, Richard, Peter Bruce, Kevin Taig, Mark McKay, Neil Lardner, Warren Doubleday and Daniel Edwards. Al deserves particular recognition for all the work he did to ensure the success of the project.

The Museum would like to thank the Castlemaine and Maldon Railway for allowing us to make use of their workers and equipment. Also thanks to Bernard Blood and Peter Marquand of the City of Ballarat for their co-operation.

Unfortunately, the days of laboriously performing these jobs by hand using a large team of young and keen able bodied men is long past. (In 1973 our workers had actually shortened an untold number of nine foot second hand sleepers to seven foot using a large cross cut saw!) These days almost everything is performed by mechanical equipment. This comes at a cost, of course, and the need to pay for the labour we can no longer supply has led to a considerable drain on the Museum's resources.

In the next edition of *Fares Please!* Warren Doubleday will be looking at the difference in the way we constructed the original track forty years ago and the way it was replaced this year. Several of us were there on both occasions!

#### Operations

Boxing Day 2012 marked the 125<sup>th</sup> anniversary of the commencement of tramway services in Ballarat. Significantly, unlike for the 100<sup>th</sup> anniversary in 1987 Horse Tram No. 1 was available. It had been one of the trams to inaugurate the tram services in 1887. To celebrate the event the tram operated between the Loop and St Aidan's Drive during the

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afternoon. Tram No. 26 capably handled the electric service on to Carlton Street. Patronage was steady, with 272 people availing themselves of the historic occasion. Good television and press coverage was obtained before and after the event. Many thanks to Bruce Hill, of Clunes, for again providing Katie & Hank for the day to haul the tram.

The Cycling Australia's Road National Championships impacted seriously on the Museum's operations on Tuesday and Wednesday 8<sup>th</sup> & 9<sup>th</sup> January with a total closure of Wendouree Parade. Setting up for the event took the whole of Tuesday. Trams were unable to operate on either day during what is often one of our busiest times. Road closures also prevented visitors from accessing the Gardens and the Museum. A tour group of intellectually disabled people visited from Sydney on the Tuesday and the Museum could only offer them rides on the access track.

The Cycle Classic partially closed Wendouree Parade on Sunday 10<sup>th</sup> February until after 1:30 pm again preventing the trams from operating. We now estimate that these closures have cost the Museum approximately \$600 in lost revenue. A formal submission concerning the financial impact of events such as these on the Museum has been made to our local Councillors, including the Mayor. We have also suggested to Council that partially closing Wendouree Parade through the Gardens on a busy Sunday afternoon is not visitor friendly.

#### **New Works Truck**

As the Museum is unable to store little equipment or materials on site, the need to transport these between the depot and our property at Bungaree is frequent. A very suitable vehicle became available free of charge late last year when *Metro* decided it was surplus to their requirements. Through the office of Adrian Ponton, Registrar Tourist & Heritage, the Museum put in a successful application for the vehicle. One very attractive feature was the crane attached to the vehicle. This should, over time, considerably reduce hiring costs as so much of our equipment is too heavy to move unassisted. Thank you Adrian for your assistance.

#### **New Volunteers**

The Museum has been fortunate in recent months with the recruitment of several new volunteers. Peter Waugh is particularly interested in archival and history matters, Tony Bidwell has brought much expertise to the maintenance department, Reece Carter has trained as an assistant conductor and Fiona Walsh hopes to commence soon. Geoff Gardner is to be congratulated on co-ordinating their induction and making them feel welcome and useful.

#### **General**

The roll out of Smart Meters has reached the Museum with their installation at the Depot and Bungaree early in February.

To assist with the removal of the last of the 'ready reserve' fleet W class trams from Preston Workshops, the Museum took delivery on 22<sup>nd</sup> January of W6 855 and placed it in the shed at Bungaree. This is a 'modified' tram and some parts will be very useful in the creation of our 'functions tram', another of our long term projects. One of the two remaining trams in the open (No 951) was removed at the same time.

#### **Correction & Apology**

In the print version of the December issue of *Fares Please!* the wrong organisation was credited with the donation of the surplus railway rail from the main railway line at Bowser in north eastern Victoria. The rail was released by the Australian Rail Track Corporation to Public Transport Victoria through the efforts of Hughie Gaynor who, until his recent retirement, was working for Adrian Ponton, Registrar, Tourist & Heritage. This was through a program where heritage rail operators are offered surplus materials.

