

FARES PLEASE!

April 2018

\$2.50 incl. GST

News from the Ballarat Tramway Museum

130 Years of Public Transport in Ballarat



The original Ballarat No. 1 Horse Tram takes passengers along the tracks first laid in 1887 to bring visitors to the Ballarat Botanical Gardens. The horses and crew were supplied by Sovereign Hill with our driver, Len Millar.

Photo by Paul Sullivan

Inside: The Scrubber Car No. 8

Ballarat Trams are Ballarat History



2018 Begonia Festival

The 2018 Begonia Festival saw large crowds take advantage of the free tram service to access the gardens. On Monday Wendouree Parade was closed to traffic and the trams were so crowded the conductors struggled to issue tickets to everyone on board. We carried over 7,500 people and approx. 1,000 people visited the Museum.

A large team of 37 BTM volunteers worked hard over the three days to ensure an efficient transport service for all the visitors. There were



Ryan, Peter, John, Carl and Reece at the Begonia Festival.

Photo: Roger Gosney

also three tram charters over the weekend, with a wedding group on No. 671 and two birthday functions on Cuthberts 939. Special thanks to Ryan who not only put in three long days as a conductor but then spent two long evenings as 939's barista.

Horse tram

The Horse Tram was out on 8 April after the January trips were postponed because of predicted very hot weather. April turned out to be perfect and using horses from Sovereign Hill we carried nearly 270 passengers and the same

number on the electric trams, with more than 60 people visiting the Museum. The day marked the 130th anniversary of Tram No. 1 and the Ballarat Tramway Company, which began public transport services on Boxing Day, 1887. Thanks to the 16 BTM volunteers who worked on the day.

Photographs

Putting together "Fares Please" requires a large number of photographs, so thanks to all those who contributed to this issue, especially to a couple of people who are not members, but made their images available to us. The editor is always looking for interesting photos.

Shed painting

During April 2018, a small team of volunteers led by Les and Barry, spent several weeks working on the outside of the shed. The walls had to be washed and scrubbed down, then spray painted with a couple of coats of paint. The finished job is excellent and the new green colour blends into the garden setting. The Museum thanks Haymes Paint for providing the paint at special discount, and for donating the use of the spray painting equipment. We were able to save thousands of dollars on this big project.



Les Williams painting the shed walls.

Photo: Peter Waugh

Tram 18 restoration

The work on Tram 18 reached a major milestone this month, when Mick Duncan's team completed the work on the truck. Both motors have now been installed, and the truck tested



Ballarat Begonia Festival 2018. Photo: Paul Mong



Tram 8's new livery for April 1, 2018. Photo: Roger Gosney

behind Tram 661 to make sure everything was running smoothly. Work in the next few weeks



The Tram 18 team, Geoff Gardner, Mick Duncan and Alan Hasler preparing for a test run.

Photo: Carl Mahoney

will lower the body back down onto the truck, so we should have the tram back in service in a month.

New members

The Museum welcome the following new members:

- 940 Brendon Barry of Maldon
- 941 Alan Barr of Lake Wendouree
- 942 Matthew Grindrod of Lake Gardens
- 945 Belinda Moore of Mt Pleasant

We congratulate the following Junior Supporters for attaining 15 years and becoming full members:

- 943 Melanie Bertram of Lara
- 944 Benjamin Boehle-Mitchell of Delacombe .

Returning member:

- 737 Sam Boon of West Melbourne

COTMA news

The two yearly conference of the Council of Tramway Museum of Australasia will be held in Perth during September 2018. The Museum held the first conference in Ballarat in 1975.

It begins with registration on the evening of Thursday 13 September and concludes on the afternoon of Tuesday 18 September.

The conference venue will be Seasons Hotel in Pier St., Perth for two dinners and the Motor Museum at Whiteman Park for daytime sessions. Bus transfers between the hotel and Whiteman Park will be provided. A special accommodation rate at Seasons Hotel is available for conference participants: \$120 per night for a studio room or \$145 for a mini apartment. Use the booking code TRAM to get the special rate.

A partners tour has been planned and full details on the booking forms.

