

# FARES PLEASE!

October 2018

\$2.50 incl. GST

*News from the Ballarat Tramway Museum*

## Thanks For Picking Our Project



*Jaala Pulford (Minister for Regional Development), Alice Mong, Juliana Addison (Candidate for Wendouree), and Paul Mong (President BTM) at the launch of Pick My Project , 2 October 2018*

*Photo: Peter Waugh*

**Inside:**

**\$450,000 for rail replacement**

**Tram 13**



## 2 FARES PLEASE!



Once again, I can write that it has been a busy couple of months since the last issue of "Fares Please." Our biggest news was receiving two grants, totalling \$450,000 to complete Stage One of our track renewal. More details inside this issue. Cuthberts 939 had a quiet time, but the popular High Teas have been booked out. We have had hundreds of school children visit this month, it is always exciting to see some one having their first tram ride.

### NIGHT TRAMS

The anniversary of the closure of the Ballarat Tramway on 19 September 1971, was remembered with running our Night Tram event. This year we had two trams in service along Wendouree Parade from 7.00-9.00pm. No. 40 recreated her historic last trip and was joined by Tram 33. A large crowd were there to ride and photograph the trams. One visitor told me that this was so good that we should celebrate the anniversary more often! Our next Night Tram event will be on 19 September 2019, so add that date to your diaries now.

### TRAM 18



*Tram 18 about to begin the test run, 2 October 2018.*

*Photo: Peter Waugh*

After a far longer, and more extensive restoration program than we anticipated, Tram 18 finally left the depot under her own power last

week and made a successful test trip along Wendouree Parade, driven by our Technical Services Manager (and President) Paul Mong. Anxious members of the workshop crew watched and listened carefully for anything out of the ordinary, but all seemed very happy with the result. The tram will be launched back into regular service at our Annual General Meeting.

### TRAM 12



*Adam Stephenson at work on Tram 12.*

*Photo: Peter Waugh*

Adam Stephenson has been back working on the roof of Tram 12. The tram has been lowered to floor level to make access to the roof easier. His excellent woodworking skills have produced an outstanding result.

### MESSROOM AND OFFICE

The messroom and office renovations have commenced, and the rooms were gutted and replastered. New kitchen cupboards have been

fitted and will include a dishwasher and oven to improve facilities for volunteers. The stainless-steel bench top, originally from Melbourne's Eastern Hill Fire Station has been reused.



Carl, Neil and Richard in the office, October 2018.

Photo: Peter Waugh

New wiring, and data cables, have been run through the walls. The new office will include new cupboards and provide a working space for three people. The toilet, which has been in a poor state for many years, has been replaced, the walls plastered, and a new concrete slab laid. Work has also begun on creating a new storeroom upstairs, which will free up space and create a better change room for our tram crews.

## TRAM SHOWCASE

Our Tram Showcase was held on 30 September, on a day of beautiful spring weather. We were able to run multiple trams during the day, focusing on the historic SEC trams. The highlight this year, was ending the day with a cavalcade

of six trams, running together from St. Aidan's Drive back to the depot. This was a fantastic sight and has resulted in lots of photos and videos. Visitors took advantage of our All-Day Tickets and we able to hop from tram to tram throughout the day. Sadly, Trams 18 and 38 were not in service so hopefully next year, we might have even more trams running.

## FLORAL TRAM 2019

Work on the Floral Tram for 2019 has continued to be popular in the Ballarat community with over 120 people working on creating flowers made from recycled plastic bottles and bags. The tram is going to be a stunning colourful visual feast when it makes its appearance at the 2019 Ballarat Begonia Festival. Several of our flower makers had mothers who were involved in the last Floral Tram back in 1939. There will be two more workshops at the Museum for flower making during November. January and February will be spent assembling the thousands of flowers and creating the panels which will be attached to Tram 661, a W3, which has been selected to be the Floral Tram.

## LETTERS

Thanks to the people who contacted me about the August issue. Apologies to Len Millar for spelling his name incorrectly; the person responsible has been sternly warned! Also, a correction in the article on Tram Numbers – Tram 23 (not 22) was turned into the scrubber car. Roger Gosney has asked that the captions should not be printed sideways on the photos. This was an innovation to save space, but Roger complained that with the online version he had to turn his computer monitor on its side to read them. Hopefully this ishoe has avoyded the typos found in Awgust's.



