

FARES PLEASE!

February 2014

News from the Ballarat Tramway Museum

Wendouree Parade

1:06 pm Sunday 16 February



Photo: Peter Winspur

“Deserted”

The *Ballarat Cycle Classic* saw another total closure of Wendouree Parade until 1:30 pm on Sunday 16 February. Approximately 2,000 people took part in the ride and thousands of dollars were raised for the Fiona Elsey Cancer Research Institute. Unfortunately, for the second year in a row the Museum was unable to operate until the road reopened costing us perhaps a much needed \$100.

The Museum has the view that events such as this should not prevent locals and visitors from accessing the very popular gardens on Sunday afternoons, particularly in summer.

The main event, the *Lake Wendouree Classic*, was completed by 11:30 am but Wendouree Parade remained totally closed for another two hours for the participants in the 100, 85, 60 & 50 Km challenge to return. By 1:00 pm the numbers had reduced to a trickle.

Ballarat Trams are Ballarat History

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Around the Museum

The availability of additional local volunteers this year has meant that the depot was open every day during the summer holidays in addition to the tram operating in Wendouree Parade. The number of visitors to the depot has surprised us. Peter Waugh and Roger Gosney have devised several activities for the younger ones to keep them busy whilst their 'oldies' look at the displays.

Thanks to the enthusiasm of Geoff Gardner, the Museum operated trams on Christmas Day. A quiet day, especially for non-Christians, the tram was most welcome to visitors to the Gardens. Trams then ran every day until the 27th of January. Patronage for the period was nearly exactly the same as last year. The long hot spells did not help.

Staffing

New members Wade Barry, Verena McGowan and Peter Fitzgerald have been trained as assistant conductors. At the suggestion of Geoff Gardner, the Museum is now starting new volunteers as assistant conductors to see if they enjoy working on the trams before going down the track of fully qualified conductors and drivers which requires expensive medical examinations. In addition to Tony Bidwell who joined last year and Deepthi Poulouse who has returned from India, Col Phillips has joined the weekday workers in the workshop.

Begonia Festival

The Museum has been contracted to Ballarat Regional Tourism to participate again this year in the Festival and all rides will be free over the Labour Day long weekend. The traditional parade will be held on the Monday morning.

Clean up and concreting of the workshop

A successful working bee to clean up the workshop was held on Saturday 11 January. This job was necessary before a further area around four road could be concreted. The new floor was installed by contractors on Monday 2 February. The next task will be to erect the new travelling crane which was awaiting a sound and level base.

Maintenance & Restoration

Thanks to the one for one grant of \$5,000 received from the City of Ballarat late last year, work has recommenced on No 12. Initial work will include newly turned body pillars and new window frames for the saloon have already been manufactured.

Upgrading the Substation & Installation of Solar Power

Last year, Paul Mong, our Vice President and fully qualified electrician, was asked to provide information on the benefits of installing solar panels on the extensive north facing roof at the Museum. The Board considered three options and has agreed to proceed with the project.

Included in the project is the upgrading and fire proofing of the substation which will heavily reduce the risk of a fire leaving the substation under fault conditions. Also it will meet today's standards.

The expected benefit is that by installing a 15Kw solar system our electricity bill will reduce dramatically by around 90 to 100% weather and usage permitting. On today's prices the return financially of this project would be around 6 years.

Restaurant Tram No 939

Tram No 939 was transported to Bungaree and placed in undercover storage on 21 January 2014. The Museum has no immediate plans for the tram, but was keen to ensure it was kept undercover and survived intact.

Vale

Members were shocked to hear of the sudden death of Bruce Hill on Tuesday 21 January. In recent years Bruce has been our 'horse man' who has enabled the Museum to run Tram No 1 on a more regular basis. After a disastrous day due to miserable weather on Mother's Day last year we had decided to try Australia Day instead and Bruce had been booked for 26 January. Our thoughts are with Dianne and family and all his friends from Clunes.

3. FARES PLEASE!



‘Clean up’ Day



Clockwise from top left:

“Remember your back”
Warren attends to a point mechanism
“Manpower”
Col & Paul relocate Tram No 12
Alan makes a point
Paul relocates a motor casing utilising our crane truck.