Sessions discussed as possibilities include:

- VicTrack on retired trams strategy and future parts management
- Taiwan visitor on Asian tram museums / Taiwan
- Parts Management session including workshops at tables
- A Perth / WA tram history overview

Follow these links for:

Conference Program: http://cotma.org.au/documents/Perth_2018/COTMA_2018_program.pdf

Partners Tour Program - http://cotma.org.au/documents/Perth_2018/COTMA_2018_partners_program.pdf

Visitors

Over the last few years, the Museum has been keeping a tally of the number of visitors to the depot and the display area in No. 39. This includes the non-running days. Not all days are recorded by the depot staff in the depot diary and some come and go without being spotted.

For the annual year 2016 to 2017, we had some 5169 visitors over 147 count days or an average of 35 per day. For the first seven months of 2017 to 2018, we have had some 4990 visitors for 126 days or an average of 40 per day. This is valuable information to have when completing grant applications. Thanks to the depot workers who record the information.

Website

During December, our webhost stopped hosting our website due to a technical hitch. It was “off the air” for two days, and only restored after some frantic phone calls. The Museum had been reviewing its web hosting arrangements and has since decided to move to “Siteground” which allows our various web sites to be hosted by the same organisation for a better effective price.

The Museum keeps an eagle eye on our web site and social media stats as it helps to focus our marketing. Google has recently revised its arrangements to make it easier to change the times we are open when you do a Google search for us. It even tells us how many people find us directly from the Google website by pushing the hyperlink on their screen. Some 15 people did this and some 322 asked for directions.

National Trust

The BTM is once again a part of the National Trust’s Heritage Festival. We will be holding special “behind the scenes” tours of the workshop and museum on April 24 and April 28. These tours will also be a feature of the Ballarat Heritage Weekend in May.

Ballarat Lifestyle Magazine

The Autumn issue of the Ballarat Lifestyle mag-



*Rochelle Kirkham from the Ballarat Courier interviews Betty Leviston on board Horse Tram No. 1
Photo: Peter Waugh*

azine features our Cuthberts 939 special function tram. Keep an eye out for it in newsagents

and other places.

The Ballarat Courier

The Horse Tram featured in the Ballarat Courier’s Weekend Magazine on Saturday April 14. The article told the story of Betty Leviston, whose brother had purchased the tram and lived in it for many years. Betty, now aged 90, was our guest and enjoyed riding in the fully restored tram which had for so long been a part of her backyard. Read the Courier story here:

<https://www.thecourier.com.au/story/5341924/returning-to-horse-drawn-times-uncovering-the-journey-of-a-humble-tram/>

A Letter

Hi guys,

Ron Scholten sent me the latest “Fares Please” which is good as always and I was fascinated to see the reproduced advert for the MMTB Conductors advert in a London paper. That was how I was recruited to the MMTB as they had an office in Aldwych and I was processed through there initially as a conductor but switched to Little Collins Street. The advert is full of memories.



I wonder please is there any chance that this advert can be enlarged for me and to send to my family. My son Andrew was born in Malvern and is now in the Gold Coast Hospital and the area is getting geared up for the Commonwealth games and his wife Sue is a volunteer and involved with the transport side of things. Quite by chance some of you may recall I am also interested in shipping and at our meeting of the World Ship Society, we had a show by Bill Barber of Geelong, which featured the liners used on the emigrant trade, including the Fairisky. Keep up the good work. It’s a small world. Dave Menzies.

The Story of 8

By Len Millar

We know that our trams travel about. Not only up and down the routes operated by the State Electricity Commission in Ballarat, but also from city to city. Our regular “four wheelers” and maximum traction cars were built in Adelaide (by Duncan & Fraser) and Sydney (by Meadowbank), and railed to Melbourne. We know that the SEC transferred trams from Geelong (after it closed in 1956) to Ballarat and Bendigo. And our trams have zoomed down to Melbourne during our custodianship to run in the Melbourne CBD for Moomba many years ago. No. 661 went down for 15 months, from April 1989 to July 1990 and No. 671 ran on the City Circle. Horse tram No. 1 led the Moomba Parade in March 2002.

