

FARES PLEASE!

June 2016

News from the Ballarat Tramway Museum

Tram No 1 returns to Sturt Street



Photo: Peter Waugh 7 May 2016

This year the Museum was invited to display Horse Tram No 1 at the corner of Sturt Street and Lydiard Street during Ballarat Heritage Weekend. The tram attracted great interest.

It is difficult to believe that over 128 years ago this tram was first seen in Sturt Street passing Lydiard Street on its way to the Gardens, albeit behind two horses.

In this scene, a little Photoshop would have taken us back to the 19th century.

Ballarat Trams are Ballarat History

2. FARES PLEASE!

Around the Museum

Depot Fan Reconstruction

First – an apology. In our report of this work in the April edition of *Fares Please!* we referred to contracting John Shaw to undertake the work. In fact the contract was with the Victorian Goldfields Railway and John is the Civil Manager at the VGR. He is also a member of the BTM. The VGR provided its excavator and some labour and its expertise. John's efforts were provided as a volunteer.

Further work was undertaken from Monday 23rd to Wednesday 25th May. This involved the completion of re-railing of 3 Road, replacing further sleepers in the section down to the level crossing and extensive resleepering of 4 and 5 roads. In all, 100 sleepers have already been inserted. John Shaw again led the team from the VGR supported by Paul Huber and Rolf Jinks. They again brought along their 'dexterous' excavator.

There was an excellent turn up of our volunteers to undertake the task. Probably the most noticeable change at the Museum in the past few years has been the increase in the size of the weekday workforce. Once it was limited to two or three. For this job, in addition to the VGR crew, there were some thirteen of our volunteers plus Andrew from Miller Brothers who did the welding. It is only through efforts such as this that we will be able to see major advances around the Museum.

Unfortunately on the afternoon of the third day it started to rain and the area around 6 and 7 roads turned into quite a mud mine – just like the old days. It was also very cold which made work difficult. We still completed the job except for the final filling in of the area with crushed rock and tidying up. This was completed a few days later with the aid of a bob-cat.

The replacement rails for the 3 road curve are now of a consistent radius, rather than the inner curve having a slightly larger radius than the outer rail! Following the completion of the track work, some forty tonnes of crushed rock were used to fill between the various tracks and level out the fan.

The opportunity has also been taken to weld the old bolted joints now buried under the crushed rock. Further joint work will be done prior to filling in the track. This is essential before commencing the landscaping plan for the depot fan, a long awaited project.

The next stage of the reconstruction will be done during September or October when the weather may warm up. We certainly could have not left the work any later, as the rain softened the ground around the depot fan and any truck could have become bogged. Each day the Museum provided a very welcome lunch, morning and afternoon tea to our workers. A massive thanks to all who assisted over the three days.

Depot Works

Extensive work on improving the depot environment is being undertaken. Ultra Violet filtered Skylights were recently installed over 7 road. We can now see things that could be difficult to find without pulling all the tramcars out or using torches! It also shows how much the older skylights have dulled over the years.

As part of the installation of the fire detection system, we have connected our alarm system to Sectrol Ballarat, a local company which provides security monitoring services. The opportunity is also being taken to upgrade our security system which will include a number of external security cameras and an improved tag entry security system to monitor when the depot is unlocked, etc.

A professional survey of the fire requirements for the depot and trams has seen a number of recommendations for the location and type of extinguishers which should be provided. New extinguishers have replaced the earlier ones in the building and the Board has agreed to the location and number of extinguishers for our fleet. *Cuthberts 939* has already been fitted.

Reconstruction of No. 12

Over the last few months, work has concentrated on reconstructing the east end driver's bulkhead, finishing off the saloon bulkheads and working out the internal saloon seat construction. The seat base set up was relatively easily understood, but actual design of the seat profile has been quite a challenge.

3. FARES PLEASE!



Above: Morning tea was served as part of the Lost Landscapes Tour



Above: An unusual donation. The bell is from No 34



Above: The first of our new signs



Above: A prototype for the new seats in No 12.

Left: There is an alternative way to move the trams!

Photos: Roger Gosney, Warren Doubleday

4. FARES PLEASE!

A trial section has now been constructed. Various new windows or sashes were required to be made up to replace those that were in either poor condition or had been lost over the years. The two internal mirrors in the saloon have been rebuilt and glazed. Work has commenced on the installation of the sliding doors.

Remembering the H.T.T.

On Sunday 24th April, member John Whiting brought a group to the Museum to celebrate the centenary of the foundation of the Hawthorn Tramway Trust. Tram Nos 26, 27 & 28 all began their life with the Trust and No 33 was built for the Trust. A suitable selection of trams was run on the day and our guests enjoyed a barbecue lunch. The day was particularly hectic for our new catering crew as they set out on our first 'real' charter with *Cuthberts 939* soon after the barbecue was put away.

