

FARES PLEASE!

June 2015

News from the Ballarat Tramway Museum

Tram Showcase



Photo: Martin Bennet

Tram Showcase on Sunday 24th May gave the Museum the opportunity to highlight all the operable Ballarat trams in the various colour schemes after second hand trams began arriving from Melbourne in 1930. Above Martin Bennet captures No 26 in the final ESCo colours of 1930 following No 40 as it looked in 1971 (minus the advertising boards which were fixed above the guttering at the time).

A cool, but sunny afternoon saw many locals out walking around the lake in this busy photo. Somehow a waterfowl even managed to cross the road safely.

Inside: Twin Lakes - The story behind the sign

Ballarat Trams are Ballarat History

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W2 – 504

The 'Clifton Pugh' tram

In the late 1970s the state government commissioned a number of artists to paint a selection of Melbourne trams. They were known as the 'Pop Art' trams. Possibly the most famous artist was Clifton Pugh who painted No 504.

After the tram was retired in 1987 it was preserved at the Preston Workshops under cover. In recent years all non operational trams have been removed to enable a new running depot and workshops to be constructed. 504, one of the last to remain, is classified as a State Asset and needed a home where restoration to running was possible.

Following an approach by Adrian Ponton, Registrar, Tourist & Heritage Railways, for the Museum to store the tram it was agreed to place it under cover at Bungaree. In the next few years it is expected that arrangements will be made to fund the tram's restoration. As an operational tram it will be a good 'fit' at the Museum. An article about the 'Pop Art' trams will appear in a later edition of *Fares Please!*

Membership News

The Museum welcomes the following new members and Junior Supporter:

- 876 Mr Adrian Boyce of Redan
- 877 Mr Daniel Freeman of Lilydale
- 878 Mr David Ormerod of Maryborough
- 880 Mrs Rosemary Ormerod of
Maryborough
- 881 Mr Alexander Bakker of Melbourne

Renewals for 2015-2016 will be posted on 1st July. This year we have included the option to pay your subscription by direct credit. It is still vital that you return the membership form with a bank pay in slip or a printout of your internet payment. This is to ensure that it is properly recorded and any donation you may care to make is correctly acknowledged with a tax receipt. All donations to the Museum are tax deductible.

Around the Museum

The past two months have been our busiest for some time. With many projects on the go workers (in addition to our 365 days a year worker, Dave Macartney) have been at the Museum almost every day. Upstairs, the office extension is well on the way to being completed. This new room will allow the current archives room to become purely a storage room and will give us a large office/meeting room.

The project to restore tram No 939 to running is accelerating. The front end at one end was beyond easy repair and is in the process of being replaced and the floor in this driver's cab has been completely renewed. New doors on each side have been installed to replace the very tired and rather unsatisfactory originals. Much of the new kitchen has arrived and is being installed. Current food handling laws require a far more sophisticated work space than obtained in the original design. Work has commenced on refurbishing the rather tired appearance of the interior. Exterior repainting in a brand new colour scheme is well advanced.

The repainting of No 18 is also continuing. The truck has been disassembled at UGL and we are awaiting an estimate for refurbishment. A federal grant of \$10,000 for this project will fall short of the total expenditure which will be required. In 2013 the Museum was considering launching an appeal in conjunction with No 18's 100th birthday for the tram's restoration. This was deferred when the federal grant was offered. When the grant has been exhausted it may become appropriate to seek further donations to complete the project.

Recently, the Perth Electric Tramway Society (PETS) approached the Museum with a request for one or two of the unmodified W class trams currently stored at Bungaree. After consulting Adrian Ponton, Registrar, Tourist & Heritage Railways, the Museum agreed and this has led to a reshuffle of the stored trams. Tram No 998, the tram selected was also fully cleaned inside and out so as to conform with Western Australian quarantine regulations. At the time of writing it is awaiting collection. The reshuffle has also enabled No 504 to be placed

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under cover when it arrived on 3rd June.

In consultation with Council a landscape plan for the area in front of the Museum is being drawn up. We have long recognised the need to do this and with the sizeable bequest received by the Museum last year the resources are now available for this project. As a precursor, Council have installed two replica waiting shelters along the fish hatchery side.

During the winter months we are still running "Tram Tuesdays" every second Tuesday at the depot (and sometimes every Tuesday). All members are welcome to join in - we always have plenty of tasks available to suit a range of skills and abilities. Paul Mong is the best person to contact on 0418 182 536 or at paul.mong@btm.org.au

Keeping our Visitors Happy

In addition to the activities which kept our workers in overalls, Peter Waugh planned and oversaw a variety of events most of which were related to the National Trust Heritage Festival and the Ballarat Heritage Weekend.

The Forgotten Landscapes Walk and tram ride on Sunday 3rd May was very successful and Peter plans to build on this tour next year. Participants were shown much in the Lake and Gardens precinct of which they would know little or nothing about.