But did you know that part of what finally became scrubber tram No. 8 not only has moved from Adelaide to Melbourne and then to Ballarat in 1999, but it was actually made out of two earlier trams? Prahran and Malvern Tramways Trust No. 8 was built in Adelaide in 1910 and was railed over to Melbourne to begin its working life in the eastern suburbs. Sixteen years later it was converted to No. 3 rail scrubber. The seats were removed, and water tanks installed and rail scrubbing gear installed between the two axles. Some components of No. 3’s Brill 21E truck were used. It looked like a passenger tram still, but the destination indicators showed “No Passengers”. The “scrubber” only lasted seven years before it got a major make-over at Preston Workshops.

In 1934 track cleaner car No. 8 was built, using the underframe and driver’s cabins of C class car 32, and some equipment transferred from



No.8 in Elizabeth Street during the 1940's. There is no driver's door at the No. 2 end. The extra resistance grids behind the cabin at this end have not yet been added.

Photo: Wal Jack

Scrubber No. 3 and put into traffic. It was trucked across to the then-isolated Footscray system for several months. It returned to Footscray on four more occasions, but the transfer moves were greatly helped when a connection was finally made to the main system at West Maribyrnong in May 1954.



*Dandenong Road, near Glenferrie Road, 1970s.
Photo: Ellen Butland*

In 1961, No. 8 received a “make-over”. It received body bracing and straightening, along with fascia-mounted flashing lights and the aprons were painted in diagonal black and “string” (light cream) stripes. When the new Z class trams were being built in the early 1970s, the M&MTB added the letter “W” to the service trams’ numbers to avoid confusion by inspectors, depot starters and “Control”. Enter 8W. In 1978 the water tank was re-built. And then, after a few years out of service No. 8 was



*BTM delivery team, 1999.
Photo: Carolyn Cleak*

stored at Malvern Depot in 1991 and later at Brunswick. Finally, on September 9, 1999, No. 8 was lowered on to our rails in Ballarat. Led by Alastair Reither, our volunteers re-painted the tram in to its M&MTB green and cream livery.

The little, but heavy, four-wheeler now earns its keep, when required, flushing and scrubbing those pesky elm leaves and pine needles off our tracks – especially in Autumn. These leaves constitute a significant risk to safe braking (and acceleration) of our trams. The leaves on the rails (if thick enough) are capable of preventing the electricity to return to the rails – in other words short circuiting (or “earthing”) the tram. By judicious use of the four sets of carborundum blocks, the bulk of the problem is scraped off the rails, and then a follow-up flushing, and light scrubbing yields a good result.



*Tram 8 in Wendouree Parade.
Photo Alexander Jamieson*

The carborundum block assemblies are located between the two axles and are raised and lowered by the driver as required, using a “W” class tram type self-lapping brake valve in each cab. The downwards pressure applied is varied by the position of the brake valve handle. No. 8 can flush the rails by turning on a valve in each cab connected to the water tank, and the water pressure can be varied using an antiquated (but effective) “faceplate type” controller mounted on the rear wall in the St. Aidans Drive end cabin.

For the technically-minded, No. 8 has two GE241 41kW (55 h.p.) motors, 84cm (33”) diameter wheels, a pair of GE K36JR controllers,

is 6.7 metres (22'0") in length and has a 4,732 litre water tank. Its ride is akin to that of a house brick, which is to be expected, given the weight of the tram and its load of water. Cutting the first notch in Series is "savage", but, hey, a smooth ride like a passenger-carrying tram can't be expected! It made its first run cleaning rails in Wendouree Parade on March 17, 2001.

No. 8 carries a batch of "witches' hats" to protect our workers when cleaning out the three sets of points along Wendouree Parade, and the tram also has a lengthy bit of hose connected to the air system, to blow leaves and dirt out of the points and mechanisms.

Scrubber car 8 certainly earns its "keep"!



*Simon track cleaning,
Photo: Terri Marno*

The Fund Raiser Vault

Each edition of "Fares Please" will have an exclusive sales offer for members. Sometimes these may include rare items and memorabilia. In many cases they will only be available in limited numbers so you may need to act quickly if you want to take advantage of the special offer. Sales will be used to fund the ongoing restoration of Tram 12.

