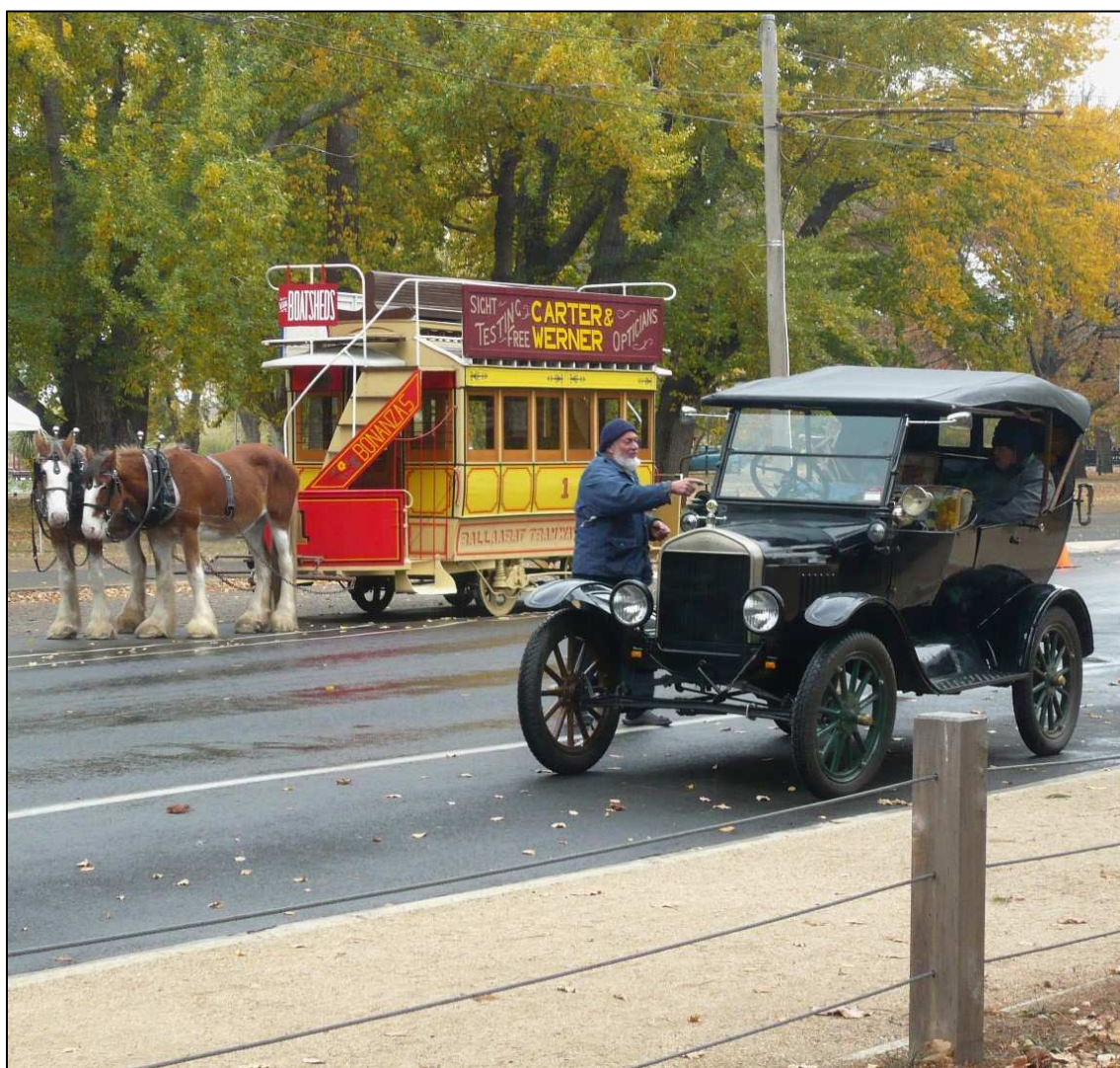


FARES PLEASE!

June 2013

News from the Ballarat Tramway Museum

Mothers' Day 2013



Duncan & Fraser 1887 meets Duncan & Fraser 1924

On Sunday 12th May No. 1 Horse Tram built in 1887 by the Duncan & Fraser Carriage Works ran to celebrate Ballarat Heritage Weekend. To help celebrate the occasion, member Colin Holmes fired up his 1924 Model T Ford, the body of which was also built by Duncan & Fraser. Colin is talking to son Michael who is sensibly rugged up inside the car.