*Photos: Peter Waugh
Saturday 11/1/2014*



Restaurant Tram No 939

Left: *“Bungaree Bound”* Peter Bruce 20/1/2014

Above: Outside its new home Roger Gosney 21/1/2014

4. FARES PLEASE!

The Birth of “Fares Please!”

Forty years ago, in January 1974, the first edition of “*Fares Please!*” appeared. Until then the Society’s newsletter carried the rather bland heading of *Information for Members* and it’s appearance was not regular. Publication was more on the basis of when Richard Gilbert could find the time to type and duplicate the newsletter or when news was available. In the October 1973 edition a small paragraph appeared:

INFORMATION FOR MEMBERS

We are searching for a name for this publication. We have “Trolley Wire” from Loftus, the “Rattler” from W.A. so what about a name from Ballarat. Any suggestions should be sent to the Secretary at the Company’s address. Entries close November 13th at the Entertainment Meeting. The prize is \$2 worth of goods from the Sales Department.

The lead item for “Fares Please” Volume One – Number One announced the winner as Barry Craig of Frenchs Forest, New South Wales. The many other entrants “*who gave this matter some thought and took the trouble to write and give us their suggestions*” were thanked.

The final item in the first edition was to announce the plan for a group of members to travel to Adelaide in March (on *The Overland* of course) to attend the official opening of the Australian Electric Traction Museum on 23 March 1974. The AETM had been formed in the late 1950’s to preserve trams from Adelaide. It opened as a static museum in 1967 and finally received approval in 1972 to build a two kilometre line. It’s history from that time parallels that of the BTM.

“Fares Please” continued to be a simple foolscap production, normally issued every second month until January 1986 when a new masthead was created and the size was changed to A5 booklet. The March 1986 issue reverted to a Gestetnered foolscap production. From May that year the new format became permanent. The masthead remained unchanged until April 2011. It had been created in a format which could not be easily printed in colour.

Photos started appearing in 1987 and from 1992 were in every issue. The first colour issue was in 2001 and celebrated the 150th anniversary of the discovery of gold in Ballarat. It featured our ‘Gold Tram’ and included a photo of Stephen Butler welcoming the Premier, Steve Bracks, who drove the tram prior to opening the Begonia Festival.

Since December 2009 every issue has been in colour. Great feature articles, particularly from Alan Bradley, have seen some issues run to sixteen pages.

The additional cost of recent productions has been reduced by many members who have elected to receive their copy electronically. We thank them for this.

“FARES PLEASE”

JANUARY 1974

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

Volume One - Number One - P.O. Box 632, Ballarat. 3350

FARES PLEASE

As a result of the competition announced in the October “Information for Members” the name “Fares Please” has been selected for this publication. The name was suggested by Barry Craig of French’s Forest, New South Wales who wins two dollar’s worth of goods from the Sales Department. We thank the many other entrants who gave this matter some thought and took the trouble to write and give us their suggestions.

INCORPORATION

Some confusion obviously exists in the minds of many members regarding our recent incorporation.

The Society had no choice but to incorporate if the Tramway was to ever operate in Mendocree Parade. In any event such a step benefits the members and assists in the development of a Society such as this.

The Ballarat Tramway Preservation Society Limited is a public company limited by guarantee. The Company’s members are not shareholders, as with most other companies, but persons whose continued membership depends upon the payment of annual subscriptions.

The liability of the Company is limited to the value of its own property. This means that should the Company be successfully sued for damages for any reason (We hope, of course, that such an event will not occur and as far as good management can avoid it the Board will endeavour to do so) the members are not liable in any way to contribute towards any damages that may be payable. The payment of damages must be made out of the Company’s property.

If the amount of the damages exceeds the value of the property owned by the Company it may be wound up and all its property sold to pay the damages. To the extent that the value of its property is insufficient to satisfy the damages the members may be asked to contribute up to \$20 each towards payment of the damages.

It is important to realize that the members are only liable to make these payments upon the winding up of the Company and even then no member can be required to contribute more than \$20.

This is the major benefit of incorporation to the members as the position of members of the unincorporated Society was that in the event that the Society was successfully sued for damages and its property was insufficient to pay any damages awarded, each and every member would have been liable to contribute towards the payment of the damages - even to the full extent of their private assets.