April's Special Offer



We have on offer vintage embroidered cloth patches. These were sold at the Museum in the 1980s but have been out of stock for at least 20 years. Len Millar has donated seven of these badges for sale. Cost is just \$10 pickup from the Museum, or \$12.00 posted and limited to one badge per member.

Orders close on Friday May 11. If the orders exceeds the supply, there will be a ballot, and the successful purchasers will be contacted to arrange payment.

Contact: marketing@btm.org.au

Meet Paul Mong

President, 2018

Ballarat Tramway Museum

Although still in his thirties, Paul has a long history with the Ballarat Tramway, having been a member for over 25 years. He recently shared his early memories of getting involved with the Museum.



Paul Mong

Photo: Steve Barnes

“I started at the depot when I was eight. I actually went to Alastair Reither’s birthday party. At the tram shed there was a group of us that went around for a couple of hours ringing bells. Over the next year I was able to get more and more involved and by the time I turned 10 the horse tram was operating so that was a big day.

We were probably about 12 when we started helping in the workshop. Warren Doubleday

came up once a fortnight and we helped shunting the trams around to get them over the pit. We used to spend the day helping him servicing the trams and repairing them.

I quite enjoyed pulling things apart and putting them back together. I enjoyed helping Gary Wood, Warren Doubleday and Dave Macartney in the workshop. Back then we were able to do more things than what a 14 year old could do now. When I was about 13, Darren Hutchinson and Len Millar were working on the W4 so I helped with the painting and the overhaul. That was really enjoyable.

Alastair and I didn’t officially start conducting till we were 14 or so, but we spent a lot of time on the trams with people like Bill Kingsley. During the school holidays, we spent every day at the shed. We would ride our bikes up the to the museum and hop on the tram to go out on the first trip. Alistair and I would take it in turns to shunt the tram out, and then drive back in at the end of the day. We used to stay on the tram the whole day helping out, turning the poles etc. That’s where my interest began.

Gary Wood used to work at Telecom and he had a fair bit of electrical knowledge. He and Warren became mentors to me, and led me eventually to taking up an electrical apprenticeship. Peter Winspur was doing the overhead, and that was quite enjoyable. Going out on weekends and working on the overhead with him. Imagine being a teenager in a platform truck working on the overhead.

One of the major projects was replacing the overhead from St Aidans Drive to the loop which involved a whole workforce of volunteers, including Alan Snowball and John Phillips. It was a massive job looking back at it now, it involved lubricating every single connection, trying to get the rust off them. A couple of weeks later we started removing it, which involved making special hooks using old overhead wire.

Alastair and I actually started to restore Tram 32 and rub it back but it was just decided to move it out to Bungaree. We used to go out to help with the new sheds at Bungaree. I can remember as a child or teenager going back and just staying there overnight and watching slide shows projected onto the lounge room wall. Slides were a bit old fashioned and as a young

teenager I didn't know what slide shows were. They were enjoyable times back then.

Another fond memory was collecting Tram 21 from Daylesford. It was a massive job. We



*Paul and Alastair as young volunteers
Photo: Richard Gilbert*

knocked down part of the old house, getting the crane to pick it up, put it on the truck and bring it back to Bungaree. I think my father helped out that day as we needed a big crew of volunteers.

I got a lot of hands on experience in the workshop. That got me interested in working and wanting to be a tradesman. Originally I wanted to be a train driver and then a builder, but decided on being an electrician. I applied for a job at Bendix Mintix, where I had done some work experience. I applied for an apprenticeship and was there for six years. It was a great place to work at the time, lots of projects, they were spending a lot of money, so it was a busy place.