Miserable weather on the day explains the empty tram.

Photo: Roger Gosney

Ballarat Trams are Ballarat History

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An Invitation

Strategic Planning and Information Workshop

As a valued member and supporter of the BTM we invite you to come along and participate in planning for the future of our museum. On the day there will be handouts, special guests and activities so please confirm and put the date in your diary. We will also bring you up to date on what is happening in respect to the museum and the future steps that are needed to ensure we maintain a safe, viable and sustainable operation.

DATE: Saturday 27th of July 2013

TIME: 10am to 4pm

LOCATION: "Seymours On Lydiard" (Old North Star Hotel)

Corner of Lydiard St Nth and Seymour Crescent one block up from the Railway Station

BOOKING IS ESSENTIAL, PLACES ARE LIMITED SO DON'T MISS OUT!

To book email: secretary@btm.org.au or phone Paul Mong on 0418 182 536

RSVP: MONDAY 8th of JULY 2013

2013 Heritage Weekend

The Museum celebrated Ballarat Heritage Weekend by again running No. 1 Horse Tram on Sunday 12th May. After a promising day on the Saturday when over one hundred people enjoyed riding on open car No. 26, the weather on Sunday proved even worse than last year. Instead of periodic rain showers and a freezing wind there was misty drizzle for most of the afternoon and we called it quits at 4:00pm after only eighty-eight people had travelled. Most also availed themselves of a ride in No. 28.

Our thanks to Bruce Hill, our regular horse man and Tiger and Hank, his horses who looked rather wet by the end of the day. Thanks also to the crews who braved the wet and cold. Richard again supplied the marquee which provided good cover.

The Board has agreed that, due to the unpredictable nature of May weather, it may be more appropriate to give No. 1 its annual outing on Australia Day and at this stage we expect it to run again on Sunday 26th January 2014.

Planning Meeting

Adrian Ponton, Registrar - Tourist and Heritage Railways, has agreed to speak at the meeting on 27th July. He will bring our members up to date on developments in the Tourist and Heritage sector.

A light lunch, morning and afternoon tea and coffee will be provided during the day.

Following the meeting members are invited to enjoy a refreshment or two and a meal. We have booked the enclosed beer garden at *Seymours* to wind down & relax.

Donation Receipts

If you have made a donation to the Museum during the past financial year your tax receipt will be enclosed with your membership renewal notice which should be received in the first week of July.

If you have any queries do not hesitate to contact the Treasurer, Carolyn Cleak, on (03) 9877 4130 or the Secretary by email at secretary@btm.org.au.

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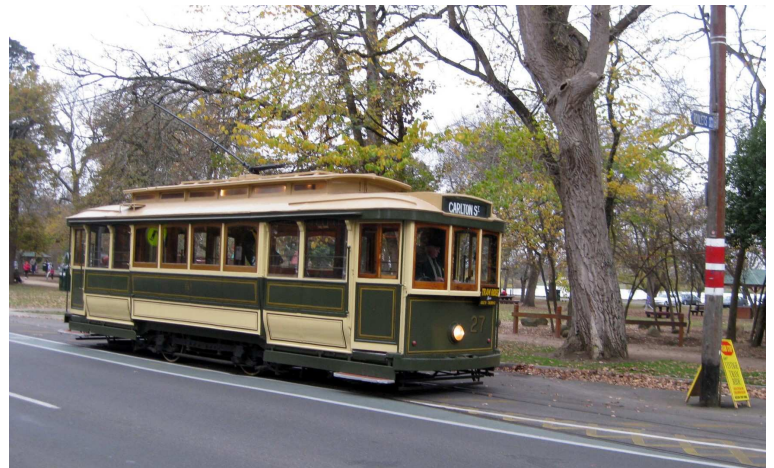
Above left: A wet Mothers' Day *Photo: Peter Winspur 12/5/13*

Above Right: Tony Bidwell installs the new axle brasses in No. 27 *Photo: Alastair Reither*



Left: Hank & Tiger wait for passengers *Photo: Roger Gosney*

Below: No. 27 returns to service *Photo: Peter Winspur 26/5/13*



Left: Paul Mong puts his back into lifting No. 671

Above: The tram is finally on the big jacks

Photos: Alastair Reither 8/5/13

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Around the Museum

The new bearings for No. 27 finally arrived and the tram has been placed back in service after an eighteen month rest at the back of the shed. As there are now sufficient single truck trams to maintain the winter running it has been decided to delay the re-entry of No. 13 whilst the interior is refurbished. The tram's exterior is looking superb.