Our participation in the Ballarat Heritage Weekend was rather dampened by poor attendances at the new venue set aside for groups such as ours to display their contribution to Ballarat's history. Good weather saw a reasonable attendance at the Museum and on the trams.

Tram Showcase on Sunday 24th May was a highlight of our month. Good publicity and superb weather saw excellent crowds and many people rode the trams, some many times. All the operable Ballarat trams ran one or more trips during the day and it was an excellent time for photographers to obtain some great shots. Visitors were encouraged to purchase All Day Tickets and with a variety of trams and every second one travelling to the Museum it offered a great variety.

We plan to repeat the day in the not too distant future.

Peter then followed this with two 'Australia's Biggest Morning Tea' events. This was a repeat of last year's successful event to raise money for the fight against cancer and was thoroughly enjoyed by all who partook. Tea, coffee and yummy cakes in 671 were followed by a tram ride in a traditional single track tram.

A group from the 5th Mount Pleasant Scouts paid a night time visit on Tuesday 12th May. It occurred to some of the more long term workers that there is a whole group of members who have not experienced the SEC trams running after dark as it has been rare for the Museum to run late.

The Museum now has 'Cosy Trams' in the winter. Peter Waugh has managed to source a good supply of rugs to keep our travellers warm. We all know Ballarat's reputation in the winter and we encourage our members and friends to visit to experience the difference warm legs make to the experience.

Ballarat Regional Tourism conduct un-announced and anonymous *Customer Care Audits* of its members. A recent audit scored 95%. The audit is always preceded with a telephone enquiry. The lesson for our volunteers is how important every phone call and every conversation is in ensuring the Museum remains one of the best attractions in Ballarat. The area that the Museum has a less than excellent rating is the appearance of the depot something which is currently being addressed.



Neville Britton looks on as "mum" adds another photo to the family album. *Peter Winspur 3/5/15*

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Progress on the refurbishing of No 939



Fitting the new cab frame to 939



Followed by the panel



Preparing the other end for painting

Building the new upstairs office



Insulation



Plastering



Painting

A few of our current projects

Photos: Peter Waugh, Roger Gosney
Alastair Reither

Right: Neville cleans the interior of No 998
before it heads for Perth



Installing reverse cycle air conditioning
for the office



A night time run for the Scouts *Photo: Roger Gosney 12/5/15*

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Vale

We were deeply saddened to hear of the passing of Barry McCandlish on Friday 24th April at age seventy four. Barry had not been in good health and most of us had not seen him for some time. Barry joined the Museum in 1972 and was very active until the early 1990s. He participated in many of our work parties in the early days and once operations commenced Barry became one of our most regular Saturday drivers.

Barry served as a BTPS Board member from 1975/76 until 1976/77 and again from 1978/79 until June 1980. He was always the perfect gentleman. Our condolences go out to every member of his large family.



Above: Barry with Carolyn Dean (Cleak) in 1978

Photo: Richard Gilbert



Above: Dave Macartney mined his archives and found this photo taken at the corner of Williamstown & Somerville Roads of the AETA Farewell Footscray tour on 10th February 1962. Ian is talking to Ken Walker on the left.

On Wednesday 13th May, member Ian Stanley lost his fight against cancer. He was 77. Member No 62, Ian joined the BTPS as one of the first new members after the inaugural meeting. Some of us were fortunate to catch up with Ian less than ten days before he passed away when he took part in the Forgotten Landscapes Walk and spent some time with us after the walk.



Above: Ian at the Museum on Sunday 3rd May 2015

Photo: Peter Waugh

Ian was a member of the Australian Electric Traction Association for many years. He was a man of many and diverse interests. In 2012 he was awarded as a 50 year member of Puffing Billy. Away from transport he was an avid fan of the Victorian Football Association and DX radio reception. Quite late in life Ian met Kathy and they later married. Few would doubt that

Kathy was probably the best thing that happened for Ian. Several members of the Museum attended Ian's funeral. Our thoughts are with Kathy. *(Thanks to Paul Nicholson)*



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Twin Lakes

The story behind the sign

Twin Lakes was advertised on Ballarat trams during the 1960's and some of our trams still carry the distinctive bright coloured signage. Twin Lakes was a popular picnic destination for people from Melbourne, Geelong, and Ballarat. It was based on the shores of two small lakes on a private property off the Ballarat to Geelong Road, between Fiskville and Beremboke. The main activities at the lakes included speed boating, water skiing and horse riding.

The Victorian Outboard Club had club rooms beside the lakes. Many speed boat races were held on the lakes including state championships and other titles.¹

Twin Lakes was the setting for many picnics and BBQ's. Sometimes these were just simple family outings, and sometimes the lakes would host Sunday school picnics or social days for large companies like the Carlton and United Breweries.² There would be running races, egg and spoon races, three legged races and more. If it was hot you could always jump into the lakes to cool down.