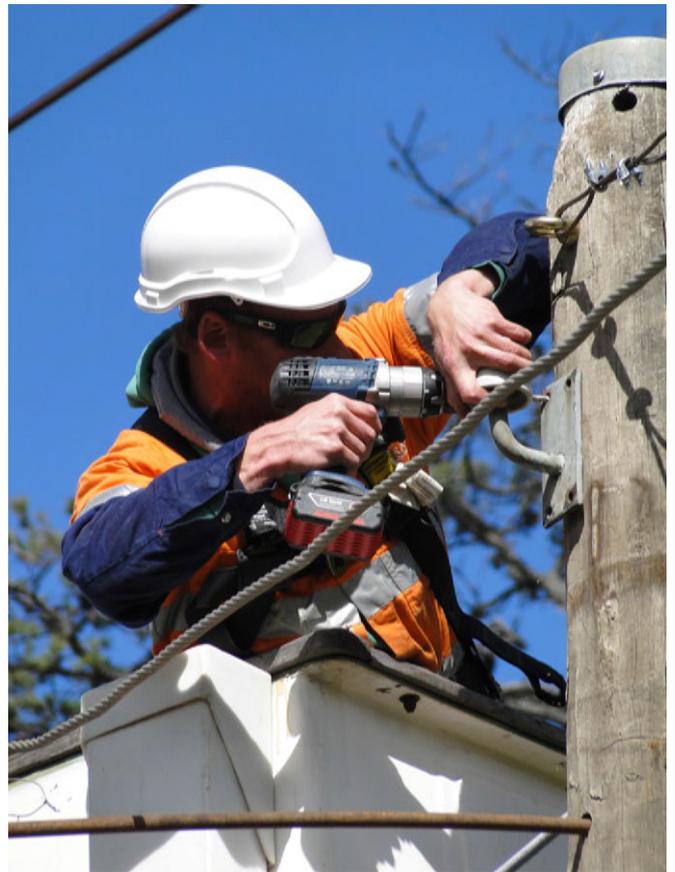
Through my teenage years I was very active in working at the shed and out on the trams conducting. Once I turned 18 and night life kicked in, I wasn't seen much around the depot. I'd pop in and have a chat and do little jobs but I became re-involved when I got a phone call about the sub station blowing up. In 2004 the tramway substation exploded after a lightning strike. I'd just finished my apprenticeship, so it was really interesting to get involved in building a new substation.

Back when I first started it was a real community, really fun and an enjoyable place, social outings etc. We were doing a lot of things, like trips to Bylands or to Bendigo. They were really enjoyable times.

One of the biggest things you get from the organisation is friendship. I would like to see us build on that in the future."

Editor's note:

I had the pleasure of hearing Paul brief the Mayor and senior council executives recently. In Paul we have an enthusiastic and passionate advocate for the future of the BTM.



*Paul working on the overhead in 2017
Photo: Peter Waugh*

Your Letters

It is always exciting to receive mail, even if the letters include corrections of previous “Fares Please” articles.

Greetings Peter,

In the December 2017 issue of “Fares Please!” the caption for the photograph of Ballarat Tram No. 29 decorated for a Ballarat Floral Festival should read 1939, not 1938. The photograph we received had 1938 on the frame and our archivist forgot to double check. Anyway, it is a good excuse to give more detail.

Our website article – “The Begonia Festival 60 plus years” - <http://btm.org.au/begonias/begonias.html>, gives the background to the first Floral Festival of 1938 and the second in 1939. The Courier of 8 March 1939, had a black and white photograph with the following caption:

“A delightful example of blended colours, this tramcar hidden beneath a wealth of artistically arranged artificial flowers, is one of the outstanding exhibits in the City’s decorative scheme. Its day-time beauty is surpassed at night when an indirect lighting system transforms it into a glowing spectacle. The Electricity Commission’s four (actually eight) daintily attired hostesses complete a charming scene.”

The Museum’s collection contains an SEC photograph of the tram at night. With all those incandescent light bulbs it would have been a hot tram to work.

Warren Doubleday, Museum Archivist



Hi Peter,

Congratulations for taking on “Fares Please!”, a big responsibility/workload. Great idea for the Tram 40 club to help the young ones learn about tramways, but it doesn't help just young ones but also adult members who may not know the ins and outs of a tramway. Therefore, I would like to provide a technical/description support information to the article that was written in the February “Fares Please!” based on my own research and what I was taught by multiple people throughout the industry .

Truck: has two axles and is identifiable by its long wheelbase (distance between the axles), with a motor per axle. The body of a short tram is attached rigidly to the frame of the truck with the truck being centrally located under the tram, this also creates an overhang at each end of the tram and results in any roughness in the track transferring to the body of the tram and thence to the ride, with both sideways movement (known as hunting) and up and down movement (bounce).