Tram No. 671 was lifted on Thursday 30th May for repairs to one of the bogies. This is the first time the tram has been separated from its bogies since it arrived in the depot. Due to the unique body design, it was necessary to carefully jack it using individual jacks before it was possible to place the regular body jacks under the car.

The Museum was offered through Adrian Ponton at PTV and Yarra Trams, and thankfully accepted overhead from the intersection of Carlisle and Chapel St in Melbourne. The fittings have been jointly shared with the M.T.P.A. A project to completely rehang the overhead on the depot fan is about to be undertaken.

“The Accusing Parlour”

On Saturday 18th May members of the performance group *The Impro Box* made use of Tram No. 661 to film four short promotions of an upcoming theatre show. They can be found on *YouTube* by Googling The Accusing Parlour.



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 2012-2013.

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.

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.

Our Website

Recently, Ballarat Regional Tourism arranged to shoot short promotional videos for use by its members. They were then available to be uploaded to each member's web page. They are in three formats; normal, high resolution and a version suitable for viewing on a mobile device. The BTM video can be viewed at www.btm.org.au under the Video section. We are grateful for this initiative from Ballarat Regional Tourism.

Thanks to Warren Doubleday, the website is continually growing to become great repository of information about Ballarat and its trams. It is well worthwhile periodically checking the “What's New” section.

Left: Forty Years Ago

Grading the access track
Sunday 8th April 1973.

Barry McCandlish, Gavin
Young & Peter Winspur look on.

*BTM collection – photographer
unknown*

5. FARES PLEASE!

2010 PLANNING DAY - OUTCOMES

At the meeting of members held on Saturday 20th March 2010 a number of projects and issues were identified. These were later discussed by the Board of Management and prioritised. They are listed below with comments including progress on their implementation over the intervening three years. They will form the basis of discussion at the next meeting of members scheduled for 27th July 2013.

Very High Priority

Bungaree Proposal

The Museum is unable to use the location in the Gardens for storage and discussion centred around the best location for trams, materials and equipment to be housed and whether this should be at the Museum's property at Bungaree. The meeting appointed a committee which reported back to the Board.

The Board accepted the recommendation to remain and expand at Bungaree at its August 2010 meeting. This was a pivotal decision driving many other outcomes.

The project is effectively compete with a new building and trackwork that enabled moving trams into the building during February 2012.

High Priority

Improving Volunteer Numbers

With an aging workforce, it was seen as vital that more effort be put in recruiting further volunteers.

Prospective volunteer numbers are seeing an improvement but there are issues in actually converting people who offer to help into to actual volunteers. Training and bringing them into the fold was identified as a problem that we need to address.

A longer term project – ongoing with no real completion.

Improving Income

Without income the Museum cannot embark on new projects. Fares and membership rates have been increased with no adverse consequences. The refilling of Lake Wendouree has seen an increase in visitor numbers. Sales revenue has improved.

A longer term project – ongoing with no real completion.

Building a Workshop Area

The workshop was identified as inadequate. Planning has commenced and some work commenced. Dependent on removal of equipment to storage at Bungaree which is essentially complete. Full implementation requires the removal of one or two trams to storage.

A new gantry crane has been purchased and the concrete slab for it has been poured. Further work to install crane is needed

There has been some progress but further funding is required.

Celebrate 100th anniversary of tramcars 18 and 40

This was identified at the January 2012 Board Meeting as a project for 2013 and planning is underway for a celebration in November 2013. It is intended to use it as a fund raising vehicle to see No 18 overhauled.

This project was not discussed at the 2010 meeting, Planning is underway and is being led by our marketing team of Neil Lardner and Richard Gilbert.

High to Medium Priority

Depot Extension

To adequately display our collection, including the trams, a new display area at the Museum is proposed. There is a high priority to ensure that it appears on the Gardens Masterplan.

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Actual implementation is a medium to long term project.

Progressing well. Concept plans have been prepared and discussed with Council. They have been presented at a Council Masterplan meeting and were well received. Planning Permits from Council and Heritage Victoria have been applied for.

A work in progress – a longer term project.

High & Low Priority

Track Extension

Priority is high in terms of raising community awareness and getting Council and community involvement but low in implementation. Further discussions are being held with Council.

