

FARES PLEASE!

February 2006

News from the Ballarat Tramway Museum

The Queen's Baton Relay

The Museum has pleasure in announcing that it has been invited to participate in the Queen's Baton Relay as the Baton works its way towards Melbourne in time for the Opening Ceremony of the Commonwealth Games. Early on the morning of Thursday 9 March 2006 it is expected that Olympian basketball player Ray Bormer will board Tram No 671 ("The City of Ballarat") at St Aidans Drive and the Baton will then be carried to the centre of the Gardens by tram.



2006 Begonia Festival

The 2006 Ballarat Begonia Festival will be held from Thursday 9 March until Monday 13 March. The Museum has been invited to take part and the Festival has again offered to sponsor the provision of tram services within the Gardens so that they can again be free. This continuing support indicates recognition by the Festival of the role the tramway plays in assisting visitors to access the event. A minimum of two bogie trams will operate between 9:30am and 6:00pm for the five days of the Festival.

Ballarat Trams are Ballarat History

2..Fares Please!



Richard Gilbert leans proudly on the brand new front fence at our Bungaree Residence. The fence is of the style of the era in which the house was built.

Photo: Jim Parker



Original Tram No 19 enters Sturt Street from Bridge Street. Note the similarity with Bendigo No 17 which the Museum used to represent the ESCo era last year. Also evidence that tram numbers were reused in Ballarat. A photo of a later No 19 can be found in the last edition of “Fares Please”.

Photo: From a postcard by The Harris House of Photography as reproduced in “The Golden City and its Tramways”

COTMA Conference

The 2006 COTMA Conference is to be held in Melbourne from Friday 17 November until Tuesday 21 November. It coincides with the centenary of electric tramways in Melbourne.

The Conference venue will be “*Batman’s Hill on Collins*” which is diagonally opposite the new Southern Cross Station. A very interesting post conference program is planned. All members of the Museum are welcome to attend all or part of the Conference.

The brochure detailing the program, accommodation options and costs will be available during March. If you are interested in receiving a copy please contact our Secretary, Peter Winspur.

Rail Safety Audit

The Museum was recently subjected to its annual Rail Safety Audit by Public Transport Safety Victoria.

The Museum’s Safety System has now been audited some seven times since it was introduced in late 1999. In this time there have been only minor amendments to the system and yet this year the auditors made seven “observations” about the system, more than at any other audit. An “observation” usually picks up inconsistencies in documentation.

It makes the Museum wonder about the process and whether there should come a time when documents which have been audited over and over again should be accepted without further audit.

In the Workshop

Weekday running for the school holidays has meant that the focus for the workshop over the past month has been on keeping everything in working order. Things have gone very smoothly with only routine servicing, the occasional minor defect and one broken window to deal with.

Although it is not always obvious to the casual observer work has continued steadily on the repainting of No 40 with the third top coat due to be applied after yet another round of sanding is completed. This tram is yet to be tested under power due to the need for some rewiring of the lighting circuits but has been towed around the depot area and looks extremely shiny in the sunshine.

Many small tasks, and some that are not so small, have also been progressing with work continuing on fitting out new cupboards for tool and material storage as well as repainting of the trucks on both the W3 and W4 and the final preparations for the completion of the main feeder cable to Wendouree Parade along with replacement of the negative return to all the rails in the depot fan.

Now that several projects are coming to an end it is time to start planning for the next major tasks to be tackled. At this stage the intention is to undertake a mechanical overhaul of No 14 to allow it to return to active service and discussions are continuing on the possibilities of giving one or two of the service cars a quick freshen up over the winter months to have them in top condition ready for the busy summer season.

4. Fares Please!

Get Well Soon!

Late last year Warren Doubleday injured his newly rebuilt knee which required a return to hospital for repairs. On Christmas Eve, some two weeks later he was re-admitted with an infection. In spite of intensive medication it has yet to clear up. It appears now that the repairs have not been successful and may be aggravating the problem. The solution may be another complete reconstruction and a considerable period before Warren is fully mobile.