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*Tram 18 during its test run, October 2018  
Photo: Peter Waugh*



*Trams and crews prepare for the cavalcade during our annual Tram Showcase  
Photo: Peter Waugh*

## PICK MY PROJECT

### BTM GIVEN \$200,000 TO REPLACE RAILS

The Ballarat Tramway Museum were successful in the State Government's Pick My Project initiative. A total of \$30 million was made available for groups who could demonstrate support from their communities through a voting process. The maximum amount for any one project was \$200,000, and we were given the full amount. The City of Ballarat has also promised \$250,000 towards the cost of replacing the rails along Wendouree Parade.

There was an overwhelming response with over 95,000 Victorians casting over 285,000 votes for their favourite project ideas in their local community. There were 237 successful project ideas from across the state who will share funding to help their project idea become a reality.

The Minister for Regional Development Victoria, Jaala Pulford, chose the Tramway Museum to announce the results of Pick My Project for Victoria. A large media contingent arrived for the announcement, as well as BTM members.

President Paul Mong spoke at the event:

“On behalf of the museum I would like to welcome our guests, the Minister for Regional Development Victoria Jaala Pulford, State Labor Candidate for Wendouree Julianna Addison, and families and friends of the Ballarat Tramway Museum.

Today's announcement of funding for our first stage of track replacement is fantastic news for the museum and the community. It sends a strong message from the State Government and the local council about the importance of preserving Ballarat's heritage.

A thankyou must go out to Minister for Regional Development Victoria Jaala Pulford for running this great community grant program. Congratulations must also go out to our volunteers in keeping these trams operating in pristine condition for our 30,000 visitors per annum and in doing so keeping Ballarat's history alive for over 130 years.

Investing in this project brings multiple benefits to this wonderful city. Not only can we still operate in a safe manner but we can increase our



*Julianna Addison, and Jaala Pulford at the Museum, 2 October 2018.*

*Photo: Peter Waugh*

operations which in turn helps the local economy and will also future proof our museum, ensuring that other generations can enjoy this popular tourist attraction.

A big thank you must also go out to the community who voted for the museum in the Pick My Project community grant program. We had to compete against many other wonderful projects.”

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Other successful Ballarat projects were:

1. Providing a pathway from Homelessness in Ballarat. Meals, skills training and extreme weather accommodation in central Ballarat; \$184,533.
2. Food Is Free Green Living Classroom & Greens Recycle Depot; \$128,696
3. Cycling, walking, running and nature trail in Woookarung Regional Park. Ballarat's newest Park; \$78,005
4. Ballarat High School's Bikes for Everyone. Mountain bikes for school curriculum, community and a borrowing system. \$27,000.
5. Ballarat-Sebastopol BMX Track Surfacing Upgrade, low maintenance surfacing to provide safe, year round bike riding: \$199,863

The BTM were the only rail heritage group in the 237 winning projects. There were only a handful of successful projects with a heritage focus, including the Rutherglen Scout Hall restoration, replacing the curtains in the Murtoa Hall, and repairing the walking tracks and boardwalks at Red Cliffs and Mount Arapiles.

### COMMENTS

Many people who supported the Tramway Museum left comments on the Pick My Project website:

“The tramway volunteers do a wonderful job in keeping this service going. Our grandchildren love the trams at the lake and so do we.”

“I grew up using the trams as my public transport and I would like to see the trams extended all the way round the lake, thus giving us a way to see all the shoreline. I would also like to see them run down Sturt street and out to Sovereign Hill as a tourist route.”

“As a popular historical tourist destination to lose these trams would be devastating. The volunteers that run this great service have done a fantastic job to provide and maintain these beautiful trams have given so much of their lives to them. Please support this wonderful

project that will provide joy to thousands every year. Keep up the great work guys & congratulations and thank you for everything you have done.”

“I recall when the trams stopped running in the streets of Ballarat in 1971 and have followed the progress of the Ballarat Tramway Museum in preserving part of Victoria's transport history. It is important the group receives financial assistance to continue their preservation activities so that future generations will have the opportunity to appreciate the past. The trams are also an important tourism product for the Ballarat.”

