

FARES PLEASE!

December 2020

\$2.50 incl. GST

News from the Ballarat Tramway Museum



The Next 50 Years



The site of the first stage of the Museum, and an artist's view of the Gillies Street frontage of the next stage.





The Trams Are Back

With the easing of the COVID-19 restrictions, the trams recommenced operations on Sunday 15 November 2020. We are only operating a restricted service at present, with trams operating on Saturdays and Sundays in December.

Passenger numbers are limited on each trip, and we are not able to offer pickups or drop offs from our normal Wendouree Parade tram stops. All rides begin and end at the Museum. Passengers are purchasing their tickets from the Museum shop, where their details are recorded for contact tracing as required by the regulations. All trams are cleaned and sanitised between trips. No decisions have been made about January services at this stage, as we hope that there maybe some further lifting of the current restrictions.

It has been a difficult period for the Museum, as our income has been virtually nil since March 2020.

New Members:

We have new members, and three have already signed up to volunteer in the workshop and with the operations crew.

- 993 Ken Sanders of Sebastopol
- 994 Bob Barks of Mount Clear
- 995 Zara Carter of Ballarat North
- 996 Raymond Bradbury of Ballarat

New Board Members

With the number of nominations equalling the number of positions, there will not be an election for the Board this year.

Virginia Fenelon has resigned, but will still continue in her role of overseeing the new museum extension. Chris Phillips has also resigned but will still be our Roster Clerk.

New board members are Sam Boon, who will be learning the skills needed to run the Operations side of the museum. Greg King, has become our new quarter-master, and has already commenced by sourcing new uniforms and caps for motormen and conductors.

New Museum Extension

Following some generous donations by our members, the building of the new extension has really moved forward. Full details are in this issue. However we were unsuccessful in getting State Government funding in their new budget to complete the project, and we have now begun to look for other sources of funding.

New Regulations

Safety rules for operating our trams, as well as all other railways in Australia, have changed as new national regulations have come into force, replacing the old state based regulations. This has kept several members very busy during lockdown as they worked through the new requirements and updated our Safety Management System and policies. The new authority is the Office of the National Rail Safety Regulator, or ONRSR. If you want to learn more about ONRSR, see their website:

www.onrsr.com.au

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pays our respects to their Elders, past, present, and emerging.



The new BTM Board, back Peter Winspur, Neville Britton, Greg Rodgers, Richard Gilbert, Sam Boon, Greg King. Front: Peter Waugh, Carolyn Cleak, Paul Mong. Absent: John Whiting



Operational again—Pierre Taylor, Greg Robinson, and Matt Grindrod on Tram 671. Photos: Peter Waugh

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The Next Stage

Paul Mong

Over the past 50 years the Ballarat Tramway Museum has evolved and grown to become one of Ballarat's top tourist attractions. Starting in 1971 with just six trams, a dedicated group of volunteers and supporters has established one of Ballarat's most popular tourist attractions. Our visitor numbers have increased significantly to nearly 30,000 per year, as have our visitors' expectations.

After the closure of the Ballarat Tramway in 1971, volunteers spent their weekends and holidays building a shed to hold their six trams, a substation to provide the power, and tram track to provide access to the surviving section of the tramway in Wendouree Parade. The Museum began operating trams in 1974.



The first shed, May 1972. Photo: Ballarat Courier

A display of historic photos was set up in one of the non-operable trams which was pushed out of the shed each morning and pushed back in at the end of the day. Much of the tram maintenance had to take place outside. As the collection of historic trams grew, and restoration work began, a workshop area and extra tracks were added to the original shed in 1980/1. A small display area



Moving the photo display tram, June 1973.

