

# FARES PLEASE!

August 2015

*News from the Ballarat Tramway Museum*

## A Cold Winter's Night



No 33 at St Aidans Drive Photo: Peter Kervarec

### **'Ride the Ballarat Night Tram' 'Relive the past' 'Bring your camera...and a beanie'**

As a contribution to *Winterlude*, Wednesday 5<sup>th</sup> August saw the Museum operating after dark for the first time since July 2000. Visitors were given the chance to experience what travelling by public transport in Ballarat at night in winter was like until 1971. But, unlike the 'good old days' rugs were provided and a hot 'cuppa' and biscuits were offered to our travellers when they returned to the Museum. An enjoyable evening was had by passengers and crew alike.

### **Inside: Tram Tuesdays & Forty-one years at Bungaree**

*Ballarat Trams are Ballarat History*

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### Tram Tuesdays

The big sign on the front of the museum says “Open Weekends, School and Public Holidays.” Does this mean the shed is deserted for the rest of the week, with only a couple of possums to keep the slumbering trams company? This has never been the case, and a lot of activity takes place behind the closed doors of the workshops. Since Tram Tuesdays started nearly 12 months ago, the Museum is often busier during the week than it is when the trams are operating.

A group of BTM members get together on Tuesdays to work on various projects around the tramway. These projects have included track repair, concreting, cleaning up, building, restoration and tram maintenance.

From a small start, with only a couple of people meeting every second Tuesday, the group is now often over 12 people, and meeting every week. As many of the members are retired, the numbers can change from week to week. The group is informal, with people coming when they can, and staying for as long as they can commit. Our skill levels vary too, while some have nothing more to offer than their time and enthusiasm, others bring years of experience in working in railway workshops. We are all learning new skills and new ways of using our existing skills.

Members visiting the museum over the last twelve months will have noticed the impact that the Tram Tuesday group has made on the depot. A massive clean-up last year allowed for the concreting of about half the workshop floor. This clean-up also included sorting out parts for Tram 12, which has enabled Adam to make a lot of progress on rebuilding that tram’s framework. A clean-up of our historic signs allowed them to be put back on display, and stored in better conditions.

Last year, the group helped with repairing some broken joints out on the track near the playground.

At the same time, we were helping rebuild the substation, which meant concreting the floor and later installing the solar power equipment. Once that project was completed, the group took on the task of building the new upstairs meeting and workroom. This project is nearly finished, just needing floor covering and furniture.

We have been busy working on our new function tram, 939. This work has seen the removal of the old kitchen and toilet, and the installation of a new stainless steel kitchen, complete with bar fridge, dishwasher, and coffee machine. Members worked on preparing the outside of the tram for repainting, and assisting in replacing one of the drivers’ cabins with a new front. At the moment the group are working on the inside of the tram, updating the tables, repairing the woodwork, and building new seats for the saloon.

Some members of the group have been working off site to prepare a W Class tram for the Perth Electric Tramway Society, and fitting out our new containers for storage of our collection of spare parts. Several members have been trained in routine tram maintenance, which has meant that Dave has been able to concentrate his efforts on the restoration of Tram 18.

In the museum area, new displays have been created, and more are being planned. The museum has also been open most Tuesdays, and we are seeing visitors coming in to look around. When tram crews are available we can run trips for visitors.

Tram Tuesdays are open to all members of the BTM, if you have some time, we would really appreciate the help. There are a large number of tasks, large and small, simple or complex, so we have a job to suit everyone. See you next Tuesday. If you want more information, contact [peter.waugh@btm.org.au](mailto:peter.waugh@btm.org.au)

*Peter Waugh*

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**Above:** Left - Refurbishing No 939 Right – further progress for No 12. *Photos: Warren Doubleday 18/8/15*



**Above:** Neville, Roger, Daniel, Warren, Richard and Geoff inspecting the king points

**Left:** Barry, Roger and Geoff pass up new flooring to Paul and Clive *Photos: Peter Waugh*



**Tram Tuesday crew in August 2015**

From left: Ken, Adam, Paul, Roger, Alan, Col, Gary, Barry, Neville, Alan, and Peter (in front).

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### Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 8 November 2015, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

- President
- Vice President
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any financial member aged 18 or over and who is entitled to vote at a general meeting may nominate himself or herself; or with the member's consent, be nominated by another financial member.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 25 October 2015.

Nominations may be sent to:

- The Returning Officer
- Ballarat Tramway Museum Inc.
- P.O. Box 632
- BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. Any nomination must be consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting.