“One of Ballarat's icons. This remaining section of Ballarat's once extensive public tramway



*Some of the dedicated volunteers at the Pick My Project launch:*

*Christine Reynen, Ben Boehle-Mitchell, Juliana Addision, Paul Mong, Len Millar, John Reynen, Geoff Gardner, and Pamela Waugh.*

*Photo: Peter Waugh*

system is living history and deserves to be preserved and operated for the enjoyment and education of future generations. It was saved in 1971 when the system closed, resurrected and is now maintained and operated by a small band of extremely dedicated volunteers.”

## Robert Paroissien

Ballarat Tramway Museum driver, conductor, and our auditor for many years, Robert Paroissien passed away on 9 October 2018.

Richard Gilbert wrote this tribute:

I met Robert Paroissien in the late 1960s when I was elected to the Board of the Association of Railway Enthusiasts, a Melbourne based railway group. Robert was the Treasurer and in his working life, an accountant.

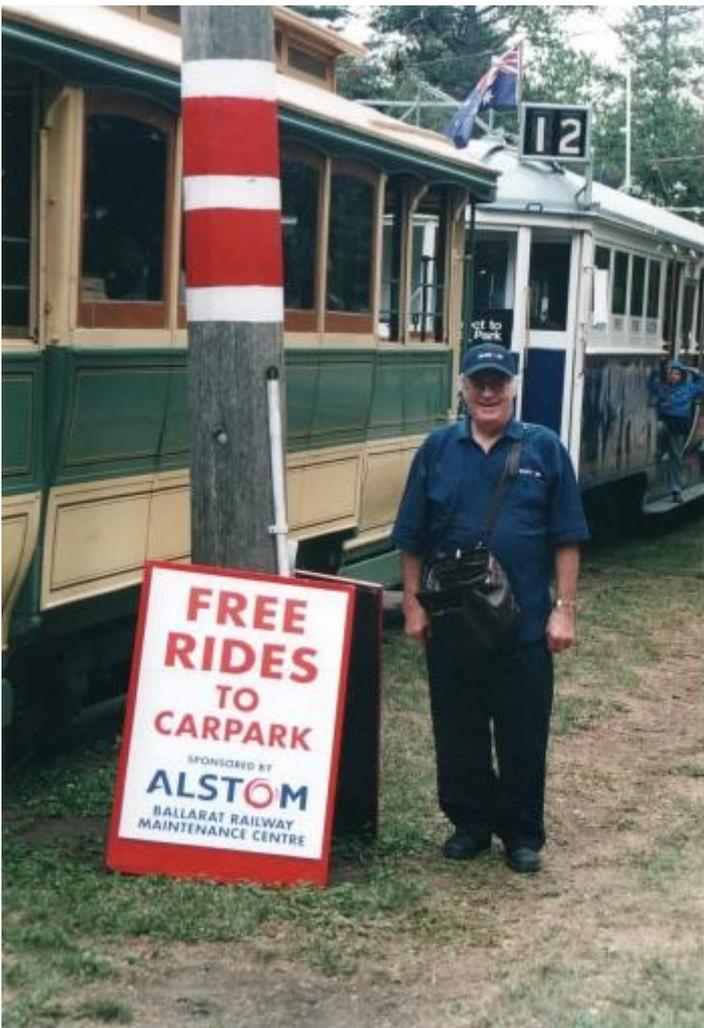
amount of financial bookkeeping. Our accounts eventually needed a lot of sorting and Robert became aware of our plight and offered to sort the finances.

He spent a lot of time re-organising the financial bookkeeping and set in place the basis of the financial accounts we now have. He always enjoyed the Ballarat trams and took on the job of auditing the Tramway Museum books. He asked to join our Traffic team, where after a time conducting, he became a tram driver.