There has been some progress.

Medium Priority

Wendouree Track Replacement

Some of the track in Wendouree Parade is reaching the end of its life and needs replacement. Currently, ongoing maintenance work is being undertaken as needed to extend the track's working life. The track is the property of Council with the Museum required to ensure its proper maintenance.

The Museum has obtained replacement rail and is working with Council to identify future actions. Current discussions with Council centre around progressive replacement being included in Council's annual budget.

There has been some progress.

Improving Display Area

The whole of the "old shed" is considered the display area. The project to rebuild the display in tram No 39 is effectively complete. Some work has been done along 3 Road. The area around the Horse Tram is next, but a funding application was unsuccessful.

Good progress, but awaiting further funding.

Extend Archive Room

The current archive room is rapidly needing extending. It is planned to provide a work room and further space for storage. Work has commenced with the floor over the substation completed. This allows for the next step of the tidying up of the upper floor before wall construction commences. It is proceeding in conjunction with the projects to enclose the Substation and provide fire walls and the project to renovate the office, mess room and Toilet.

Some progress

Enclose Substation and provision of fire walls

A project seen to increase safety. Enclosure will enable the area to be kept cleaner and eliminate the problem of possums. It should reduce the chance of an equipment fire spreading.

To roof is complete and fire walls will be installed in conjunction with archive room walls.

Some progress

Marketing and Branding

Improved marketing and branding should lead to improved visitation. Drives a number of other minor projects, web site, badges, polo shirts and the look at the feel of the organisation.

The Museum has briefed an experienced person for a logo.

Some progress On hold pending work by others.

Renovate Office Mess Room and Toilet

The 1980s construction is becoming tired and needs redesign. To be implemented in conjunction with enclosing the substation.

Some progress.

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Sprinkler system for the depot

Installation would greatly reduce loss due to fire.

*No progress due to lack of funding.
Possibly look at alternative detector systems as well.*

Restore 12 and 22

There is a need to ascertain funding possibilities and project priorities.

No progress.

Other Projects

• Biscuit Tin

Proposal to include a biscuit tin with a photo of the Horse Tram on the lid.

Achieved 2011

• Review Sales Items

Complete at this time, ongoing

Medium Priority

• Monogrammed Polo shirts & name badges

Produce clothing with the Museum's logo

Produce name badges for the staff

*Awaiting finalisation of the logo
Medium Priority.*

• Review our booklet and additional tram photo books.

To be undertaken in conjunction with sales review

*No progress
Medium Priority.*

• Oral Histories of Members

Interview long term workers

Commenced as part of the 40th anniversary celebrations – to be continued

Medium Priority.

• Magic Moments for kids

For example: balloons, recycling colouring sheets and hand out

*No progress
High Priority.*

At the end of the meeting a call was made for volunteers from the meeting to form teams to progress the projects. Each project was allocated to between two and four people. Later, the convenor, Paul Mong, arranged for team leaders for each project.



Forty Years Ago

Laying the ballast the hard way. This year the rebuild was done by machine.

John Lodington and Geoff Cargeeg can be recognised as the shovellers.

BTM collection – photographer unknown 8/4/1973

The End of an Era

After almost 38 years the landline telephone to the tramway museum members' house at Bungaree was disconnected on 17th June, 2013. This may not seem a big issue in the scale of things around the museum, but for the record, it should be reported, as we note milestone events at the museum.

The museum gained access to the Victorian Railways Departmental Residence at Bungaree in 1974 and this provided accommodation for members travelling from afar to work on constructing the tramway facilities at Ballarat. The need for telephone communication became apparent and in October, 1975, the telephone was connected. The original telephone instrument, a red '800' series telephone, is still in the possession of the museum. The communication authority in 1975 was the 'Australian Post Office' and the junction pillar at our front gate displays this name. This was at the time of the Whitlam Government, a period of great social change and the Post Master General's Department was not overlooked in the reform process. The PMG had provided the telegraph and then telephone services, concurrent with the postal service from 1901 (Australian Federation) up until the early 1970's when the federal government split the postal and communication services to allow them to concentrate on and develop their own quite different lines of business. The 'Australian Post Office' was the interim name before the full split to 'Australia Post' and 'Telecom Australia'.

Our house, at the time, was located between railway houses either side of ours and we were the first house out of the three to have the phone put on. The Railway Station, of course, had the phone on.