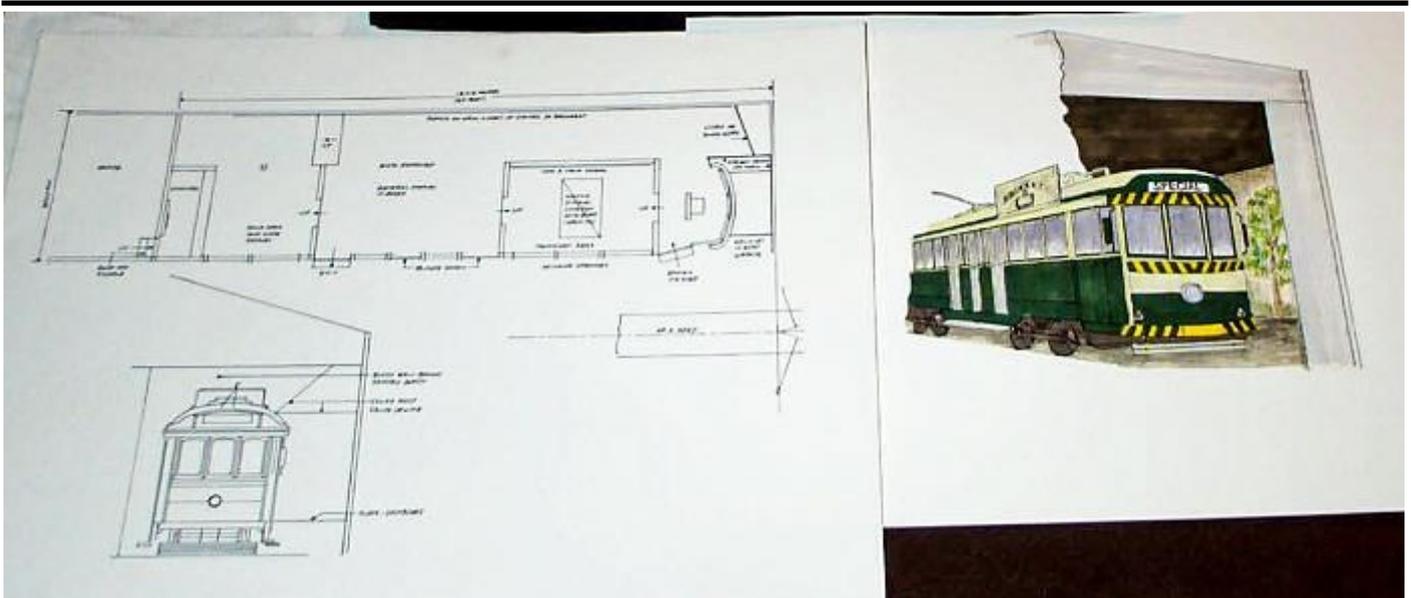
Photo: BTM collection

was created inside Tram 39 in the early 1990's to showcase some of the collection of artefacts and photographs. We became one of the first volunteer operated museum to be granted accreditation by Museums Australia in 1998.