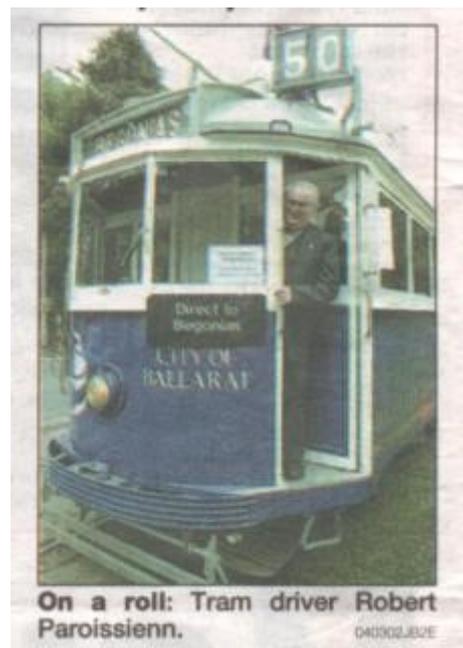
He was particularly keen to help during the Begonia Festival, when we require a number of tram crews.

Robert retired from his accounting business, after mentoring his son, Andrew, who now undertakes our financial audits. He also retired from tram driving a couple of years ago.

His good company and jovial nature will be sorely missed, and his memory will be with us for a long time as Andrew continues the family connection.



*Robert at the 2004 Begonia Festival when we were sponsored by Alstom Ballarat  
Photo: Warren Doubleday*



*Robert at the 2002 Begonia Festival  
Photo: Ballarat Courier*

The Ballarat Tramway Preservation Society was formed in 1971 and as the pace of development quickened within the organisation, so did the

The Museum expresses our condolences to Pat and the Paroissien family.

## TRAM 13

By Len Millar

Number 13 is considered by many people to be unlucky, and whilst our tram 13 has had a few “bingles”, over its 103-year life it has safely travelled hundreds of thousands of kilometres, carrying well in excess of a million passengers - and had four owners. It still serves us well in service along Wendouree Parade and is a testament to solid construction and good maintenance.

tric Supply Company using a former North Sydney cable tram trailer for the central saloon. It was scrapped sometime between 1930 and 1935 when ESCo. was taken over by the State Electricity Commission.

Our No. 13 was built by the Meadowbank Manufacturing Company in Sydney in 1915, for the Prahran and Malvern Tramways Trust as its No. 68. In 1920 the new Melbourne and Metropolitan Tramways Board became the second owner, and the tram became its “J” class No. 68. In 1928, as



*No. 13 climbs Bakery Hill . Photo Wal Jack, 13 January 1942.*

*Note the war time bumpers painted white and the Munster Arms hotel in the background.*

The tram is the third in Ballarat to carry the number 13. The first, a horse tram, was built by Adelaide tram building company Duncan and Fraser for the Ballarat Tramway Company in 1887. Version 2, another Duncan and Fraser tram, was as an electric tram, built in 1905 by for the Elec-

more and more new “W2” trams hit the rails, it was taken out of service after running 646,513 kilometres in Melbourne and sold to the Melbourne Electric Supply Company (Geelong). On 1 September 1930 the SEC took full control of MESCo’s assets, and the tram (now numbered

30) travelled 333,503 kilometres along Geelong's main and side streets.



*No. 13 crosses Drummond St at Hospital Corner, inbound to the City and then to Mt Pleasant.  
Photo: Ben Parle 8 April 1958*

Then on 25 April 1936 it was transferred to the SEC's Ballarat depot. By 7 July 1936 it had been converted to the Ballarat 1-2 man configuration we see today. Now numbered 13, the tram clocked up 1,293,671 kilometres of service in Ballarat – largely without incident!



*No. 13 bound for Mt Pleasant heads west on Wendouree Parade near the SEC depot.  
Photo: Peter Moses Jan. 1966*

Three accidents involving 13 in Ballarat are on record. On 9 February 1945 No. 13 collided with No. 30 in Sturt Street, near Lydiard Street.

Then on 7 May 1951 when operating the 8:11 am in-bound service from Victoria Street it de-railed at the track bi-furcation in Sturt Street, just west of the Grenville Street intersection.

