

FARES PLEASE!

December 2019

\$2.50 incl. GST

News from the Ballarat Tramway Museum

2019 Tram Showcase



Photo: Benjamin Boehle-Mitchell



Photo: Benjamin Boehle-Mitchell





Track Opening



Opening the new track. Photo: Peter Waugh

The official opening of our new track took place on Thursday 7 November, 2019. The 300 metre section track, from the depot junction to Carlton Street, was replaced with funding from the City of Ballarat and the State Government. The Member for Wendouree, Juliana Addison, and the Mayor of Ballarat, Ben Taylor jointly cut the ribbon held by board members Virginia Fenelon, Paul Mong and Richard Gilbert.

All the guests then boarded Cuthberts 939 for a delicious morning tea provided by Pamela Waugh, and funded by Fulton Hogan, the company which carried out the track replacement work.

This was the new Mayor's first official duty, and he also continued the tradition by driving the tram along the new track, instructed by BTM Operations Manager, Neville Britton.

Bungaree Shed

Like most museums, having enough undercover space for both storage and restoration work, is a real issue. Thanks to a bequest from Lloyd Rogers, we have been able to start building a large new shed at Bungaree. The new shed will provide space for the storage of spare parts, many of them quite large, which are currently stored at the depot. This will free up space at the depot for the Tram Tuesday group to be able to work on other projects.

The new shed will have pallet racking and shelving to store spare parts properly. It will allow us to be able to catalogue and review our entire collection of spare parts.



Pouring the slab for the new shed. Photo: Paul Mong

The shed will also provide space to allow us to begin restoration work on our new tram, 1029. This will be relocated to the Lake Wendouree depot once complete. Next year we are also commencing to build a truck for Tram 12, and this can also be completed in the new shed.

It is the generous support of people, like the late Lloyd Rogers, that guarantees the future of the Ballarat Tramway Museum for many years to come.



Alan Hasler repairing the bearings on Tram 27.
Photo: Geoff Gardner



Warrington Cameron is presented with a model of his Geelong Tram at this years AGM.



2019 Springfest Tram Pull. Photo: Peter Waugh



The 2019 Night Trams. Photo: William Adams



Paul Mong speaks to the media at the track opening.
Photo: Peter Waugh

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Springfest

The 2019 Springfest was one of the most successful for many years, with an attendance estimated at over 35,000 people. V-Line sponsored the Museum, and so we were able to offer a free tram service throughout the day. All the trams were crowded, and we estimate we carried over 3000 people. Thanks to all the volunteers who took part and ensured the smooth running of our trams.



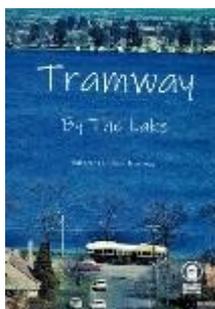
The 2019 Tram Pull. Photo: Benjamin Boehle-Mitchell

The Battle for Ballarat Tram Pull was a highlight of this year's Springfest, with teams of strong men and women pulling Tram 18 along Wendouree Parade.

Workshop news

Tram 27, which was our main winter tram this year, has had its bearings replaced and is now back in service. Work on the new upstairs storeroom has been completed providing clean and secure storage for shop stock and uniforms.

Tramway by the Lake



The Museum has printed a new guide book on the history of the tramway, its trams, and the Museum itself. The 28 page book has more than 60 photos, many of them published for the first time. The book was written by Chris Phillips and Peter Waugh, and printed locally in Ballarat by Waller and Chester. It is available from the museum shop for \$5.00.



Trams 28 and 671 pickup passengers at the Gardens Loop during Springfest. Photo: Peter Waugh

Sprouting Controllers!

By Greg King

You may have noticed new controller handles appearing in some of our trams. Member (Motorman, Trainer and now Business Development committee member) Greg King has started growing controller handles! You may be interested in what he has been up to.