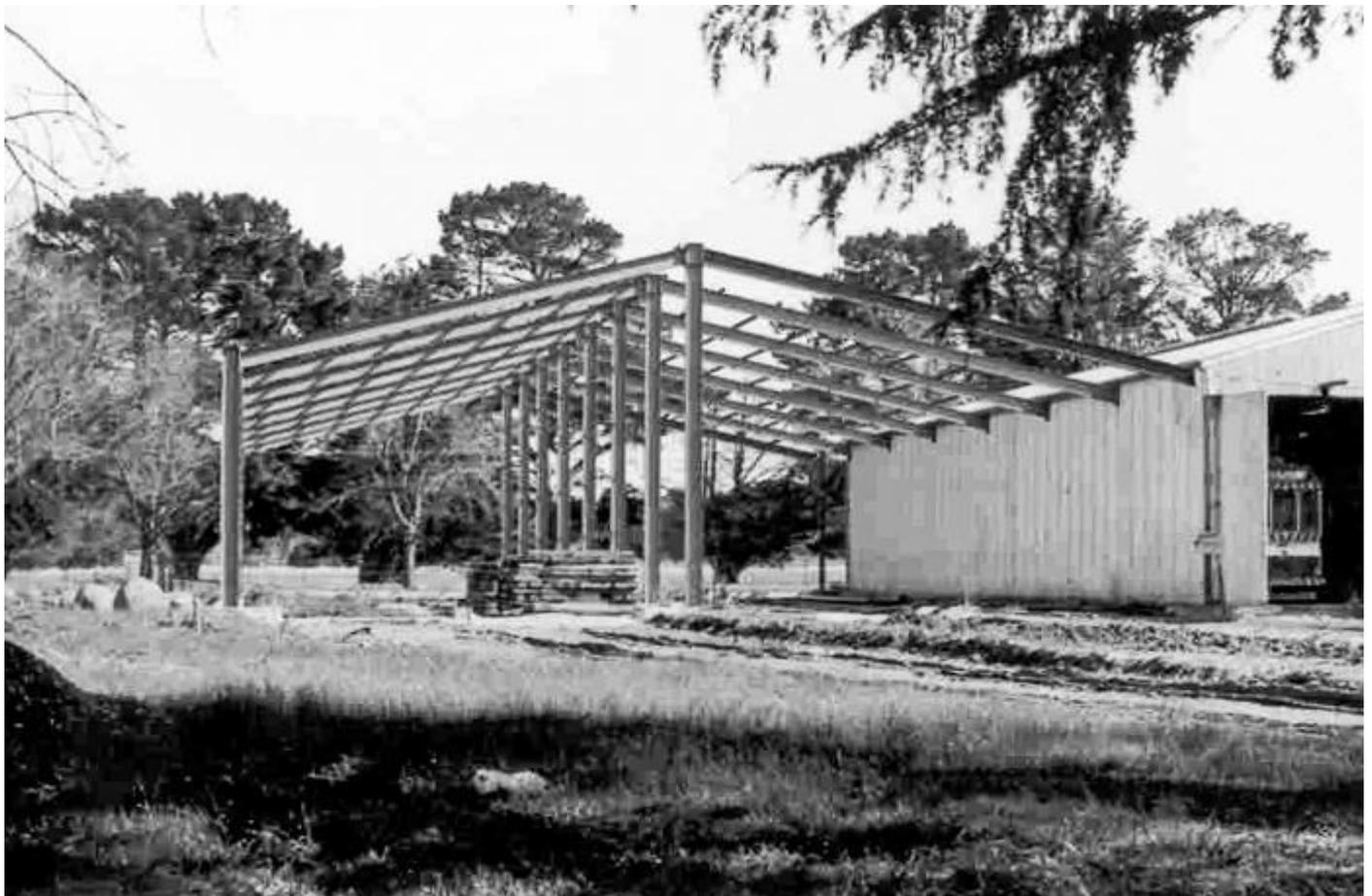


Building the workshop, October 1978. Photo: BTM

We are now finding it exceedingly difficult to separate our operations and workshop activities whilst catering for visitor's needs within the same restricted space. For example, at present, with social distancing regulations, we are limited to only eight visitors in our display area. Trams need to be parked outside the building to allow visitors space to view our new photo displays. We do not have suitable space to deal comfortably with the many large groups who visit us.



Plans for converting Tram 39 into a display space, 1990s



The workshop, December 1978. Photo: BTM Collection

The new exhibition space will provide facilities to improve the experience of visitors to the Museum. With lots of open space, level floors, heating, natural and enhanced lighting, visitors

will be able to move easily around the exhibits. There will be space to view the displayed trams from all sides and take photographs. Another large, enclosable space will be suitable for

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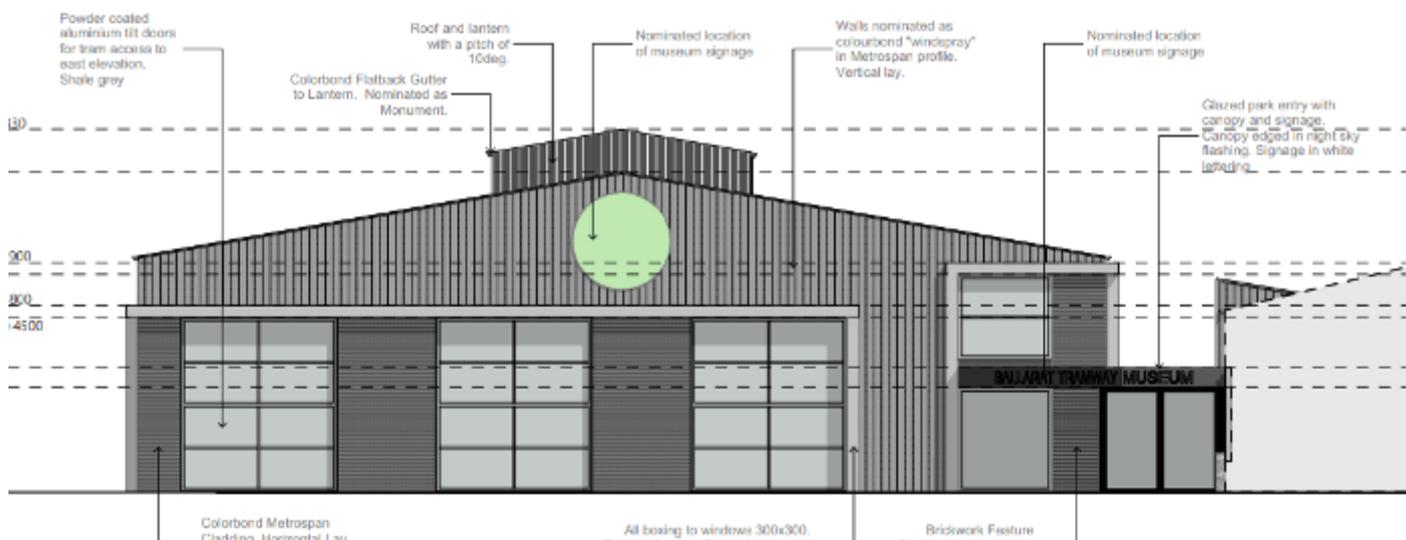