We apologise for the error. Subsequent to the offer of rail, the Museum, also through the office of Adrian Ponton, has been able to acquire a works truck which was surplus to MTM's requirements and a good quantity of second hand sleepers which have become available through the concrete re-sleeping project in the suburban area. The truck, the rail and the sleepers have enabled the Museum to embark on the major work on the access track and depot fan mentioned elsewhere.

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### Photos:

Top left: *Warren Doubleday*  
18/2/2013

Above: *Dave Macartney*  
19/2/2013

Left: *Warren Doubleday*  
20/2/2013

Below: *Peter Bruce*  
21/2/2013

## Track Renewal & Rehabilitation



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### **Bungaree 'History Walk'**

The Bungaree and District Historical Society has developed a 'History Walk' around the town of Bungaree. Funded by the National Australia Bank "Schools First" Program and the Moorabool Shire, the walk has seen eleven Heritage Plaques placed around the township at sites of historic interest. The "Bungaree History Walk" is a joint project between the students and teachers of the Bungaree Primary School and members of the Bungaree and District Historical Society.

The Ballarat Tramway Museum is important being one of the land owners of an historical site, this being the former railway station ground and the Stationmasters House. Richard Gilbert is a member of the historical society and represents the Museum at monthly meetings in the old blue stone school building, which is the historical society headquarters. It is important for the museum to keep close contact with the local people of Bungaree as they need to be kept informed of developments at our property to offset any misconceptions about our activities in regard to property management and tramway developments that take place there.

The Historical Society, under the leadership of President Dennis Spielvogel, Secretary Heather Trigg and Treasurer Ron Trigg (the Trigg's being our neighbours), is always pleased to see us involved in the local community activities. The recent Australia Day Flag Raising Ceremony was a case in point, where Richard attended and the flag was raised and all assembled sang the National Anthem, then the historical plaques for local families were unveiled. Each year a local family, or more than one, is asked to consider providing a plaque on a heritage wall to acknowledge the family history to the area. After the formal event, a fun day is had with events such as the 'egg and spoon race', best dressed potato (a children's event) and the grand event, the potato peeling competition – with a heat between the men and women. Richard ran a close second to the winner in Men's section, however the Ladies won the event. It is a great day out and it is so important that the Museum be seen to be part of the community.

Hence our involvement in the History Walk. A plaque detailing the history of the railway station and the importance it played in the district was unveiled at the entrance gate to our property. The group of around forty people walked the four kilometre walk and celebrated the unveiling of the plaques and the unveiling at our property was no exception. The end of the walk was celebrated with afternoon tea at the Primary School. This was certainly a well attended and successful day and our museum is pleased to be involved in recognizing and celebrating history in other areas apart from that directly connected with our tramway preservation in Ballarat.

*Richard Gilbert*

### **Recent Bequest**

In December the Museum was advised that former member, the late Roger Harrington, had bequeathed the Museum \$1,000. The Museum very much appreciates the bequest.

### **Our Website**

Visitors to our web site continue to improve. For the first time in January 2013, we broke the 1000 unique visitor mark, that is, an individual visit by a different person or computer address. Most people look at the home page, but the "60 years of the Begonias" and Horse Tram No. 1 illustrated articles are very popular along with our Precincts movies. A fourth movie was recently added which looked images over the years and presently of the intersection of Sturt and Grenville Streets.

Most people find us by Google searches, then Travel Victoria, Visit Ballarat and growing is the Wikipedia page which has recently been extended by member Peter Waugh. Any comments or suggestions regarding the website are always welcome. To visit it, see [www.btm.org.au](http://www.btm.org.au)

### **COTMA News**

The COTMA executive met recently with Adrian Ponton, Registrar Tourist & Heritage, to discuss avenues to building a stronger working relationship with government following the departure of Mike Ryan from VicTrack. The next Conference is planned to be during the second week of October 1914 in Sydney.