Greg "sprouting" handles. Photo: Greg King

Our controller handles are basically worn out, the dear old SEC never changed any of them (and I found out why, to find out read on dear reader) and just varnished over them every once in a while, some of them were/are, so bad that they became conical shape instead of the correct curvy (sort of coke bottle) shape. This also caused, where they were really badly worn, the spindle to poke out through the top.

Those who know me will know I really love controllers and brake valves (I guess that has some logic, my stock in trade for so many years was driving trams for a living) and to see these worn out was an anathema to me. So I decided (with Paul's blessing) to do something about it.

A little description of our handles first. We have three basic types of controller handles, the E63 which fits the K-35 and K-36 type controllers (cars 661, 671, Scrubber 8 and SEC 33) and the

E64 which fits the bogie cars with B-23 controllers and the E65 which fits the T1F's of the single truckers. They are not interchangeable as the key way is on the wrong quarter and the boss (centre) is shallower than the E63. The E64 has a stopping block on the bottom like the E-63 as well.

In Melbourne, the M&MTB had the spindle with a threaded bottom that threaded into and through the controller handles and then had a nut on the bottom, the flange on the top of the spindle has a slot for a screw driver as does the bottom threaded part so the spindle can be held while the nut is undone and the handle screwed out for replacement. The SEC cars dating from way before the M&MTB just had a plain spindle with a washer riveted on top and the shaft ran through the handle where it was "peened" over like a hot rivet on a ship. I guess they figured the handle would last as long as the tram and certainly no one would have ever considered way back then the cars would last over 100 years, a testimony to the car builders of the day (can't see a Citadis being around that long!!).



New handles in the workshop. Photo: Greg King

Back when they were closing down the workshops in the Kennett era, the manager was a friend of mine and I was able to save a lot of

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stuff that subsequently went off to museums across Australia. One thing he gave me was a brand new, never used, spare complete K-35 handle that had been made for use on the W2's. When I saw the state of the handles in #33, I knew I had finally found a home for this handle that had been made in the 60's or 70's. So one end of 33 gave up its old handle for the new and the other end will get a new wooden handle on the brass handle from the other end.

Then I started an inventory of our other cars and some of those were good but a lot bad. So, I borrowed the good handles from #11, re-shaped and refurbished them in situ (not removing them from the brass as there was, for some reason, plenty of wood on them though knocked about a bit) and gave them 5 coats of varnish and they came up beautifully. Paul also found a spare that had been laying around for ever, it also had a good wooden handle but was so dry, after refurbishing and sanding it to correct shape, it took about 5 coats of thinned varnish before it got its top 5 coats. This handle and one of 11's are now gracing car 27. The other refurbished handle is in one end of 14. But, that was the end of salvageable handles. So now I had a bunch of brass handles with totally worn out wood, time to make new ones!

The hard part was working out how to remove the spindles as, I didn't know at this stage the way they were fitted. Enter my brother-in-law Milan who is a tool and die maker and he worked it out in nothing flat and drilled out the spindles for me.

Now I had to find a way of making new spindles, my brother in law came to the rescue again and told me about "Shouldered bolts", I found a place in Keilor Park that sold them and bought 12 of them plus nuts. These go through the wooden handle and through the brass and the nut holds them in place but, the hole is bigger than the thread, so I had to counter sink the

hole so the "shoulder" would have a seat to hold it correctly in shape.

I drew up a GA drawing for the handles and took that to our local "Men's shed" where a gentleman by the name of John Stayne turned me up 12 beautiful Oregon handles! I bought some new brass tube to go into the handles for the spindles to go through and cut them to length, tapped them in place (snug fit) and now I have started the varnishing process. The final trim will be the little wooden cap to go in place once the wooden handle is placed on its brass mate. I have 4 brass handles and these (with new wood) will then replace a like number of handles in the cars and their handles will get the same treatment and go into the next cars and so on. I won't be doing cars that have handles in good condition. At the end of the project, I will put two handles (with new wood) back into car 11 at Bungaree. We will also now have a stock of spare handles should the need arise in the future but, apart from some accident befalling a handle, I think that these ones will last as long as the old ones did but, of course, they don't get the same hard treatment that the old ones got over the years of the Council tramways, then the M&MTB and finally, the SEC.