Meanwhile Warren remains very frustrated as he has been required to reduce his workload to almost nothing. As most of you would know Warren usually achieves more in a week, especially for the tram and railway preservation movement, than the rest of us achieve in a year.

Our thoughts are with you Warren.

“The Ballarat Tramways” by Keith Kings

As reported in the last edition of “Fares Please” the Museum was recently donated a copy of Keith Kings’ book “The Ballarat Tramways – An Illustrated History”. It is in excellent condition. Written in 1971, it has long been out of print and has become a collector’s item.

It was offered for sale on a “best offer” basis. As at the time this edition went to print no offers have been received.

If you are interested in acquiring this item please contact the Secretary on 0408 347 224, by e-mail at the Museum or write to P O Box 632, Ballarat, Victoria, 3353.

Bungaree House

Our new front fence on the Members house at Bungaree has been given its coat of undercoat/primer, purchased from Haymes Paints of Ballarat. Haymes have supplied our paints for the trams and are the supplier of heritage paint for the National Trust of Australia. Richard Gilbert has undertaken the painting, after having the fence built by one of our supporters, Tim Richards.

The house was built by the Victorian Railways in 1926, for the Station Master at Bungaree, and we are committed to maintaining the property for use by members. We take a keen interest in the history of the house and its long connection with Bungaree. The train travels past a number of times a day, and we try to maintain a respectable presentation of the property in front of the public.

We now have 17 extra sheep loaned to us, in addition to the 3 owned by the museum. This assists greatly in keeping the grass low. The only downside is the sticky ‘pebbles’ left on the concrete verandah.

Another workday is soon to happen to remove old furnishings, and lengths of sheet metal and wire which seems to gradually accumulate around the 3 acres, the house and the two tram storage sheds.

Bendigo Tramways

Kym Smith has recently resigned for personal reasons as Tramways Manager at Bendigo. The Museum thanks Kym for all his support, particularly during 2005 when Bendigo No 17 visited us. We wish him well for the future. Darren Hutchesson will act as Manager until a replacement is found.

A Wonderful Interview

Alan Bradley and Richard Gilbert visited Keith Foster on 18th January 2006 to have an interview with a fascinating gentleman. Keith's father, Charles Foster was a tram driver in Ballarat in the 1920's. Keith, now in his 80's, recalls with great detail life in Ballarat in those times. Alan, our historian, noted the interview and these wonderful impressions from a time long past have now been recorded.

Some interesting points from the interview were:

“A magnetic track brake was used for emergencies and one day my father was driving a tram along Lydiard Street North towards the City when a horse and cart overturned in front of him. He applied the magnetic brake, well it must have drawn 4,000 amps. It blew the control box, smoke came up through the seats and the tram was totally disabled. It had to be towed back to the depot”.

“Not many people had cars. They worked together, and recreated together. As well as trade picnics, there were “smoke nights” in which the men gathered to drink and smoke. The Electric Supply Company had First Aid teams, but I don't remember it having football and cricket teams. The ESCo picnics were held at times at Queenscliff, and we went there by train with a D1 or D2 locomotive. My mum won an electric iron at the egg and spoon race, and we didn't have electricity at home. It sat on the shelf for 5 years until we got the electricity on”.

“The set of points in Sturt Street, leading to Lydiard Street North, was changed by the Point Boy. The Point Boy, usually aged

about sixteen, was the envy of every kid in Ballarat. He had a tram uniform with silver buttons, a cap and a greatcoat and everyone thought he was ‘the bees knees’. He would get off the Lydiard Street tram while it was going, run forward, change the points, wait for the tram to pass then reset the points and chase after the tram, jump on it and put the Point Bar into its holder. He would then jump off the tram and catch another one back down Sturt Street, bound for Grenville Street”.