Ballarat Heritage Weekend

The Ballarat City Council funded the transport of Horse Tram No 1 so it could be placed at the corner of Sturt and Lydiard Streets for the two days of the festival. This attracted great interest and even the wet weather did not dampen the enthusiasm of visitors to our display. We also had a video display in the Mining Exchange. Numbers in the Gardens were very disappointing, but not surprising seeing all the events were again town centred. The tram was returned to the safety of the depot on the Saturday night which required our volunteers to be on hand to load it at 7.00am, supervise the displays, and assist in unloading at 6.00pm on both days. Our thanks to those who helped.

The last time No 1 was seen stopped in Sturt Street was in 1985 during its delivery to the museum. It looks somewhat different today.



Richard Gilbert on the trailer and Ian Smith, Town Clerk, City of Ballarat on 13th December 1985

Photo: The Courier

National Trust Heritage Festival

Our Lost Landscapes tour was run again on the 15th of May. Peter Waugh, our indefatigable marketing manager, again took participants on a walking tour of places the existence of which many people are unaware. This year we included a coffee and cake trip utilising *Cuthberts 939*. It gave the crew another opportunity to become more expert with the logistics of running *Cuthberts 939*.

Tram Showcase

Tram Showcase wound up an eventful May. Perhaps overshadowed by an already huge two months, patronage was down on expectations but it gave us a chance to display Ballarat's tramway heritage with four trams, all now over 100 years old, running in Wendouree Parade.

New Tram Stop Signs

Three new tram stop signs have arrived. These are part of the project to upgrade all our signage. Peter Lambert Design prepared an extensive report with a number of options and this has been thoroughly considered by the Museum. Following finalisation, new signage will be rolled out over the next couple of years as funding permits. The concept of the diagonal striping found on the dash canopies of the SEC trams has been featured to make the signs stand out in Wendouree Parade and around the depot.

Roadworks

In late June, Fulton Hogan for the City of Ballarat commenced the construction of a kerb and channel along the track from St Aidans Drive to near pole 9. This was the last section of Wendouree Parade without a kerb. Flooding problems occasionally occur here and hopefully the installation will overcome this problem. Tram services were cut short while the work was carried out.

Cuthberts 939

Since the launch of the Museum's function tram, work has continued on setting up the tram. By mid-June, five functions had been undertaken with a further four already booked for late June and July. Many enquiries for future bookings have been received.

Peter Waugh and Roger Gosney have led the

5. FARES PLEASE!

team which has been finding out what works and what doesn't. The operation of the tram is far more complex than any of our others. Set up and close down for a function requires an hour or more. Unlike the other trams, a driver cannot show up at the last minute and the leave it at the end of the day for someone else to put away.

It has been determined that the driver would be wholly responsible for the safe operation of the tram, including changing poles and ensuring that the doors were closed and locked before the tram moved off. The 'lighting up' of the tram is also quite complex and fault finding is a wholly new experience. The position of 'Passenger Attendant' has been created and this person, who can also be the barista, is responsible for supervising the passengers inside the tram as well as arranging/assisting the set up inside the tram. The role also covers such issues as evacuation of the tram in an emergency. Further crew training is being undertaken for both roles.

BTM Website and Facebook

The Museum monitors its website and Facebook statistics. So far this year our website is averaging, some 1575 unique visitors per month, compared to 1275 for the whole of 2015. This has been assisted by the launch of *Cuthberts 939* when good publicity during April saw over 2000 visitors that month. They primarily come from Australia, as you would expect, followed by the USA, Russia, Germany and France. We suspect most of the Russian ones are snooping, along with many others.

The most popular downloads are of *Fares Please!*, our Information Guide, and our Annual Report. Our various policies are quite popular as well. The Museum has recently had the *Welcome Aboard* brochure translated into Chinese (Modern), Indonesian, Korean and Japanese. These are receiving good downloads. The most popular web pages are When do we run, Tram hire, Location, Fleet and now *Cuthberts 939*.

We also monitor where our visitors come from and how they link to us. These tend to be through Facebook, travel advisory sites, the Association of Tourist Railways and Steamrail.

COTMA Conference 2016 – Christchurch NZ

A reminder that the Tramway Historical Society (THS) of Christchurch NZ is hosting the 2016 biennial Conference of the Council of Tramway Museums of Australasia. The conference commences on Thursday 13th October 2016 and finishes on Monday 17th October. Registrations are now open and in addition to the main conference event, a partners' programme plus pre and post conference tours are on offer. Early hotel bookings are recommended as accommodation is limited in Christchurch.

Central Christchurch was hard hit by the earthquakes of 2010-11 but with the rebuild now rapidly progressing this will be a great time to see the city as it recovers and regenerates, including the contribution of and challenges faced by its recently expanded heritage tourist tramway. "Regeneration" (and it can have a variety of meanings) has been chosen as the underlying theme for the conference.