Completed handles. Photo: Greg King

The Gate Keeper's Cottage

By Peter Waugh



The cottage about 1926, near St. Aidan's Drive. Photo: Donovan family

The former Gate Keeper's cottage from the Ballarat Botanical Gardens has been returned to the gardens. Its new location is near Adam Lindsay Gordon's Cottage, just north of the fernery, in Nursery Drive. The City of Ballarat and the Friends of the Gardens have saved the historic cottage from demolition and have been restoring it for use as an Education and Interpretive Centre. It is the oldest surviving building related to the botanical gardens and has connections to the history of the Ballarat tramway.

The cottage had been moved from its original site in the gardens to Gregory Street in either

1929 or 1930. By 2018 the cottage had been unoccupied for two years, and the family of the last resident wanted to sell the property as a development site.

In 1856 the Ballarat council requested land for the establishment of a public garden. In December 1857, an area of 43 hectares, the former Police Paddock, on the edge of Yuille's Swamp, was gazetted as the Ballarat Botanical Gardens. In 1863 two gate lodges were built at the north and south entrances to the gardens. The garden gates were shut every night to keep out stock, vehicles and hooligans. Later a gardener's cottage and a watch house for the maze were built.

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The cottages were of similar style with decorative gables. The two gatekeeper's cottages were removed by 1930, and the gardener's cottage was replaced with a brick building in 1958. This brick house was demolished to make way for the Robert Clark Centre in the 1990's.

Early photos show the gate keeper's cottage in the North Gardens, near St. Aidan's Drive. One of the families to live in the North Lodge was Alfred Ernest Davis (1858-1933) and his wife, Rachael Matilda Henderson (1861-1915). Davis was a caretaker at the Ballarat Botanical Gardens. They had several children, including Herbert Arthur Davis, who was born in Ballarat in 1892. When he was 14 years old Herbert began work as a casual conductor on the Ballarat Tramway. On 1 September 1913, he was promoted to motorman. On 22 May 1915, Davis was discharged from the company as part of a general reduction in services.



*Herbert Davis with one of his trucks.
Photo: Davis family*

Davis enlisted in the AIF on 7 September 1915, and was placed into the 6th Reinforcements, 21st Battalion. His younger brother, Francis (1899-1919), was killed on active service in 1919, and another brother, Edward, served with the Flying Corps. Herbert left Australia on 5 October 1915, arriving at Alexandria on 23 February 1916. He was transferred to the 7th Battalion, in February 1916, and sent into action in France where he was wounded in action on 18 August 1916. The Ballarat Courier reported:

PRIVATE H. A. DAVIS. Mrs. Davis has received a cable from her husband, Herbert A. Davis, son of Mr Davis, caretaker, City Oval, stating that he has been wounded in the right shoulder.



The cottage awaiting relocation on to its new site, June 2017. Photo: Peter Waugh

Davis was transferred to the 2nd Machine Gun Company on 14 November 1916, joining the 1st Machine Gun Company in 1917. At the end of the war he returned to Australia on the hospital transport "Somerset." After his return he set H. A. Davis Motor Services and bought an old Chevrolet truck to carry passengers in competition with the tramway company.

In the 1930's he won the contract to run a pas-

senger service between Ballarat and Buninyong to replace the train. Davis died in 1964 and in 1971 the company took over the public transport system when the Ballarat Tramway was closed.



*The relocated and restored cottage, May 2019.
Photo Peter Waugh*

The cottage was purchased by Gottlieb Usebach in about 1929 and moved to 1414 Gregory Street. In 1933 the property was purchased by the Beaton family. Henry Arthur Beaton was a gardener at the Botanical Gardens, and his daughter Ruth, was the last person to live in the cottage. After Ruth Beaton's death, her niece wanted to sell the property and received a permit to demolish the house.