### Around the Museum

#### GP Room extensions

As reported in the last issue of *Fares Please!*, the construction of a room above the Mess Room is proceeding well with only the flooring and termination of the data cabling remaining to be done prior to furnishing it. It will provide a work space for the Archives Team and will allow the current room to become a secure storage area. It will be fitted out with shelving for a library and tables to enable it to be used as a meeting room. It will be a true General Purpose (GP) room.

The reverse cycle air-conditioner has shown its worth when having a meeting in the room or using the Archive Storage Room. The room is well fitted with power points and data points, so much so that one Museum identity commented that his house is only fitted with four power points while this one room is fitted with some 28! (got to check on that number, but about right).

One of the benefits of the new room is that it will enable the installation of an external cable network and a data network for our computer systems. The Museum has recently signed up for a cable connection with iiNet who have an optical fibre cable running along the Gillies St power poles. This should be installed by the end of August. This will allow broadband internet access for the first time as well as a considerably reduced telephone bill.

#### Tram No 939

With exterior painting and installation of the serving area virtually complete attention has now turned to refurbishment of the passenger areas. Grant funds are likely to be insufficient to see a complete replacement of many of the fittings, but we are confident that the tram will provide a very pleasant environment for visitors. Safety accreditation documentation will have been submitted to Transport Safety Victoria by the end of the month. Operation in Wendouree Parade will not be possible until the tram receives formal accreditation.

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### The Depot 'Fan'

It is expected that the Board will finalise its preferred design for the area in front of the building at its next meeting in September. This will then need to be submitted to Council for heritage approval. We are acutely aware of the longstanding need for improvement in this area. All the Museum's signage is also to be replaced by professionally designed signs consistent with others in the Gardens precinct.

### Dinner at the Depot

On a freezing Saturday night (July 18), the Ballarat and District Vignerons Association hosted a very successful full four course evening meal at the depot as part of *Winterlude*, an initiative of Ballarat Regional Tourism. A night tram ride in Tram No 40 was included, of course.

### Ross Trust et al visit

On Wednesday July 29, the Museum hosted a visit by Representatives from Museums Australia (Vic Branch) Museum Accreditation Unit, the Ross Trust and Creative Victoria – formally Arts Victoria.

The Ross Trust is a perpetual charitable Trust established in 1970 and has distributed over

### Tram 12

Good progress continues to be made on the reconstruction of ESCo Tram No. 12. With funds provided from the Bill Kingsley bequest, we continue to employ Adam Stephenson from Ludbrooks Joinery of Ballarat. Adam has recently completed the installation of the flooring in the tram, including the re-use of some of the original timbers. New slatted sections of flooring that go over the top of the main floor have been made up, to replace the heavily worn original slatted sections. Work on the installation of side panels has recently commenced.



*Photo: Roger Gosney*



Ross Trust visit

*Photo: BTM collection*

\$90million for charitable purposes in Victoria. The Trust is providing three years of funding to support the Regional Focus of the Museum Accreditation Program as well as the development of a museum mentorship network.

Prior to visiting the Museum, the group visited the Clunes Museum, which gained Museum Accreditation the year after us in 1999. Unfortunately the day was very cold, but the Cosy Tram provided an excellent venue to show them the tram line and the nature of our Museum operations. The visit was very successful.

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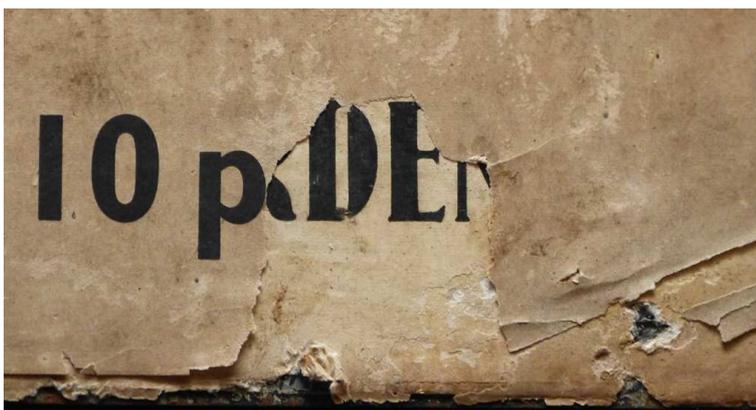
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### BotaniKIDS

BotaniKIDS is an initiative of *Friends of the Gardens* a voluntary association dedicated to the preservation, enhancement and promotion of the Ballarat Botanic Gardens. The concept is to provide children the opportunity to learn about and appreciate the natural beauty and cultural aspects of the Gardens precinct.