So briefly the position is that if the Company is sued for damages and wound up each member may have to pay up to \$20 towards payment of the damages whereas as members of the unincorporated Society the liability of the members to contribute was unlimited and their houses, cars, etc., could have been sold by the Court to obtain funds for contribution to the payment of the damages.

The Board considered that in view of the nature of tramway operations it was essential that the interests of the members be protected by incorporation.

The other major factor involved was that a Company is able to enter into contracts and to own property far more easily than an unincorporated Society such as was cars. In view of the agreements that must be made with the Ballarat City Council and the State Electricity Commission of Victoria it was absolutely essential that the Society be incorporated.

5. FARES PLEASE!

40 Years Ago

The first edition of "Fares Please" included a lengthy item about the incorporation of the original society into a public company limited by guarantee and the issues around this in relation to members' liability.

The resignation of Warren Doubleday from the Board of Management was regretted. Warren was heading off to South Africa for an extended period to pursue his career. He was thanked for the amount of work he had either undertaken or supervised.

With his amazing head for heights and his apparent inability to fall off ladders he has virtually singlehandedly erected the overhead from the Depot fan to Wendouree Parade. He has also designed and directed the myriad of other things that you only realize have to be done when you actually build a tramway yourself.

Of course we all know that Warren never really left us, even when in South Africa or later whilst working in Portland and he is still one of our most vital contributors forty years later. These days he has more sense than to climb a ladder to erect overhead.

Peter Winspur was appointed to fill the vacancy on the Board and like Warren, I am still here forty years later. It has been a great journey over the years as I put my hand up for more and more tasks.

For the first twenty years or so I concentrated on applying the operational skills acquired from my tramway employment. Later, retirement and the dawn of the computer age has allowed me to develop the skills to make "Fares Please!" the publication it is today.

Although the jobs of Secretary and Operations Manager have grown remarkably we now have the tools to create and communicate which Richard would not have dreamed of when he was typing the Gestetner stencils all those years ago.

I am sure I can speak for Warren in saying that there have been so many new challenges over the years that there has never been time to become stale or bored.

Peter Winspur

Membership News

We welcome the following new members:

- 849 Verona McGowan of Invermay Park
- 850 Greg King of Sunbury
- 851 Alexander Cox of Vermont
(previously a Junior Supporter)
- 852 Col Phillips of Lake Gardens
- 853 Charlie Sam of Golden Point
- 854 Michael Lavery of Redan
- 855 Paul Steinhauser of Wendouree

2014 COTMA Conference

The Sydney Tramway Museum, hosts of this year's conference, have announced the dates of the event. It will open on Wednesday 8 October and run until Monday 13 October. It is to be held in Sydney.

FARES PLEASE!

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January 1986

HORSE TRAM No. 1

Ballarat Horse Tram No. 1 has now arrived at our depot, having made probably its last trip along Sturt Street! Having resided in a backyard in Ballarat East for some years, it is now resting on No. 5 road, having been acquired by the Society from its previous owners, who for some years have used it as a bungalow.

Alan Bradley has conducted the negotiations with Mr Jack Leviston, the owner of the property, who has been most co-operative and keen to see the horse tram fully restored.

On Friday 13th December, a work party comprising Jacki Edwards, Richard Gilbert, David Macartney, Barry McCandlish, Paul McDonald, Peter Winspur and Garry Wood assembled at the Anderson Street address. Previous plans for the removal of the body needed to be rethought, as the crane operator announced that he would be unable to manoeuvre his vehicle along the home's driveway. After some thought, a new plan was arrived at.

The gang slipped the tram sideways from the fence, so that a sleeper slipway could be placed underneath it. After much humping and pushing, the tram was finally in a position where it could be lifted onto a hastily-hired tandem-trailer attached to Barry McCandlish's truck. The tram was loaded at approximately 3 00 pm, just in time for BTV Channel 6 to arrive to film the event. The Ballarat City Council was contacted and negotiations were made for the tram to make an historic visit to the Ballarat Town Hall during its journey to the depot.

As the clock struck four bells, we pulled alongside the prominent Sturt Street address. Mr Ian Smith, the Town Clerk, and Mr Robin Nuttall, the City Engineer, greeted us and spent some time inspecting our new acquisition. Again, the local media were present to record the proceedings.