This led to an extended period of negotiations with the preferred option that the house be protected and remain on the Gregory Street site. When it seemed unlikely that the council could get heritage protection for the cottage and it would be demolished, the family offered the cottage to the council for relocation to the gardens. After much local discussion, it was announced in January that the building would be moved to the gardens. The block of land in Gregory Street sold at auction in February for \$680,000.

An anonymous donor provided \$40,000 for the cost of the relocation. The chosen site is immediately north of the Adam Lindsay Gordon cottage which is used by the Ballarat Craft Council. The ground is quite low and a concrete slab was laid to support the foundations. The cottage has been restored and used by the Friends of the Gardens for an Education and Interpretation Centre, and to be a home for the pre-school nature activity group they run, called the Botanikids. These kids are well known to volunteers from the tramway, as they come for a ride on the tram several times a year. For many of the children it is their first experience of trams.

The front room of the cottage is being set up with displays on the botanical gardens, with information on the evolution of plants and how it links with plants in the gardens and fernery. It is planned to show an exhibition of work by the Friends group's botanical artists. Another room of the cottage is being dedicated to history displays, currently featuring information on World War I with plans for exhibits on the old zoo.



The Friends are opening the cottage to visitors at least once a week. On your next visit to the tramway, hop off the tram at the Gardens Loop and cross Wendouree Parade to have a closer look at this remarkable little cottage.

Ollie's Big Adventure

By Alice Mong



Ollie

Ollie and Bonnie, two small dogs, are well known around the museum for helping out their beloved owner and long-time volunteer Alastair Reither.

On Tuesday 19 November, after spending the afternoon at the museum and enjoying a peaceful trip home along the Western Freeway a split second decision resulted in Al's vehicle being involved in a serious accident.

When the air bags went off and the door opened, Ollie decided to make a run for it. After many hours of searching she could not be found. Then Alastair's condition became worse and he had to be hospitalised which meant Ollie had to spend the night out in the country.

A simple post on social media was shared by over 3000 people, and attracted news coverage on the local radio stations with interviews with Al's friends.



The tram at the Wallace Hotel

As the sun went down it became apparent that Ollie would have to use her survival instincts, and, just like her owner, she enjoyed being around trams. The accident scene was near the Wallace Hotel which of course has a tram in it, W5 Class 874 that both Al and Ollie assisted putting there a few years ago. We believe she spent the night there waiting for Al.

As the sun rose the next morning it became apparent to Ollie that Al was not going to return to the local drinking hole in a hurry, so she decided to move onto the next possible spot further down the road. She made her way to a place called Bungaree which of course has more trams.

By this time Ollie was becoming very thirsty and hungry so she decided to go to the Bungaree General Store for a drink and something to eat. While this was happening a search party was being dispatched covering a 40km radius. This involved the BTM's President and Operations Manager both with many years' experience in search and rescue.

After about an hour of searching that morning they approached the Bungaree General store. As they got closer they could see something that looked like a rabbit jumping around in front of them, it turned out to be Ollie running right towards them, so they stopped. They both hopped out of the vehicle expecting her to jump into the car, however this was not the case.

Ollie decided to go for another run. Entering the museum's property at Bungaree she ran straight to Tram 1029, which of course Al and Ollie had spent many hours together working on its restoration. She then decided to stop, with the museum's president chasing after her on foot and the operations manager not far away in his vehicle. It seemed that they had finally caught up to her.



Tram 1029 at Bungaree

But a quick ding ding on the foot gong and she was off again. This time she went through the paddocks heading towards the railway crossing and yet again they gave chase until they finally got her under a shady tree. By this stage she



Ollie

was tired, so she was taken back to Bungaree for something to eat and drink under a very watchful eye.