Many an important call has been made to and from our house over the years and before the advent of mobile telephones it was the only means of communication

available to members at the house. In 1987 the museum gained a lease on the Stationmasters house, next door, as the railways were selling the houses off to tender as the station staff were withdrawn concurrent with closure of the station. The Stationmaster's house was made of concrete blocks, unlike the others which were of timber, and some good arguments were put to justify our continued occupancy at the railway site. You can't load a house made of concrete blocks onto a truck, whereas the timber ones were sold and relocated.

The house we moved into had the phone connected some time after we were originally connected and so the line was there. One of our enterprising telephone technician members simply changed the wires over at the junction box at the front gate and our number (34 0296) then commenced to work from our new premise.

We have always had rotary dial telephones on our line, and particularly in later times, as the house is used as a 'homestay weekender' for the general public, a Bakelite '400' series PMG issue telephone has been used right up to the last day to give it a country cottage feel.

As less and less members stay at the house at Bungaree, the telephone use has fallen away and in fact, the phone has been 're-directed' to the Tram Depot for some time, on the 'Call Forward' arrangement as we found the public called the house, and not the depot, for charter and other business enquiries and we were missing those calls. After due consideration of the use of the telephone service and the realization that overall it was simply mainly used for re-directing calls to the depot, the Board has decided that it would be a cost saving with no inconvenience to members, this day and age, to cancel the Bungaree house telephone service.

And so, the line from the Wallace Exchange, after 38 years, is now silent.

Richard Gilbert

No. 40 Turns 100

By Dave Macartney

Ballarat's oldest electric car, No. 40, celebrated its centenary on 7th June. It was a low key event, in keeping with its great age, just a full shift of running on Saturday 8th and Monday 10th. It performed faultlessly, which was a great relief to the maintenance staff.

The tram had entered service with the Prahran and Malvern Tramways Trust 100 years earlier as No. 35, the last of a batch of eleven maximum traction bogie cars, later classified as C class by the M. & M.T.B. The only other survivor of the class was No. 26, which became Geelong No. 36 in 1948 then Bendigo No. 5. Five were used to supply equipment for the CW5 class while the others were disposed of as bodies in the 1944 - 1949 period.

The P. & M.T.T. acquired another ten similar cars in 1914, which became the E class. Ballarat 38 and 39, as well as 41, 42 and 43 ex Geelong were from this batch. The Hawthorn Tramways Trust ordered eighteen similar cars in 1916 - 1918, which became class N and P. Ballarat 34 to 37 were from this source.

The only other Maximum Traction cars inherited by the Board were the four 0 class combination cars, acquired by the P.& M.T.T. in 1912, sold to Hawthorn in 1916 and eventually sold to Adelaide in 1927, where they became part of that system's identical D class. Transferring these from Prahran to Hawthorn metals involved running them to the corner of Glenferrie and Riversdale Roads, slewing them through ninety degrees and driving them to Hawthorn Depot. No doubt there was a small army of burly men with traversing jacks, crowbars and greased metal plates, and copious amounts of strong language to achieve this feat.

As the W2 fleet grew past the four hundred mark these thirty nine remaining Maximum

Traction cars had increasingly little to do. With the conversion of the Elizabeth Street cable lines to electric in 1935 somebody came up with the idea of utilizing the running gear of these thirty nine with a modern wide body, similar to the recently introduced W4 class. Accordingly, the number block from 681 to 719 was allocated to this new class, the infamous CW5. Only five cars were ever converted, from P.& M.T.T. C class Nos. 29, 31, 32, 33 and 34. Had the program continued the entire stock of Trust Maximum Traction would have disappeared in the thirties. Instead, common sense prevailed, and the wide bodies were mated with modern equipment and the W5 was born.

The late Bob Prentice recalled how, as a boy, he came across his first CW5 while visiting relatives on the Wattle Park line. Expecting great things from this latest addition to the fleet, he was greeted with the familiar grinding and wheel spinning that is part and parcel of this equipment.

The M.&M.T.B.'s hopes that the CW5 might have been able to cope with the flat and straight North Coburg route were finally dashed following a series of tests. Two Trust bogies, Nos. 25 and 35, CW5 682 and ex Coburg Trust T 182, a single trucker, ran the Sydney Road route to see if they could cope. Of the four, the T class was clearly the quickest. Being fitted with GE 241 55 horse power motors, the same as those in scrubber No. 8, it could take off like a jack rabbit, just as No. 8 does today.