No. 1 then continued along Sturt Street, which it last saw in the 1920's, to its new home at our Lake Wendouree depot. After being unloaded by crane, it was placed upon a set of Melbourne cable tram trucks.

(Continued on back page)

**News of the Ballarat Tramway
Preservation Society Limited.**

6. FARES PLEASE!

Ballarat's Knight in Shining Armour

It was a cold, dark winter's night in 1919 when experienced motorman, Peter Marshall Corby, was on his way back to the depot. The Argus reported:

“WOMAN IN LAKE. Rescued, Then Disappears.

BALLARAT Sunday: At about 10 o'clock tonight, as Motorman Corby, who was running an electric tram towards the tram depot, was waiting on a loop for another tram to pass, he heard a woman scream and the sound of something falling into the water of Lake Wendouree. Running to the water's edge he found a young woman hanging on to the end of a small pier. He helped her on to the landing and as she was suffering greatly from shock from her immersion a doctor was sent for.

Before the doctor and plainclothes Constable Landrigan arrived on the scene, a motorist who was passing agreed to convey the girl to the hospital but she did not reach the institution. It is believed that the girl, who was unknown at the tram sheds, gave her name and was then driven to her home.” (The Argus, June 23, 1919, p 7)

Peter Corby was born at Serpentine Creek, Victoria in 1880, one of five children to William Corby and Annie White. William had come from Manchester and married Annie in Victoria in 1876. The family moved to Ballarat after 1885. Peter worked as an engine driver until joining the Electric Supply Co. as a motorman on April 4, 1909. In 1910 he married Maria Annie Hinchey. They had three children.

Our shining knight was no stranger to difficult circumstances. In 1915 he was a witness in court after an incident with two drunk brothers, John and Benjamin Farley. Peter accused them of spitting on the floor of the tram while travelling in Victoria Street. They had been singing loudly in the saloon. As they went to get off the tram, in John's words “...he had only accidentally struck Corby in

the face with his elbow...” and knocked him out of the tram. . (The Courier , April 7, 1915, p4).

Peter grabbed his point bar and used it to defend himself, managing to knock Benjamin's hat off. Benjamin had a string of convictions, including assault on other tramway's employees. Both brothers were found guilty and fined.

In October 1922, Peter resigned from the company, and according to the staff register he “...left of his own accord...”

He returned to the Tramways and is listed as a motorman again from 1924, and his name appears in lists in 1943. Peter died in Ballarat on February 19, 1975, at the age of 95.

The Lady of the Lake is a tale that goes back to the King Arthur legends of medieval times. Her name is a mystery, but writers have given her name as Nimue, Viviane, Elaine, Niniane, Nivian, Nyneve, and Evienne. Unfortunately we do not have a name for Ballarat's mystery lady of the lake, but a romantic might dream she was Elaine or Eveinne and presented to her shining knight, Sir Peter, his point bar, Excalibur.

Peter Waugh

Planning for the Future

It has become apparent to the Board that to obtain any significant funding for the major projects of the development of the extension of the building to enhance our display, the rebuilding of the existing track or any extensions it is imperative to develop a comprehensive business case.

With this in mind outside help has been sought. The experience of other volunteer organisations also illustrates how important the various electoral cycles can be. Such business cases are not inexpensive, but we hope to have the project finalised in the next few months.

7. FARES PLEASE!



Wendouree Parade 4:13 pm Thursday 16 January 2014 *Photo: Roger Gosney*



Above:

Another scorcher in Ballarat saw a complete absence of cars at the playground. The magnificent machine in the foreground belongs to the photographer.

Left:

Deepthi Poulouse prepares Horse Tram No 1.
Photo: Dave Macartney 5/1/2014



2012 Heritage Weekend

Right: The late John Clowes, Lyle Drayton and the late Bruce Hill
Photos: Alastair Reither 13/5/2012



8. FARES PLEASE!



Summer at the Depot 1973 – 1974

(The photos we were unable to publish at the time)

Above: Barry McCandlish, Geoff Cargeeg, Peter Rees and Stuart Lodington

Right: Warren Doubleday erecting the overhead
All from the late Bill Kingsley collection



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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