All was not done with accidents! On 20 June 1970 No. 13 de-railed near one of the passing loops in Drummond Street and collided with a car. The photo of the accident published in "The Courier" the next day shows No. 13 with all wheels off the track. The photo shows that the trolley pole is still in contact with the overhead wire, so we hope that the 600 volts DC had been turned off – otherwise the tram would still be "live" and would be an occupational



*No. 13 waits at the depot gates, during a strike in November 1969.  
Photo: Ballarat Courier*

health and safety nightmare! If some-one standing beside the tram were to touch any of the metal parts of the tram they would be in for a bad shock!

Upon closure of the Ballarat tramways in 1971, No. 13 was transferred on long term loan to the Lake Goldsmith Preservation Society, just south of Beaufort. This steam traction engine and farm implement group housed the tram under cover for 12 years, but on 5 December 1983 it found a new long-term home – the Ballarat Tramway Preservation Society as we were then known. The transfer had been delayed for some weeks because the Lake Gold-

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*No. 13 derailed and collided with a parked car in Drummond St North, just south of the Mill St loop with the Inspector talking to the Police.*

*Photo: Ballarat Courier, published 2/6/1970.*

smith site and our depot surrounds were very wet. Our records show that on that day, at 4:45 pm it was lowered down onto our rails and placed on No. 6 road in the depot. 16 months later our volunteers commenced work on getting No. 13 mobile again. This was a protracted exercise, starting with lifting the tram and dismantling the truck in March 1985. By August of that year the motors were re-wired and the wheel sets sent away for attention.

Finally, on 11 April 1987, No. 13 had its first run out on Wendouree Parade. The tram's log-book states that it was 'fast running'. Alas, more work needed to be done – but on 14 May 1988 one of our founding members, Richard

Gilbert, signed the tram off as "OK" after doing 14 return trips on its first day in service. From December 1989 to July 1990 the tram was fully re-painted and started back in traffic with a vengeance. On 27 December 1990 one of our early drivers, Peter Hill, clocked up 27 trips for the day – no doubt aided by a nice mid-Summer's day. Peter believed in continuing to trundle up and down the Parade as long as there were passengers "offering". Those 27 trips are in contrast to the average number of trips our trams do on most Sundays – in the order of 13 to 17! Then on 11 December 2011, No.13 decided to de-rail at the loop, suffering some minor damage to the No. 1 end roof drip rail after "collecting" a nearby overhead span pole. Our painters, led by Alastair Reither, "attacked" No.



Loading No.13 at Lake Goldsmith on 5 December 1983 before its return to Ballarat.  
Photo Warren Doubleday

13's exterior in 2013 and it emerged pristine in its traditional SEC green and cream livery – and with a new set of leaf springs.

For the technically-minded, No. 13 was built as a “single truck California combination car” – as currently evidenced by our No. 26. As built it was 9.43 metres long, 2.72 metres wide and weighs in at 12.3 tonnes. As built, it could carry 36 seated and 54 standing passengers, but in its present form there are now only 28 seats. It has a Brill 21E truck with a 1.98 metre wheel-base, 838 mm diameter wheels, two 39.5 kW Westinghouse WH 225 motors and T1F controllers. In service with the Museum at 30 June 2018 it has done 16,790 kilometres. Like all our trams, every 200 kilometres No.13 is given a minor (A) service, and major services occur every 600 kilometres (B) and 1,200 kilometres (C). It runs well and looks good!

Not bad for a 103 year-old tram with 2,290,477 kms on the clock! How many buses (or cars) that are 103 years old are still going?

**Sources:**

“The Golden City and its Tramways – Ballarat’s tramway era”, by Alan Bradley. Published by the BTM Inc in 2005.

“Last tram at 11 – Tramways of Ballarat, Bendigo and Geelong”, by William F. Scott. Published by Full Parallel Productions in 2008.

“Destination CITY – Melbourne’s electric trams” (Fifth edition), by Norman Cross, Dale Budd and Randall Wilson. Published by Transit Australia Publishing in 2001.

State Electricity Commission records for the tram in Geelong and Ballarat, as copied by the late Wal Jack.

BTM Inc. log-book for the tram.

Warren Doubleday, BTM Museum Services Manager.

Peter Winspur, BTM Secretary and long-term former Operations Manager.



