

FARES PLEASE!

August 2017

News from the Ballarat Tramway Museum

Out in all weathers!



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Ballarat Trams are Ballarat History

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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 12 November 2017, commencing at 1.30pm.

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 22 October 2017.

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

Operations

Regular tram operations continued throughout the rather cold and bleak winter. A new addition to our school holiday crew was Jinheng. A student from China, he was one of the keenest assistant conductors we have ever seen and he was happy to work nearly every day. With the increase in visitation from China, the Museum can only benefit from the participation of volunteers such as Jinheng.

Retirement from full time work has also enabled Greg King to join our traffic staff. Greg first started driving trams in Melbourne in the early 1970s. He became a driver trainer and then later moved to Adelaide to drive the famous H Class trams on the Glenelg line. On returning to Melbourne, Greg returned to driving trams and training drivers in all classes of trams. He underwent the appropriate familiarisation course at the Museum and has just passed his test with flying colours. He will be a welcome addition to our small band of drivers.

Cuthberts 939

Bookings for the remainder of 2017 have been so heavy in recent weeks that we may soon need to defer prospective clients until next year. Highlights of the last few weeks have included a night in July when Peter Ford Catering prepared a three course dinner on the tram. With two chefs and three waitresses, it was rather crowded in the kitchen as meals were cooked for the twenty-four guests. The coffee machine was moved out and a huge oven dominated the kitchen. To ease the burden of the late night task Motorman Hugh McKelvey and Supervisor Peter Waugh were offered roast chicken with truffles.

Saturday 19th August saw a group of young ladies join us at 11:00am for a "Hens Party" followed by a more sedate High Tea at 3:00pm. We have found we need nearly two hours between engagements to wash up and reset for the next group.

Pipers by the Lake

In conjunction with *Pipers by the Lake* we have developed a program where at about 6:00pm

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Left: Les Williams replacing a trolley pole rope *(Peter Waugh 4/7/17)*



Above: The new panels describing the former SEC power system *(Peter Winspur)*



Above: Neville Britton making a flasher box for No 8 *(Peter Waugh 27/6/17)*



Above: Richard and Simon about to take a group of children for a ride following a birthday party *(Terrilee Marmo 24/6/17)*

Below: The wandering troupe of Morris dancers *(Peter Waugh 5/8/17)*



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we deliver the bridal party to *Pipers* in No 671, the *Pipers* tram. This occurred on 8th July and there are nearly a dozen booking through into next year.

Tram Tuesdays

Over the past few years the availability of local volunteers, particularly on weekdays, has increased dramatically. This has enabled the Museum to run regular working bees each Tuesday. There are a whole range of projects from tram restoration and maintenance to general routine tasks.

The barbecue is normally lit in time for a sausage or two for lunch. The main contacts if you would like to help are Peter Waugh, Paul Mong or Neville Britton.

The long term projects of the rebuilding of No 18 mechanically and finishing the bodywork of No 12 continue. Seats and doors for No 12 have been varnished and now look pristine.

Workshop Wednesdays

More recently, a small group of volunteers are now working in the depot each Wednesday. Led by Mick Duncan and Geoff Gardiner, they have been carrying out regular servicing on all the trams. During June and July, the team were helped by Evan, a work experience student from Federation University.

Visit by the Registrar

We reported the appointment of David Lamb to the position of Registrar, Tourist & Heritage Railways in the June edition. David found time to visit on Tuesday 22nd August which gave him the opportunity to see our operation and us the chance to appraise him of our plans for the future and some of the issues facing the Museum.

Morris Dancing

A wandering troupe of Morris dancers visited the Museum recently to perform for visitors. The dancers perform English folk dances which date back hundreds of years, while wearing costumes and bells, and clash hawthorn sticks.

There is a connection with the Museum as members Peter Waugh and the late Frank Puls were both active Morris dancers many years ago.

Museum Accreditation Update

The Museum is very proud that it was one of the first Museums in Victoria to be accredited when an accreditation program was established in the 1990s. This was almost entirely due to the work of Warren Doubleday. Accreditation formally recognised that the BTPS had grown far beyond being a tourist attraction where enthusiasts 'played trams' at weekends.

Following a visit by the panel we received formal advice during August that the Museum has been re-accredited for another five years under the Museum Accreditation Program.

There are a number of recommendations regarding volunteer induction, sustainability, improving some display panels, our Gillies St car park and advertising and the way visitors to the depot are managed. The reviewers also have placed a requirement on the Museum to resolve the future of the Clifton Pugh Art Tram (W2 504) currently stored at Bungaree.

The visiting assessment panel provided the following commendations:

- The Museum is commended for fostering a true community spirit in supporting all levels of volunteer contribution and for providing advance training opportunities to even its youngest volunteers.
- The Museum is commended for taking efforts to engage local and international audiences through its services and online resources.
- The Panel were impressed at the amount of work carried out since last accreditation including the development of a new shop facility, the children's activity area, the General Purpose Room, as well as the new foot path and seating facilities on the Wendouree Parade side of the Museum.
- The Museum is commended for taking steps to record and save maintenance procedures for historic trams before it is too late.