Our Museum Services Manager attended a COTMA Executive meeting in March and found that re-construction work is happening furiously, with the City Tramway now operating on an extended route. Though much of the heritage feel of the city has been lost, the new Christchurch is fast coming out of the ground. A city well worth visiting to see the work being undertaken and of course to ride both the City Tramway and visit the THS at Ferrymead. This is a great Museum with many features and working exhibits, including an extensive trolley bus and railway collection.

Details and related information can be viewed on the COTMA website:

<http://www.cotma.org.au/conference.html>

All our members are invited to attend the conference. If you have any queries about what to expect, Richard Gilbert is the best person to speak to.

The first Conference was held in 1975 and hosted by the our museum. This will be the third conference in Christchurch hosted by the Tramway Historical Society.

6. FARES PLEASE!

Recent Donation

The Museum recently received a donation of tramway materials from the family of former SEC driver Allan Jeffries. These included his uniform, cap and conductors bag, an SEC Safety Award butter dish and the menu for the dinner arranged by the SEC Mid Western Branch at the time of closure of the SEC operated system. This included autographs of many of the participants. The most interesting item was a mounted conductors bell from tram No 34. It works but does need a new leather bell cord. Allan was one of the drivers of the last two trams to leave Lydiard St North on the night of 19th September 1971.

All Victoria Day at Loftus

We reported in the April issue of *Fares Please!* that the Sydney Tramway Museum's restored Ballarat No. 37 was to be launched on Sunday 5th June during an 'All Victoria Day'. Unfortunately, this did not occur as the Sydney Tramway Museum web page reports:

The huge storm front that hit Sydney over the weekend of the 4-5th of June caused much damage down the entire eastern seaboard. Loftus was not untouched. Given the flooding and storm damage inflicted on Sydney during Saturday, particularly over Saturday night, it was decided to postpone the event and not operate the museum on Sunday for the safety of both our members and guests. In any event, storm damage on Saturday, the 4th resulted in the closure of the National Park line until we can undertake repairs. A new date for the launch of Ballarat 37 and 'All Victorian trams day' will be announced shortly.

“Please Step Inside”

Please Step Inside is the title of the latest publication from Transit Australia and is now stocked by the Museum. Written by Carl Segnit, the book is well illustrated with many never seen before colour photos and route layouts featuring Adelaide, Ballarat, Brisbane and Melbourne tramways. Soft cover, 94pages, A4 size. Priced at \$39.95. Don't forget members receive a 10% discount on this price.

Membership News

The Museum welcomes the following new members and Junior Supporter:

- 904 Ms Sara Wignall of Lake Wendouree
- 905 Ms Lynda Russell and
- 906 Mr Rupert Russell of Bakery Hill
- 907 Mr Robin Philip of Ballan
- 908 Ms Juliana Durovic of Ballarat
- 909 Mr Kenny Campbell of Avalon
- 910 Mrs Pamela Donovan,
- 911 Ms Natasha Donovan and
- 5083 Master Seth Almario of Brown Hill
- 912 Mr Jarad Rahman of East Ballarat

Renewal notices for the 2016-17 year will be sent out on 1 July. If you have made a tax deductible donation to the Museum during the past year, your Receipt should be attached to you renewal form. Receipts for any late donations will be sent out with the next issue of *Fares Please!*

Under legislative changes, from 2013 membership rates are now set at the Association's Annual General Meeting. At the last meeting, on a recommendation from the Board, members present resolved to keep rates for next year the same as those for 2015-16. Since then we have seen a massive increase in postage charges for large envelopes and this has increased the Museum's postage costs dramatically. We are now considering returning to folding the copies of *Fares Please!* we mail out in an attempt to keep the cost of servicing our members within reason.

New Ballarat DVD

Roger Greenwood who has produced DVDs covering the history of the Footscray tramways, the Victorian Railways Tramways, and the Geelong and Bendigo systems has now completed one on the history of Ballarat Tramways and the Ballarat Tramway Museum.

The Museum though its collection has provided many photographs and substantial video content to assist Roger in his production.

The DVD should be available at the museum as soon as it can be delivered.

7. FARES PLEASE!



Above: 10 May 2016



21 June 2016



26 June 2016



Above: Once the track had been dug out it was obvious that most of the original sleepers would need to be replaced. Already 100 new sleepers have been installed with 6 & 7 roads still to go.



Above: A 'Tram Tuesday' lunch break 10/5/2016



Above: Storing things under the trams may seem to be a good idea, until you want something. Time to get organized! 28/6/2016

Photos: Roger Gosney, Warren Doubleday

8. FARES PLEASE!



Above: John Phillips brought our visitors from Melbourne on 24th April in his ex M&MTB Mk 3 bus. The Model T Ford belongs to member Colin Holmes



Above: Carl Mahoney was happy to pose with a group of overseas tourists



2016 Tram Cavalcade



Photos: Peter Winspur, Roger Gosney, Peter Waugh

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:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353 Phone / Fax 61 3 5334 1580 E-mail: info@btm.org.au

Web page: www.btm.org.au

Facebook: www.facebook.com/btm.org.au