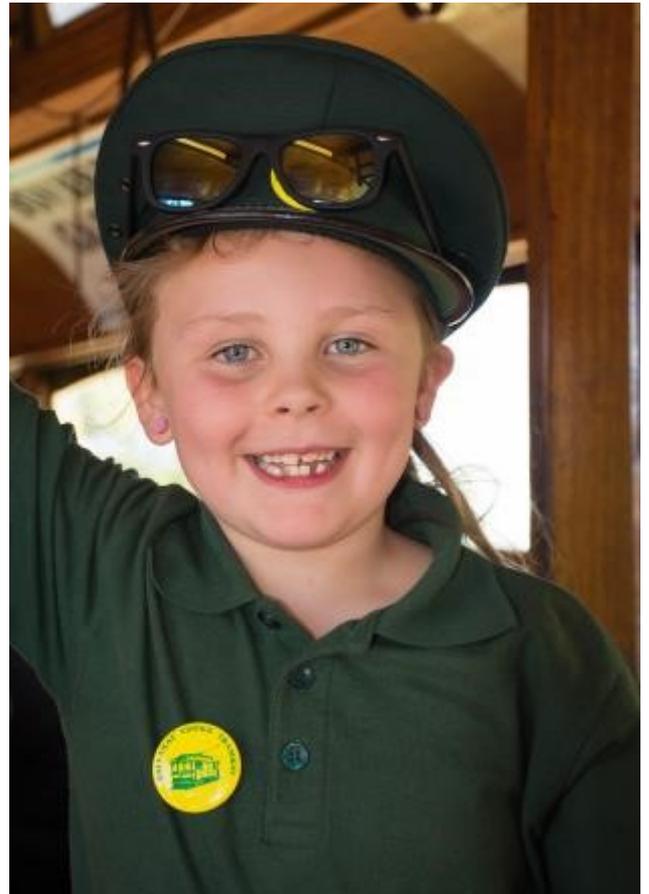
Alastair and the local media was notified of the fantastic outcome and after a couple of days in hospital Al was finally able to hold her again.

We would like to wish Alastair all the best for his recovery and we are looking forward in seeing them both back at the museum again for another adventure.



Ollie and Al reunited.

Photos: Alastair Reither and Paul Mong.



Alice working as a conductor at 2019 Springfest, and waiting for her tram with Paul Mong and Geoff Gardner. Photos: Peter Waugh



Diamond Creek

Many community groups have been allocated trams by the State Government from the collection of W-Class trams stored at the Newport Railway Workshops. As mentioned in the last issue of Fares Please, we have received trams 836 and 1029. Many groups are not intending to restore them to working condition.



Alan Snowball cleaning up the old bogies.

Photo: Paul Mong

The Rotary Club of Diamond Creek have been given W-Class tram No. 812. This will be converted into use as a community tram café. The BTM is assisting the club in this project, and in return obtaining valuable spare parts. Tram 812 has a good set of bogies, and we will swap them for some of the non operational bogies we have in store currently. Set on rails, these old bogies will provide a secure base for the tram café. Other parts will also be taken from underneath the tram which will assist in keeping our fleet running. Alastair Reither and Alan Snowball have provided valuable assistance with this project.



Working to retrieve useful parts from Tram 812.

Photo: Paul Mong

Sven Stephan



Len Millar and Sven planning a photograph during the 2019 Tram Showcase. Photo: Peter Waugh

During 2019 the Museum has been a second home to Sven Stephan, an exchange student from Zurich, Switzerland. Sven is a passionate train, plane and tram enthusiast, and it didn't take him long to discover the tram depot opposite Ballarat High School where he was studying. He called in to visit most Tuesday afternoons on his way home, and was regularly at the Museum on the weekends. He trained as an assistant conductor, and helped out as often as possible. When not at the Museum, he could be found in Melbourne taking photos of trains, especially the big freight diesels, and out at Tullamarine with the aeroplanes.

Sven has returned to Switzerland to complete his schooling, and hopes to become an air traffic controller.