The panel firstly visited our storage area at Bungaree where they viewed the Clifton Pugh Tram. Upon arrival at the depot they enjoyed coffee and biscuits in the cosy surrounds of *Cuthberts939* before touring the depot and reviewing our work.

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In the Beginning

On March 5, 1887, a Prospectus appeared in the *Adelaide Advertiser* and the *Melbourne Argus*.

This Company is formed for the purpose of purchasing and acquiring from Mr. Edward Thompson the concession granted by the Corporation of the right for thirty-years of making and working tramways in and about the City of Ballarat.

The plans and specifications of which have already been approved of by the Governor-in Council and by the Mayor and Councillors of the City of Ballarat.

Mr. Edward Thompson undertakes to make, form, build, and thoroughly equip and start in full working order 11 miles or thereabouts of Tramways, according to plans and specifications approved of by the Governor-in Council, and by the Mayor and Councillors of the City of Ballarat; to provide 15 Cars as per pattern, approved of by the mayor and Councillors (to be built in Ballarat); to transfer to the Company 5 acres of freehold land situated at the corner of Forrest-street and Wendouree parade, within the city boundary, Ballarat; to erect on the said land according to plans and specifications, stabling accommodation for 80 horses and sheds for the cars; also 20 houses of four rooms each (to be let to the employés of the Company); and to provide to the satisfaction of the Directors 75 head of suitable tramway horses, together with 30 sets of new harness, road roller, water-cart, and other necessaries, for the sum of £45,000, to be paid on progress certificates, more fully set out in a contract dated February 23, 1887; and so satisfied is he of the success of the undertaking that he will take £22,500 of the contract amount in shares paid up to 30s, £7,500 of which he will leave in the hands of the directors for two years as security the venture paying to the shareholders 10 per cent. On their investment from the date of taking over the whole of the lines by the Company, which are to be complete within twelve

months from date of the contract referred to a copy of the above contract and all plans and specifications can be inspected at the office of Mr. E. N. Brown, of 20, Collins-street west, Melbourne.

The present terminus of the line in the city of Ballarat will be at the intersection of Grenville and Sturt streets; the line will run thence up and down Sturt-street and round "Lake Wendouree," passing the Botanic Gardens; another branch will run via Lydiard and McArthur streets; another branch via Armstrong and Skipton streets to the boundary of the Municipality, and along Drummond street – all of which lines are marked in red on the accompanying plan. It will therefore be seen that the line passes through the most frequented streets and most populated portions of the city, and round the delightful "Lake Wendouree," and skirts the exquisite and beautifully kept Botanic Gardens. Both these last-named places are frequented by many thousands of excursionists and pleasure-seekers.

A reference to the *Ballarat Courier* of 28th December, 1886, and 4th January, 1887, will show that the gardens alone were visited by no less than 18,000 on 26th December, 1886, and 13,000 on the first day of the year; these figures go far to prove that the present undertaking must be very remunerative. The population of Ballarat and its close surroundings is about 43,000. The City of Adelaide, in South Australia, with a population of very little more, where the tramway system can be seen working to great perfection, is supplied by no less than seven companies with a paid-up Capital of £266,497, running over about 60 miles of line, and shares in some of these companies have reached as high as from 80 to 100 per cent. premium.

The Directors, in asking the public to subscribe to the shares of this Company, have every confidence that the undertaking will prove very profitable, and consider that (after making most liberal

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provision for a sinking fund for depreciation and renewal of stock and plant, for maintenance of roads, salaries of employes, and all contingencies), if only one person in eleven of the population travel by the cars daily the dividends will be most satisfactory. Experience has proved that wherever tramways have been laid they have created vast traffic, as the cheap, clean, easy, safe, and punctual means of locomotion is a great attraction. The statistics, however, of similar Companies show that the proportion of daily travellers is two in seven of the population.

(A financial statement of estimated income and expenses was included)

The Directors especially draw attention to the fact that the Company will have the monopoly for 30 years at a fixed and moderate royalty, and thus the ruinous competition and construction of non-paying lines to stall off such competition will be avoided.

The Municipality have the right of purchase of the whole of the lines, working plant, stock, &c, during the first ten years (but not afterwards) for the sum of £70,000, and are to take the freeholds used in the working of the concern at valuation, if such rights be exercised.

The whole of the very heavy charges of procuring the concession, the preparation of plans and specifications, taking levels and surveys, and other preliminary expenses have been paid for by the vendor.

The only charge to be made to the Company will be the usual brokerage, advertising, printing, and preliminary expenses.

The *Ballarat Star* of Thursday 22nd December 1887 reported on the formal opening on 21st December when six tramcars took 300 invited dignitaries from the Town Hall to the Gardens for a banquet at the large rotunda.

The opening had been only nine months after the original Prospectus was published.

The Gate Keepers Cottage

A rather strange building appeared in the gardens recently and is currently sitting on a large low loader. It was the old gate keeper's cottage from the Ballarat Botanical Gardens. In the 1920s when it was no longer needed, the house was moved nearby to 1414 Gregory Street. Early this year the land was sold for \$680,000 and the house was to be demolished.