*Celebrating the 100th anniversary of the opening of the Geelong Tramways No. 13 carried two Geelong destinations – Chilwell and Humble St.  
Photo: Peter Bruce, 5 February 2012*

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*Track replacement at Sturt and Lydiard Streets in 1937.*

*Photos: George Netherway*



## OUR NEW TRACKS

The Ballarat Tramway Museum has been given \$450,000 to begin replacing some of the old tram tracks in Wendouree Parade. The original tram tracks were laid throughout Ballarat in 1887 for the horse trams. These were light weight tracks, because the horse trams were not very heavy. The company was able to build 10 kms of tram tracks through the city in just six weeks. They were not built very well; the wooden sleepers soon spilt, the rails shifted causing the trams to come off the tracks, and in some places the rails were laid so that they were above the ground, creating problems for the horses and carts that also used the roads.

In 1905 the horse tram tracks were pulled up and new heavier rails were laid for the new electric trams. In 1935 and 1936 about 20 kms of tracks were replaced through Ballarat. However, the tracks in the Gardens were not replaced and these, now 113 years later, need replacing.



A mine cart with wooden wheels and wooden tracks from the 1500s.

*Photo: German Museum of Technology [GFDL (<http://www.gnu.org/copyleft/fdl.html>) or CC BY 3.0 (<https://creativecommons.org/licenses/by/3.0/>)], from Wikimedia Commons*

The world's first tramway, the Diolkos, was built in Greece in 600 BC. It used grooves cut into the rock to guide the wheels of wagons dragging boats over the Isthmus of Corinth. In the 1500's wooden tracks were used to guide mine wagons with wooden wheels. In 1767, at the Coalbrookdale Iron Works in England, they began making cast iron rails for their tramway. Now rails are made of steel which means they can carry heavier loads and the trams can travel faster.



*Alan and Barry at work joining the rails with fish-plates on the depot track in November 2017.*

*Photo: Peter Waugh*

To lay the new track we will have to dig up the road. All the old rails and the old wooden sleepers will be removed. A grader will be used to remove all the old stones and dirt and create a smooth flat surface to be the base of the new tracks. With some new tramways, a layer of concrete is poured to make a smooth base. A layer of crushed rocks will be put down, and this will help water drain away from the tracks. Sleepers, which used to be wooden, but are now often made of concrete, will be laid on top of the stones. The new rails will be laid on top of the sleepers and be firmly held in place. Large metal nails called dog spikes are used to hold the rail on wooden sleepers, and special clips are used for concrete sleepers. Some companies are also experimenting with sleepers made from recycled

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plastic. In some places like Sydney, new tram tracks are being laid directly in concrete.

Laying the tracks is quite complex; the rails must be bent to the correct curve for the bends in the road, and the tracks need to allow for the

steel brackets, called fish plates, which are bolted onto the ends of each piece of track. The name fishplate comes from a curved wooden bar used to strengthen the masts on sailing ships. We may join the rails will be continuous welded rail without joins or fishplates.



*Laying track at the depot in April 2016. Andrew Martin is using a large drill to put in the dog spikes to hold the rails in place on the wooden sleepers.*

*Photo: Peter Waugh*

shape of the road, which is higher in the middle and slopes towards the sides. This requires complex calculations and engineers will have to draw up detailed plans.

The rails must be the correct distance apart, this measurement is called the gauge. Ballarat trams need the tracks to be standard gauge, 4 feet 8 ½ inches apart (1435mm). This distance will be checked along the new section and measured with a metal bar called a track gauge. The lengths of the rails will need to be joined with

Once the tracks are in place, a layer of asphalt will be placed over the sleepers to create a smooth road surface. We expect that once the plans and the cost is worked out, the actual construction will only take three to four weeks.

This new track should last well over 100 years. This is the first stage, and we hope to replace all our existing tracks over the next 10 years, and perhaps then we could look at extending the tramlines.



*Neville at the Night Trams. Photo: Peter Waugh  
Floral tram flowers made by BRI. Photo Barb Hiley*



*Trams 40, 28, 26 and 27 in action at the 2018 Tram Showcase. Photo: Martin Bennet*

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*Chris Phillips on the Night Tram, and Alice Mong assisting at the Tram Showcase. Photos: Peter Waugh*



**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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