An Iberian Update

By Alan Bradley

The article "Iberian tramway adventure" (Fares Please, October 2019) predicted that the nearly-completed tramway in the French city of Avignon would open in October 2019. In fact the Provençal town with a population of 92,000 (less than Ballarat) inaugurated its new tramway on 19 October 2019.



The first tram 101 the "Mireille Mathieu" leaves the depot on opening day. Photos: Bernhard Kußmagk

Present at the official opening of the tramway, along with local politicians and journalists, was Avignon-born singer Mireille Mathieu. The ten Alstom Citadis Compact bidirectional three-section trams have all been named after famous personalities of the city. The official first tram, numbered 101, was named the Mireille Mathieu.



Avignon's new tram in front of the city's medieval wall in Avenue Saint Ruf. Photos: Bernhard Kußmagk

The 5.2 km long line T1 line has 10 stops and the end-to-end journey time is 15 minutes. A second line T2 is currently in the planning phase. Work is to start in 2021 for an opening planned in 2023.

Recent donations

Update by Warren Doubleday.

The Museum recently received two boxes of colour slides from Robert Thomson, of Brisbane. One of Robert's slides is reproduced on the back cover, showing Tram 18 bouncing along the tracks in Albert Street, Sebastopol. The photo was taken during an Australian Electric Traction Association Convention that visited Ballarat on 21 April 1962. Robert is a well known photographer, and the Museum is very grateful to add these images to our collection, along with others by Keith Caldwell.

From the archives:

The Argus, 4 May, 1886

The Ballarat City Council has been advertising for tenders for concessions to construct and work tramways in the city, and at the meeting of the council today the tenders sent in were opened. They were three in number. The Tramway Construction Company, Sydney, proposed to lay down cable trams, Mr. Edward Thompson offered lines worked with horse traction, and Mr. George Proudfoot, Sydney, proposed horse trams on exactly the same plans as the Dunedin city tramways, New Zealand. The comparison of the merits and advantages of the different tenders, and the pecuniary benefits they offer to the municipality, will take some time, and the tenders were referred to a meeting of the City Council to be held on next Monday night.

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From Dave Macartney's Collection



BTM volunteers in their M&MTB driving days—Mick Duncan in Sturt Street on 9 March 1970, and Peter Bruce outside Dave's house, Victoria Avenue, Albert Park, January 1971. Photos: Dave Macartney





Taking a tram photo

Many of the photos featured in “Fares Please” have been taken by young people. The Museum also has a Facebook page, Instagram and an monthly newsletter, so we need a lot of photos. Our cover photos in this issue were taken by Benjamin Boehle-Mitchell, who was fairly busy on the Showcase Day.

We would love to feature more photos by our younger members. Photos taken today, may become important historical photos in the years to come. Remember to take a note of the time and place.

Remember when taking photos, your safety is the most important thing. Don’t stand on the roadway, or in the path of a tram. Standing near tram tracks can be dangerous. Be careful

around the trams, and keep a watch out for cars, bikes and people.

The classic photograph is the 3/4 shot, showing the front of the tram and one of the sides. In train photography this is called the “wedgie.” Pick a safe spot, with the sun behind you. When you line up the camera, you want the picture to have space in front of the tram. Avoid having the front against the edge of the photo. Focus the camera on the front of the tram, perhaps the headlight. If the tram is moving, this may take some practice.

Many of our drivers and conductors are keen photographers, and will be able to help you get a good photo. Think about what might be in the background which could make the photo better. There are some great photos of our trams taken from different spots, not just beside the track.

If you want to photograph trams in Melbourne, remember that Yarra Trams have rules. You cannot take photos at the stops, or on board the trams without permission. This needs to be in writing at least 14 days beforehand. You may also have to pay the cost of a Yarra Trams person to supervise. See the rules here:

<https://yarratrams.com.au/media/1051/filming-photography-guidelines-june-2018.pdf>



Photographer unknown. From Greg King

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Photo: Robert Thomson, 1962



Board member Chris Phillips with Trams 27 and 18 at the gardens in 1971. Photos: Reg Phillips



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