Action by the Friends of the Gardens and the City of Ballarat will see the cottage restored. The new location will be close to the Adam Lindsay Gordon Cottage. In the old days, the gardens were fenced and gates would be closed at night to keep wandering stock out of the gardens.

The descriptive sign erected by the Friends alongside the building states: "The Cottage will be restored and renovated in partnership with The City of Ballarat. The Cottage will be used for Education and interpretation within the Ballarat Botanical Gardens. For the people of Ballarat and the wider Community"

A history of the cottage will be in a future edition of "Fares Please."

Membership News

The Museum welcomes the following new members and Junior Supporters:

- 930 Evan Clarke of Gisborne
- 931 Peter McMaster
- 932 Ainsley McMaster
- 5091 Rohan McMaster
- 5092 Lily McMaster all of Sebastopol

Membership Renewals have been coming in steadily and we thank all those members who have included a donation with their membership. It is most welcome. If you are yet to send in your renewal we would appreciate hearing from you soon.

Oops

Due to a certain degree of carelessness by the editor there were two mistakes in the June edition. On the front page the date on the caption of the photo should have been 20/5/17. The photo of Roger Salen was taken by Virginia Fenelon.

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SATURDAY, MARCH 5, 1887.

PROSPECTUS
OF THE
BALLARAT TRAMWAY COMPANY,
LIMITED.

CAPITAL: £64,000, in 32,000 Shares of £2 each.
(WITH POWERS TO INCREASE).

17,000 only are offered to the Public.

2/6 per Share on application.
2/6 per Share on allotment.

Future Calls not exceeding 2/6 per Share at intervals of not less than one month.

It is not proposed to call up more than 10s. per Share in all, which will be sufficient to construct present lines and leave an ample balance for the starting of the Company.

DIRECTORS:
HON. H. CUTBERT, M.L.C. HON. H. GORE, M.L.C., C.E.
W. SMITH, Esq. Director Colonial Bank of Australasia.
HON. T. F. CUMMING, M.L.C. DR. GEO. AIREY, Sr. Kilda.

BANKERS:
THE COLONIAL BANK OF AUSTRALASIA.

SOLICITORS:
HENNETT, ATTENBOROUGH, WILKS, & NUNN,
102, Collins-street west.

SECRETARY:
E. BROWN, 28, Collins-street west.

Applications for Shares to be made on Form as before, and forwarded to the Secretary, or through any broker, together with the amount payable on application. Where the number of Shares allotted is less than the amount applied for, the surplus will be credited in reduction of the amount payable on allotment.

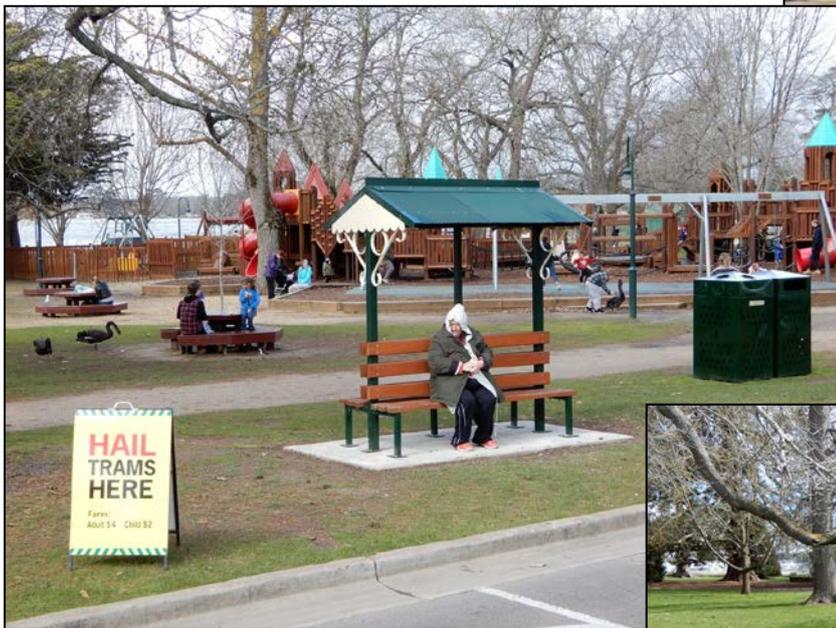


Above: The gatekeeper's cottage on 20th August awaiting its final placement in the Gardens (Peter Winspur)

Above: Part of the 1887 Prospectus Published in the *Adelaide Advertiser*



Above: The cottage hiding behind a birch tree at 1414 Gregory in 2009 (Google earth)



Above & Right:
During the winter, new signage and furniture has appeared in the Gardens. The shelter is a place for our intending passengers to sit under cover.

All the Museum's new signage is consistent in style with that for the Gardens
(Peter Winspur 27/8/17 & 20/8/17)



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Foundation Member, the late Hugh Ballantyne, was on the first BTPS trip to Saint Aidans Drive on Saturday 7th December 1974. Note the overgrown appearance of the Gardens and the lack of kerbs and white lines. We thank Roderick Smith for undertaking to scan Hugh's slides and make them available.



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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E-mail: info@btm.org.au

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