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### 40 Years Ago

*The major relay and re-sleeper project undertaken this month took place exactly forty years after the depot fan was built. Richard Gilbert, who assisted this month wrote the following items for the February 1973 edition of "Fares Please!"*

Works: During December and January, work has been concentrated on the construction of number two and three roads and the crossover which connects these two roads. Construction on No. 1 road has not yet been possible because the points for this road were still situated at the old depot in the roadway until the second week of February. These points and associated trackwork has since been delivered to our depot, by the roadworks contractor 'Kennedys'. We thank Kennedys very much for this trackwork, which includes the Durham Point pointwork as well as the pointwork just outside the south garden gate in Wendouree Parade. The construction of the depot fan, to this stage, has not been as speedily done as it was initially hoped. Work was held up due to both the lack of workers and the weather, either hot or rain. We thank the many workers that have given us assistance during the past two months, and look forward to their assistance in the future. Of course we always welcome new workers and those workers who have not seen us for some time.

Our plans for the remainder of the month is to tidy up the depot for the Begonia Festival and to prepare the track materials for the extension across the park. Also with a bit of luck, we hope to be able to get our poles, necessary for the overhead, erected so that the overhead wiring can commence to be strung during March. Then after the Begonia Festival, we plan to do the grading required between the gravel track and Wendouree Parade, which will enable us to lay track as far as the start of the curve that will cross Wendouree Parade. Also work will be carried out on No. 1 road.

TRAMCAR MOVEMENTS: On the weekend of 10<sup>th</sup> and 11<sup>th</sup> February our crossover was completed at the depot and three of our trams were moved to provide more equal length of roads in the building. With the aid of Member

John Withers and his faithful Landrover, single truck trams No's 27 and 26 and bogie tram No. 40 were hauled outside the building along with some of spare wheel sets and shunted to respective roads. On the following day the trams were pushed back into the building.

Some tense moments were had during the shunting when some flanges rode up onto the head of the rail, but there were no derailments although one must admit there was a near one.

The depot looked very resplendent with 3 trams out the front of the building and photographers soon made good use of the pleasant day.

TRAM TRACK REMOVAL: The removal of tram line in Ballarat is proceeding with all haste. The line around the lake is at present being dismantled, except for our portion of course, and we have been fortunate enough to obtain various sections of straight rail as well as points and crossings.

The only tram routes left in Ballarat are:-

The Mount Pleasant Line, The Sebastopol routes in Drummond Street South and Skipton Street and the lake route in Drummond Street North and MacArthur Street.

### Membership News

Just before Christmas, the Museum was advised by Beryl Hooley's husband that she had passed away. Beryl had been a member for nearly twenty six years. As with so many of our members Beryl was not in a position to physically contribute to the Museum, but always enjoyed reading *Fares Please!* and adding quite a little extra to her membership cheque every year. She insisted that husband Alan join as a member of the Museum in her memory and he has honoured that wish. Welcome Alan.

The Museum welcomes the following new members:

- 836 Tony Bidwell of Black Hill
- 837 Reece Carter of Lake Wendouree
- 838 Fiona Walsh of Brown Hill
- 839 Roger Gosney of Wendouree
- 840 Alan Hooley of Camberwell
- 841 John Shaw of Clematis

Former Member, Matthew Massarotti has also re-joined. We trust that their involvement with the Museum proves to be long and fruitful.

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**Above:** The depot fan circa late February 1973. The track under No 27, the first to be laid has never needed repair. The workers standing on the left include Geoff Cargeeg, Bill Kingsley, Stuart Lodington and Gavin Young *Photo: Peter Winspur*



**Above:** Our new truck *Photo: BTM Collection*



**Above:** Al in his element  
*Photo: Peter Bruce 22/2/2013*



**The Work Party** Friday 22<sup>nd</sup> February John, Brendan, Harley, Al, Brad, Mark, Daniel, Allan, Richard & Peter *Photo: Peter Winspur*

**Below:** There is always a barrow man *Photo: Peter Bruce 21/2/2013*



## 8. FARES PLEASE!



The 125<sup>th</sup> Anniversary was celebrated in perfect weather Photo: Warren Doubleday 26/12/2012



The Bungaree Railway Station plaque is unveiled Photo: Richard Gilbert 26/1/2013



**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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