Bogie: has two axles and is identifiable by its short wheelbase (distance between the axles). There are two types of bogies used being, equal wheel - having all wheels the same size and a motor per axle and maximum traction - having large driving wheels with a motor on this axle and second axle with smaller wheels and no motor. This design, which was intended to be a cheaper way of having more smoother riding and large passenger carrying bogie trams, is commonly referred to by tram crew as 'minimum traction' as the weight imbalance within the bogie caused by this design means traction (grip) between wheels and rails is easier to lose when driving. The body of the long tram sits on a pair of bogies, which are situated near the ends of the tram and are usually held in place by a large pin. The body is sitting on pivots on the bogie, allowing the bogie to turn under the body. These pivots are sitting on springs as part of the frame and therefore help to provide a smooth ride by taking up any roughness in the track.

Hope that helps, cheers,

Sim Jenkins



Making Workshop Soup, Alan Hasler heating the pinions for Tram 18. Photo: Mick Duncan



Barry Richardson hard at work painting the shed. Photo: Peter Waugh

I liked the tram. I liked the ride. It was awesome.

We went to the tramway. We saw lots of tools and some are small and some are big and it was cool.

The tram ride took us to the tram museum, and we showed heavy tools and ate some sausages and one zooper-doooper and we had a bus trip on the way back



Peter Waugh talks to the students from Forest Street. Photo: Pamela Waugh

We went on the tram and we had fun. When we got off the tram I saw some tools. Me and Emily lifted up a fixing tool and it was heavy. It was called a fixing wheel. When we went back on the tram and we got some sausages and icy-poles.





It was great to see some of our Club 40 members working as Assistant Conductors during the school holidays! Our current President started as a junior member.

Tram Classes

Our trams are often described as being in a class, for example Tram 13 is a J class, but what does this mean? The Melbourne and Metropolitan Tramways Board (MMTB) took over Melbourne's six separate tramways in 1920. They had a large collection of different types of trams which were given new numbers. For example, the Hawthorn Tramway Trust No. 10 became MMTB No. 111 and later became Ballarat No.26.



*M Class Tram 26.
Photo: Peter Waugh*

It was easier to deal with groups of trams built to the same design, rather than just using their numbers. These groups were called classes and were named with letters of the alphabet. The MMTB began grouping trams from the Prahran and Malvern Tramways Trust, starting with the

A class, built in 1910-1911. As they added more trams, the class system did not keep to age order; for example, U class trams from the North Melbourne Electric Tramway and Lighting Company built in 1906 are older than the A class trams.

Trams with only small design differences were grouped into sub classes, such as W, W2, W3, etc. If a tram was rebuilt, its class could change too; W class trams made in 1923 were changed to W2 class in 1928. The classes used in Victoria by the MMTB do not match classes used by other tramway networks. A Melbourne R class is a different tram to a Sydney R class.

Ballarat's first electric trams were built in Ballarat and were not included in the MMTB tram classes. Our fleet has the following trams:

- No. 1 Horse Tram – (1887) not in a class
- Tram 8 – the scrubber, originally C class
- Tram 12 – original Ballarat electric tram, not in a class
- Tram 13 – J class (1915)
- Tram 14 – J class (1915)
- Tram 18 – H class (1913)
- Tram 26 – M class (1916)
- Tram 27 – M class (1916)
- Tram 28 – M class (1916)
- Tram 33 – M class (1917)
- Tram 38 – E class (1914)
- Tram 39 – E class (1914)
- Tram 40 – C class (1913)
- Tram 661 – W3 class (1932)
- Tram 671 – W4 class (1934)
- Tram 939 - SW6 Class (1948 and converted to a restaurant car in 1995)

In Melbourne all 26 letters of the alphabet were used, and in 1983 they started again with new A class trams. The newest trams are E2 class built from 2017.



Two of our junior members working as conductors during the holidays. Photo: Paul Mong



Mal, Peter, Peter and Arthur put the Horse Tram away for another year. Photo: Paul Sullivan

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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