Meanwhile, the maximum tractions were slowly going up through the notches, not wishing to be hurried in any way. Sadly, No. 35, now Ballarat 40, came last, driven by Bill Warner, who later became Foreman of the Paint Shop at Preston.

The numbers 686 to 719 remained unfilled, the maximum tractions stayed on in limited

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service for a few more years. The bodies from the five donor cars to the CW5 project languished at North Melbourne for a number of years, with No. 32 giving up its cabs during the construction of Scrubber No. 8. The CW5s finished their days on the Balaclava Junction to St. Kilda Beach shuttle in 1956, and the maximum traction era was over.

Of the remaining cars, a few were sold off as bodies between 1939 and 1945, but then the S.E.C. showed some interest in graduating from their all single truck fleets to something grander. The remaining cars all found homes eventually on the Ballarat, Bendigo and Geelong systems. The Hawthorn cars were the first ones on offer, and were picked up between 1945 and 1948. Then, in 1951 the last nine, all P. & M.T.T., eight E class and one C class (No. 35), were offered. They were assembled at Brunswick Depot and inspected by the various Rolling Stock Managers of the S.E.C. systems. Geelong picked up four, Ballarat three and Bendigo two.

No. 35 was the second last car chosen, so can't have been the best of the bunch. It came to Ballarat on 12th June, 1951, was renumbered 40, and put in another twenty years' service under the S.E.C., amassing 376,387 miles, and running in as the last car in September 1971. The Ballarat Tramway Museum has now owned the car for longer than any of its other custodians. and it continues to enjoy a life of comparative leisure.

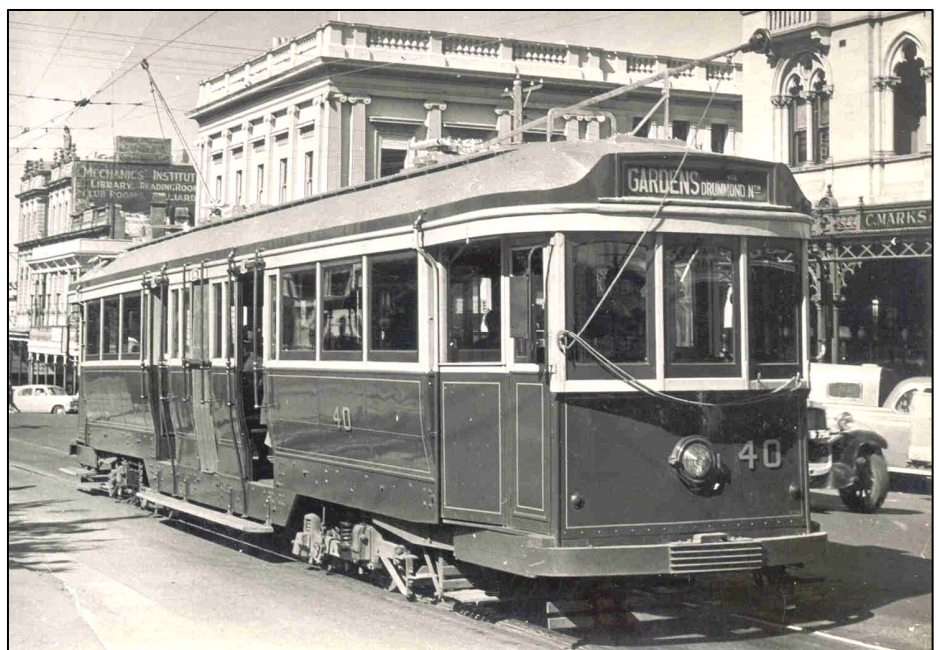
Postscript

In late 1979, No. 40 returned to Melbourne to participate in the annual (at the time) *Cavalcade of Transport* and spent the Australia Day holiday (28 January 1980)

running along Flinders Street, quite unfamiliar territory for a Prahran & Malvern car. It became evident that the tram's bogies were long overdue for major refurbishment and on its return to Ballarat No. 40 saw little use until both were stripped and completely rebuilt. It even received new tyres on the four driving wheels, the only one of our cars to do so to this day. With maximum traction bogies the sides of the tram actually rest on each one using rubbing plates and it was discovered that the body at one end had actually spread over the years. Tightening the tension rods which run across the car solved this problem.