Regular events are organised for the children and they headed for the Museum on Tuesday 21 July in 3<sup>0</sup>C temperatures to enjoy a tram ride and learn about the trams. From the comments and photos on their Facebook page they had a great time. Roger Gosney and Peter Waugh gave up their time for the kids. See:

<https://www.facebook.com/ballarotbotaniKIDS>



### Membership News

The Museum welcomes the following new members and Junior Supporters:

- 882 Ms Elissa Marks of Beaufort
- 883 Mrs Robyn Easton of Invermay
- 884 Mr Benjamin Jones of Invermay
- 885 Mrs Pamela Jones of Invermay
- 886 Mr Gary Reid of Alfredton
- 887 Mr Clifford Harnden of Ballarat
- 888 Mr Alan Haslar of Wendouree
- 889 Mr Kenneth Wilson of Corindhap
- 890 Mr Michael Duncan of Sebastopol
- 5073 Master Samuel Jones
- 5074 Miss Sara Jones
- 5075 Master Nathaniel Jones  
All of Invermay
- 5076 Master Matthew Reynolds of Clunes

Renewal notices for existing members were sent out early in July. If you have yet to renew we would be very happy to hear from you.

### The Bell St Auxiliary Board

Eagle eye E-bay watcher Alastair Reither recently spotted a tramcar Auxiliary Board advertised recently as an “Original MMTB Melbourne Metal Tram Sign” with the words “BELL ST ONLY” painted on it. When looking at the photo of the back, it was then obvious it was actually a Ballarat sign with a pasted paper sign advertising the “Mighty Homes and Industries Fair in the Drill Hall in Curtis St Ballarat”.

We duly bid for and purchased the sign. A close examination shows that there is another paper sign underneath the top one.

A search of Trove does not provide a date for the sign, but if anyone can assist, we would be very grateful for further information. This is the only small Ballarat tramcar Auxiliary Board in our collection. When and why it was used also needs to be researched, as Bell St was a destination on the tramway roll.

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### Forty-one years at Bungaree

For some time I have considered a need to document another milestone of our history and that is that the Museum has had a presence at Bungaree since 1974. Bungaree is 12km's on the Melbourne side of Ballarat and is a small community with a General Store and a pub. The use of our property has changed over that time and if anything, the purpose of owning the land has become more important than the original aim.

At the height of our museum construction phase in 1974, a place was sought to provide overnight accommodation for members travelling from afar to help construct our Depot, trackwork and overhead wiring. I saw, in the Ballarat Courier, a tender offered from the Victorian Railways for sale and removal of a Departmental Residence (Number 1085) from Bungaree.

I was working at the railways Head Office in those days and went to the Estate Office the following Monday morning to enquire about the tender and see if the Museum could rent the house for our people to stay at. I must have been convincing because a few weeks later documentation arrived saying that it was agreed that the Ballarat Tramway Preservation Society could rent the house for an amount of \$4.62 per week, payable at Bungaree Station.

We obtained the keys and 'moved in'. The house had been occupied by a Mr. Palmer, the track ganger and he had been transferred to Brunswick and the position at Bungaree was not filled.

At that time there were three Departmental Residences at Bungaree, the other two were occupied by the Station staff who, with a third person, worked the station over a 24 hour span and their main duty was signalling as it was all manually worked in those days. The Station Officer for the third shift came from Ballarat.

The position of Stationmaster and Assistant Stationmaster had been abolished in 1966 as

the public side of the business waned and the three positions were filled by a lesser paid grade known as Station Officer.

The house was in good order but needed to be spruced up and an energetic team of members pitched in and it should be said that Peter Winspur spent weekdays as well as weekends scraping and painting the walls and ceilings. A septic tank toilet was installed, as we had inherited a 'thunderbox, down the end of the yard'. The other two houses had been provided with septic tanks by this stage. Maybe it shows a difference of rank with those in the Traffic Branch compared to those in the Way & Works!

We got on well with our neighbours and were careful not to become unpopular to avoid bad feedback to those in power at Head Office. The neighbours changed a few times as they moved on seeking promotion in the railway ranks. The railway employees stayed on an average of 4 years.

Many happy years were spent with the house which became a social hub for the Museum. Tramway enthusiasts from interstate and even overseas stayed there and particularly at Begonia Festival times large dinner parties were held. Groups allied with our tramway interest were also hosted for social events.

We had a large spit roast Christmas event in the yard for the board of the Association of Railway Enthusiasts. We served afternoon tea to 120 passengers from the steam hauled Vintage Train. They arrived by bus from Ballarat, we funnelled them in the back door, to pick up the food in the kitchen and the lounge and then out the front door. The train arrived a bit later to pick them up.