“I remember the two Summer Cars. They came out on busy days in summer, such as the Butchers' Picnic and Brewers' Picnic. Kids rode the Summer Cars to the gardens for the picnics, and during the day gorged themselves on pies, ice cream and lollies. On the way back, often those facing backward on the transverse seats, combined with the rocking of those flimsy trams chundered”.

“They used to weld the rail joints with a welder on a trailer, with a pole connected to the overhead. The man welding carried a shield, but there was no cover to protect the public from the flash. If you suffered welding flash, the ‘cure’ was to put tea leaves on the eyelids!”.

This was a wonderful morning that we spent with Keith, himself a railway workshops employee for many years and a keen musician. He can often be heard on the ‘Whistleblowers’ railway enthusiast program on Eastern Community Radio, 98.1FM from 7pm on Monday nights. The transmitter is in the eastern suburbs of Melbourne. This railway based program often has snippets of tramway history.

Richard Gilbert

6. Fares Please!

The SEC 1939 Ballarat Timetable

The Museum was recently donated two copies of the SEC *Official Time Table*, dated January 1939. Four pages from this timetable were reproduced in Keith Kings' book *The Ballarat Tramways* page 34.

It follows a "clock style" format, which was to help passengers to learn when trams departed on a memory basis.

The SEC introduced through routing on 29 August 1937 instead of shunting at Grenville St which had been the norm since 1887. This followed the opening of the Lydiard St. line from Gregory St to the New Cemetery.* A 20 minute service was operated on all routes from about 7am to about 11.15pm, Monday to Saturdays – known as Weekdays. On Sunday trams ran from about 1.30pm to about 10.15pm.

The routes were:

- Victoria St to Gardens via Sturt St West
- Mt Pleasant to Gardens via Drummond St North
- Lydiard St North to Sebastopol

The pages for Gardens via Sturt St. West (reproduced on page 7) show that the trams ran every twenty minutes, with extra trams in the morning and at lunch time. On the Gardens via Drummond St. line additional trams were run to Haddon St. No additional trams were shown as operating on either the Victoria (Orphanage) or Mt Pleasant line.

On the Sebastopol – Lydiard St North line, additional services ran between Rubicon St and Lydiard St North were operated, giving

a ten minute frequency from about midday to about 7.30pm (Monday to Thursday), extended to about 9.30pm on Fridays. On Saturday the 10 minute service operated from about 10.30am to 2.15pm and again from 5pm to 7.30pm.

Interesting there are no services shown on the View Point line. This is commented on in Alan Bradley's book *The Golden City and its Tramways*:

"Residents complained about the withdrawal of services along Ripon St, so in October 1937 a service from the City to Macarthur Street via Ripon St was introduced. However patronage was poor. The View Point line, as it was called, was withdrawn after five months."

(See page 69 of *The Golden City and its Tramways*)

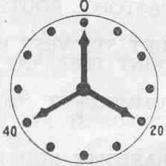
Comment by Alan Bradley

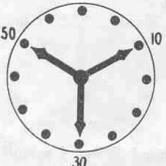
The January 1939 timetable was released a year and a half after the introduction of through routing – the biggest timetable change ever in Ballarat. Only a few months later came the war, with resultant petrol rationing and overcrowding of trams that made it virtually impossible to keep to the timetable.

It is interesting to compare the 1939 timetable with the last two Ballarat timetables (1965 and 1970).