No. 40 returned to service in February 1985 and continued to run until a defective motor in March 1992 saw it out of service until September 1995. It had looked very tired ever since SEC days and in October 2003 it was decided that a complete repaint and revarnish inside and out was long overdue. This painstaking work took until September 2006 when No. 40, looking pristine, took up running again on a charter on the 19th September, the 35th anniversary of closure. The late Frank Puls was the proud driver.

Peter Winspur

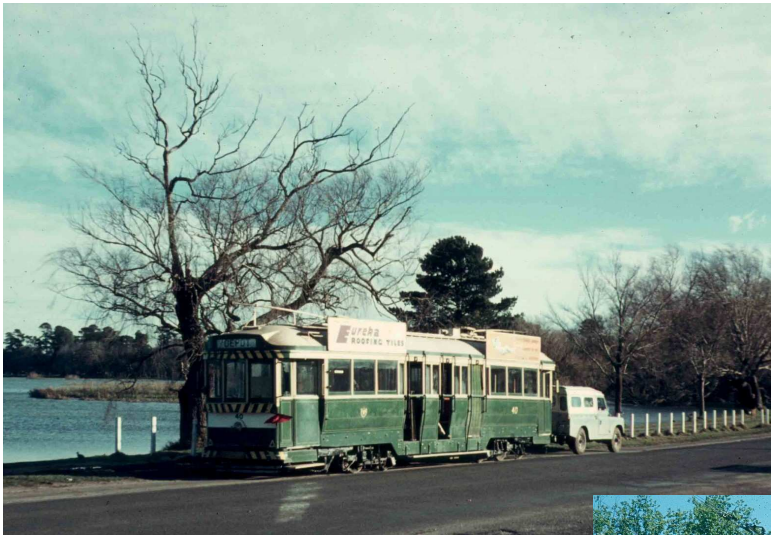


No. 40 crossing Lydiard St in 1953

The tram is looking pristine in its first S.E.C. livery.

Photo: John Webster 11/4/1953

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**Tram No. 40
Post 1971**

Above: Joining the BTPS fleet No. 40 is towed from the SEC depot towards St Aidans Drive and the new BTPS depot
Photo: The late Eldon Hogan 18/7/1972

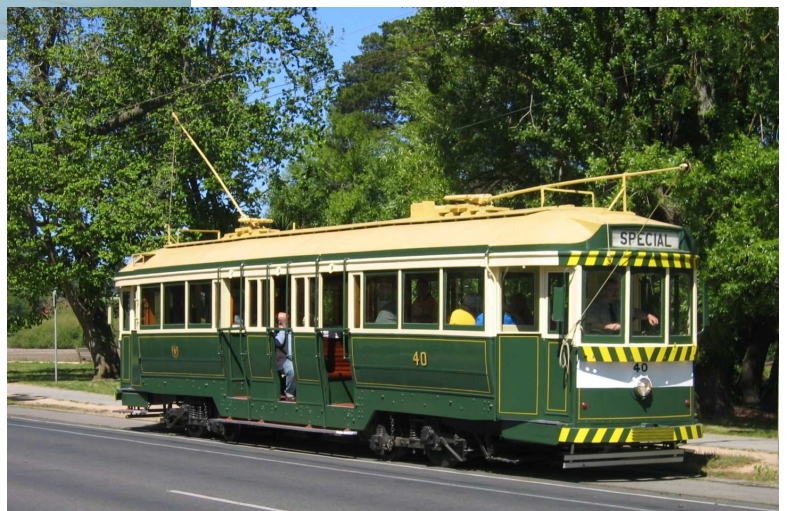


Right: The first day back in Wendouree Parade. The scene has changed dramatically in the intervening years
Photo: The late Bill Kingsley 7/12/1974



Left: Return to Melbourne. Outside *Young & Jacksons* on Sunday 28/1/1980
Photo: John Phillips

Right: After restoration. AGM Special Sunday 5/11/2006
Photo: Peter Winspur



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Tram No. 40 The S.E.C. years



Above: The late Ben Parle captured No. 40 passing through the Carlton St loop in January 1954. It was very handsome before several collisions saw the S.E.C install the dash canopy lighting in the early 1960's.

Left: No. 40 stands at Sebastopol terminus on 23/11/1962 wearing the first version of the stripes and extra lighting.

Photo: N. J. Simons collection



Above: There were many trams out on display during a visit by the A.R.H.S. Queensland Division on Monday 29th April.

Photo: Roger Gosney



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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