We also catered for a similar occasion with an evening supper for a weekend excursion to Bolangum for the Rail Tourist Association.

We had a great social base in conjunction with our operational base. Many old LP records were played on the stereogram and slide shows of tramway/railway interest were

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had on Saturday nights.

In 1987 the first big challenge came when the manual signalling system was replaced with the remote controlled signalling system, operated from far away, and the station/signalling staff were no longer needed. The railways decided to put the three houses up for sale and removal and for demolition of the station building. We were going 'out' of the equation.

I approached the Estate Office with a proposal that the two timber houses could be sold for sale and removal, but the former Stationmaster's house made of cement blocks couldn't be loaded on a truck and taken away. I must have had good skills at projecting an argument, as a short time later it was agreed the Museum could rent the Stationmasters house as a 'club rooms'. This was only an interim measure as the land was to eventually be sold. We moved in during 1987 and carried our furniture and fittings from one house to another on a cold, wintry Bungaree day.

Our house looked lonely as the other two houses were taken away and the station building with surrounding smaller sheds were demolished. Then there was a political change and a new wind blew. The Kennett Government accelerated the sale of government assets and I was given the name of a contact in the property section of the Public Transport Corporation. We sought to buy the land including the house and put

forward our case. It was accepted and we duly purchased the 3 acres and house for \$20,000 cash. Our tenancy was assured.

We had the property fenced to create a feeling of ownership and to define our boundary to other local land owners and residents. We have agisted sheep to keep the grass down and maintenance of the fences and property overall takes a bit of work. In later years it was agreed that more use could be made of the land area by constructing sheds to store rarely used, but valuable parts and the first of these were put up in the late 1990's. The large shed was put up in March and April 2011 and is home to trams awaiting restoration and our road trucks.

It has been an exciting and rewarding journey for the past 41 years and the efforts made from 1974 to the present day are magnificent. Whilst the site now provides valuable offsite storage I look back over those years with nostalgia at the great range of social mix and life experiences gained, and it's not over yet. I still maintain the house and contents and welcome members and other tramway colleagues from interstate/overseas to make it a base when visiting us and the area. We also make the house available to member families holidaying in the area and of course, some our members stay there whilst working for the tramway, as has been the case for 41 years.

*Richard Gilbert*



Our first home at Bungaree



Our current home.

*Both photos by Richard Gilbert*

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### Social Media and the Ballarat Tramway Museum

Social Media is, whether you like it or not, impacting all of us. There are so many Social Media applications around and available for use. Warren Doubleday, our Museum Services Manager recently presented a paper co-authored with Peter Waugh, our Marketing Manager, to the Rail Heritage Conference held at the Ipswich based Workshops Rail Museum.

The paper looked at the development of Social Media, just how messy it is in reality and how the Museum is making use of it. As part of the paper, a survey of the use of various forms was made throughout the Australasian heritage railway and tramway sectors, the main museums and some ten rail heritage operators in both the UK and the USA.

The Museum, while a late adopter of Facebook, is now catching up and is expanding its use of Social Media. We recently have established a Instagram site. We will be considering Twitter in the future. It all takes resources, that is volunteer time, to create and manage.

The larger non volunteer managed museums, that is those with full time staff, make good use of the various Social Media applications while the smaller ones generally only use Facebook. The paper was well received with lots of questions. One of the outcomes was how the various organisations use it – some only for marketing and some more generally for posting interesting current photographs of volunteers, events, including historical ones and some for both purposes.

We are finding Facebook very interesting in its potential to market the Museum. You don't have to be on Facebook to see what the Museum is posting. You can link to our Facebook site by clicking on the Facebook logo on our website and to the other applications we use or monitor – Pinterest, Instagram, YouTube (to see our videos) and Trip Advisor.

If you are on Facebook and have not visited us, please do so and we would be very happy to receive a “Like” from you.

The posting by friends of unusual or quirky photos is very popular. One recent example is a metal sign found by one of our friends which stated “This conductor has little or no scrap value” The comment below asked “what do people have against conductors?”

If you have not already subscribed to *Ballarat Tramway eNews*, you can do this by clicking on the eNews logo on the home page. Past issues of eNews can be viewed from a link on the top of the subscription page.