Warren Doubleday

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<p style="text-align: center;">4</p> <p>OUT</p> <p style="text-align: center;">TO GARDENS (Via Sturt Street West)</p> <p>Leave TRAMWAY CENTRE at Each Hour 20 minutes past the Hour 20 minutes to the Hour</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Weekdays</td> <td style="width: 50%;">Sundays</td> </tr> <tr> <td>7.20 a.m. —First Tram—</td> <td>1.40 p.m.</td> </tr> <tr> <td>11.40 p.m. —Last Tram—</td> <td>10.40 p.m.</td> </tr> </table> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center;">Trams Pass Drummond Street 4 minutes later Pleasant Street 7 minutes later</p>	Weekdays	Sundays	7.20 a.m. —First Tram—	1.40 p.m.	11.40 p.m. —Last Tram—	10.40 p.m.	<p style="text-align: center;">5</p> <p>OUT</p> <p style="text-align: center;">To STURT STREET WEST (Victoria Park Only)</p> <p style="text-align: center; margin: 20px 0;">EXTRA TRAMS</p> <p>Weekdays at 8.30 a.m., 12.30 p.m., 1.30 p.m.</p> <p style="text-align: center; margin: 20px 0;">Trams Pass</p> <p>Drummond Street 4 minutes later Pleasant Street 7 minutes later</p>
Weekdays	Sundays						
7.20 a.m. —First Tram—	1.40 p.m.						
11.40 p.m. —Last Tram—	10.40 p.m.						

<p style="text-align: center;">6</p> <p>IN</p> <p style="text-align: center;">FROM GARDENS (Via Sturt Street West)</p> <p>Leave GARDENS PAVILION at 10 minutes past the Hour Half-past the Hour 10 minutes to the Hour</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Weekdays</td> <td style="width: 50%;">Sundays</td> </tr> <tr> <td>6.50 a.m. —First Tram—</td> <td>1.30 p.m.</td> </tr> <tr> <td>10.50 p.m. —Last Tram—</td> <td>9.50 p.m.</td> </tr> </table> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center;">Trams Pass Victoria Park 4 minutes later Pleasant Street 10 minutes later</p>	Weekdays	Sundays	6.50 a.m. —First Tram—	1.30 p.m.	10.50 p.m. —Last Tram—	9.50 p.m.	<p style="text-align: center;">7</p> <p>IN</p> <p style="text-align: center;">FROM STURT ST. WEST (Victoria Park)</p> <p style="text-align: center; margin: 20px 0;">EXTRA TRAMS</p> <p>Weekdays at 7.44 a.m., 8.44 a.m., 12.44 p.m., 1.44 p.m.</p> <p style="text-align: center; margin: 20px 0;">Trams Pass</p> <p>Pleasant Street 6 minutes later</p>
Weekdays	Sundays						
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10.50 p.m. —Last Tram—	9.50 p.m.						

8. Fares Please!

Adelaide H Class Trams

COTMA advises that with the introduction of new trams to Adelaide, the following trams have been sold:

357	SPER	371	PETS
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361 *	Holdfast Bay Council	373	TMSV
363	Wesley Australian Train Movers	375	Wesley Australian Train Movers
364	AETM	376	Glossop High School
365 *	An Adelaide Hills B&B	377	Wolseley SA
368	Tramcar W2 568	378	GHS
369	Bendigo Tramways	379	Wesley Australian Train Movers

* Operational

Five will remain in service. COTMA has obtained most of the spare parts.

The Ballarat Tramway Museum Board agreed that it would not tender for a tram as the acquisition of one would not conform to the Museum's Collection Policy.

New Members

The Board and Museum welcomes the following new member:

766 Trevor Tonkin of Ballarat

Trevor has already become part of our regular weekday workforce.

Gav's miscalculation

There are two things that are important in Mr. Young's life, one is getting the tram in at 5 p.m. precisely and the other is ice cream. On Boxing Day he was the sole representative of the Museum, plying up and down Wendouree Parade in No. 18. By 5 p.m. he still had passengers, but by 5.30 they had all dispersed, and he was back at Depot Junction with an empty tram. He set the points for the Depot, then made the mistake of purchasing a quadruple header ice cream at the caravan. When he returned to the tram there were 38 potential passengers on board. They generously waited for him to finish his ice cream, which didn't take long, rather than have him simultaneously eating, collecting fares and driving. He finally ran in at close to 6.30 p.m. Merry Christmas, Mr. Young!!



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

Our web page: <http://www.btm.org.au>