In September 1962, the Royal Children's Hospital held the Twin Lakes Fiesta which was opened by the cycling legend and member of the Australian Parliament, Hubert Opperman M.H.R., in the presence of Lady Murdoch. Special events advertised for the fiesta included a mammoth fishing contest, parachute jumping, a mannequin parade, VFL footballers, a go kart championship, golf driving contests and helicopter rides.³ On another occasion, TV personality Graeme Kennedy was present with Panda.²

Twin Lakes had a train carriage that was set up for picnic lunches. There were tractors that towed small trailers to move people about inside the resort. There were huts that you could hire for the day.²

Other people recall taking Shetland pony rides, or driving go carts on a small circuit. There

were paddlo boats, or you could have water ski lessons. Other attractions included a small ferris wheel rides and a miniature railway. There was a range of sideshow activities like the shooting gallery and the novelty clowns. You could feed the emus, or hold a koala.²

Tramway Museum member Len Millar recalled: "It had two little ponds (er, Lakes), play-grounds, picnic areas, but I'm fairly sure no residential development. I had to value the farm next door some time in the 80's - and Twin Lakes had gone bankrupt years before. The farmer remembered the signs on the front of some Ballarat trams, and was amused that such a "hick" development warranted such advertising. His comment at the time - "no-one knew how to get to it!"⁴

These days there is not much left to see. The entrance is still called Twin Lakes Road. The old "Twin Lakes" sign was (although knocked about) still on the main entrance now just farmland. It is private property, and the gate is locked, but you can still see the painted 44 gallon drums lining the drive.

Peter Waugh

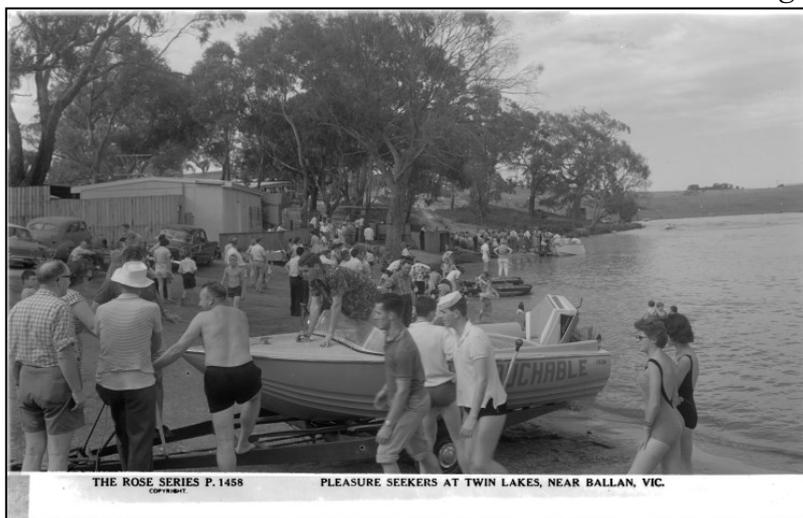


Photo: From the State Library of Victoria:
<http://handle.slv.vic.gov.au/10381/64594>

Works Cited:

¹ Austalgia; TWIN LAKES. [Online] November 14, 2014. [Cited: November 27, 2014.]

<http://aussieskiboats.blogspot.com.au/2014/11/austalgia-twin-lakes.html>

² Geelong Page. Facebook. [Online] 2014. <https://www.facebook.com/geelongvictoria/photos/a.10151152905574293.470561.90627919292/10152215694424293/?type=1&theater>

³ The Age. September 27, 1962.

⁴ Millar, Len. Re: Twin Lakes [Was: Digest Number 6198]. TramsDownUnder Archive. [Online] June 16, 2010. <http://tdu.to/127361.msg>

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Above: Tony Smith captured No 33 arriving at Mount Pleasant in 1971.
The “Twin Lakes” sign was looking very tired.

Below: By 2014, No 33 and the “Twin Lakes” sign have both been refurbished.
Photo: Peter Winspur 21/9/2014



Above: One of two new sheltered seats outside the Museum



Above: All our trams are now ‘cosy’.
Photo: Roger Gosney 28/5/2015

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In another superb photo Martin Bennet captures No 38 passing *Pipers by the Lake* on 24th May 2015. No 38 was modified by the SEC for one person operation which never eventuated. It is in the second last colour scheme from the early 1960s.



Left:

Another photo from the Charles Bevan collection.

No 31 is seen in Wendouree Parade probably near the SEC depot on 19/12/1970

The advertisement is for "Bliss Bombs"

"To read pack: Tilt Tram."

"Toffee glazed crispy nut popcorn snack!"



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