#### New Look Website

Planned to be launched at the end of August is the Museum's new look website. The website principally has the same information as the older one, which first appeared in 1996, but has a different look. The work, undertaken by Warren Doubleday, has taken some time to complete as the extensive documentation work required for the accreditation of the function tram 939 has taken precedence. The next step on the redevelopment of the website will be to have a mobile friendly version. If you have any comments or spot any errors, please get back to us.

The new version provides strong links to our various Social Media locations. Please visit our revamped website at [www.btm.org.au](http://www.btm.org.au)

#### Donation from Kathy Stanley

In the last issue of *Fares Please!* we reported the passing of one our original members Ian Stanley. Kathy, his wife, dropped in to the depot recently and delivered some six boxes of books and magazines in accordance with Ian's wishes. We are currently listing the donation. It is intended, along with the late Austin Brehaut's book collection, to establish a tramway library in the GP room. Our thanks to Kathy.

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### 40 Years Ago

EXTORTION *Drastic action is underway to counter the extortion being practised by the Australian post office. The board has no intention of letting the post office get away with an extra 8 cents of your money every time the Society has a mailout. Following the next mailout we will not be paying the Australian Post Office any more money for their services, however your mailout will continue to be delivered by postmen ... how will we achieve this! well wait and see.*

*(“Fares Please” August 1975)*

Eight cents was a lot of money in 1975, but this year we expect the cost of mailing out the next *Fares Please!* and the Annual report to increase by over 40% to \$2.00 with up to a three day wait for delivery!

FIRE PROTECTION *In the near future an automatic fire sprinkler system will be installed in the tram depot. Fire sprinkler systems are extremely effective in preventing fires from developing and spreading. Such a system will ensure that the Society’s trams are housed in a very safe environment. A 300% increase in insurance cover is currently being arranged.*

*(“Fares Please” August 1975)*

Unfortunately, this promise was never met due to lack of financial resources. The recent bequest from the late Bill Kingsley has allowed the Museum to call for expressions of interest in the installation and maintenance of a modern fire protection system. There were three responses and the scope of works is to be forwarded by the time this edition is published.

There have been major advances in fire protection systems in recent years from the rather clumsy sprinkler systems of old which would struggle to extinguish a fire inside a tram and which can cause serious and unnecessary water damage. We are also ‘tweaking’ our insurance cover to better protect our trams whilst they are in the depot.

TRAMCAR RESTORATION *No 26 has had its cracked sideframe replaced and is now back in revenue service. No 27 has been given a new lease on life with the replacement of one of its controllers. .... Tramcar maintenance is presently being carried out in rather cramped conditions. ....*

*(“Fares Please” August 1975)*

An understatement! The Society commenced operation in December 1974 with only six trams. No 28 was received from the SEC with quite serious accident damage and No 38 ‘blew’ a motor on the first day of the Society’s public operations on Boxing day 1974. This left only four trams.

No 26 developed a cracked side frame which by February 1975 was considered very serious and the tram was only to be used if no other tram was available. About the time No 26 was returning to service in early August 1975, No 27 required a replacement controller. And in less than eight months of operation the four trams had carried 27,551 passengers!

No 26 was jacked up on the top of 2 Road, there was no bitumen surface to the floor in the depot and all work under the cars was done outside lying on one’s back under the ‘ski jump’ which ran from 3 Road. Pits and more room did not arrive for several more years. Our ‘Museum Display’ was always in the tram which was out of service.

This serious lack of trams saw the Society jump at the chance to acquire two fully operable W Class trams in 1976 but even then they had to wait in storage until a government two for one grant and Council approval enabled the depot as we know it today to be built. The gradual return of the Ballarat trams which could be put back into operation without major restoration work followed from 1978.

*Peter Winspur*

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## Tramcar maintenance in 1975

**Left:** No 26 in July 1975. The 'Defective car do not move' sign was probably superfluous!

**Right:** Rolf Jinks emerges from under No 14. 19/1/1975

*Photos: Peter Winspur*



**Above:** Sad and abandoned after closure, Bungaree Station and the third 'Phelan' house. The station was demolished and the house removed soon after. *Photos: Richard Gilbert*



**Above:** BotaniKIDS visit 21/7/15



Langwarrin Park Primary School visit 17/6/15  
*Photo: Roger Gosney*

Peter Waugh's photo on their Facebook page was captioned: *All aboard Lewis is thinking he might be a tram driver!*

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Rotunda & 33 Peter Bruce 2/8/15

### Ballarat in Winter

It has been a cold few months and there is hardly a leaf to be seen, but whenever the sun shines it is apparent that the Museum is very fortunate to operate in such a beautiful setting.



33, Walkers & Mount Warrenheip Peter Bruce 2/8/15



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

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