The original tram depot. Photo: Ian Saxon Collection.

presentations to the many schools, groups, and bus tours that visit. This space can be used as a classroom to enhance the range of activities in our education program or be used as an additional temporary exhibition space. With a kitchen and toilets (including wheelchair access) on the ground floor, we will be able to offer convenient and better facilities for our visitors and groups. A new shop area will have space to display our extensive range of books, DVDs, clothing, and other souvenirs.

of historic items. A large meeting room, with views across the gardens towards the lake, together with a small kitchenette, will be a great space for the museum members to meet, as well as potentially being available for other community groups.

Our original six trams were former Ballarat trams given to the Museum when the Ballarat tramway closed in 1971. Over the years the collection began to grow, as former Ballarat trams were recovered; the discovery of an original Ballarat Tramway Company horse tram from 1887; an original Electric Supply Company tram from 1905; and the recent donation of a fully restored original Geelong tram. With the acquisition of one of Melbourne's first painted Art Trams, the Museum has an extensive display of operating vintage trams from Victoria's tramway history. Our new display area will showcase these historic trams in a beautiful setting in the South Gardens Reserve of the Ballarat Botanical Gardens.



View of the front of the new building , October 2020

Upstairs, the building will have several office spaces for administration and archiving work. A huge storage area will give us the room to safely house our large (and growing) collection

With a separate museum display building, we will turn the existing space into a dedicated depot for the operation of our tram services. By having selected trams on display in the new

building, we will have more room in the workshop to maintain and restore our historic fleet of trams.



The 2013 design concept

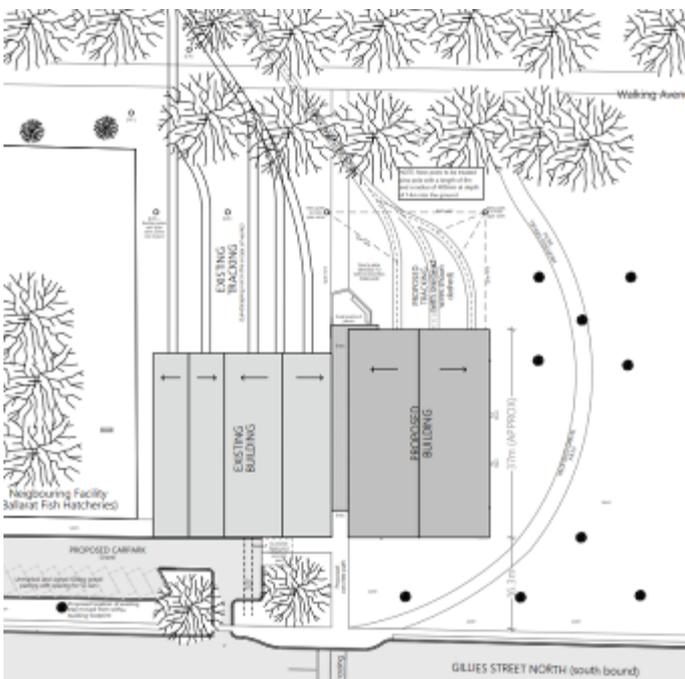
In 2010 we started consultation with the community for the construction of a display space that would cater for visitors, BTM and the community's needs. Using that feedback a design was developed and successfully submitted to Heritage Victoria in 2013. Unfortunately, we were unable to obtain a grant to build this building at the time and the permit expired. In 2015 we went back to the drawing board and the City of Ballarat recommended having a

joint tenant to ensure community support for the extension. We joined up with the RSL Ballarat who were wanting a new museum space after moving from the George Hotel in Lydiard Street. We hoped we would attract funding to build a joint Interpretive Centre, which would be close to the Arch of Victory, Avenue of Honour and Ex-Prisoner of War Memorial. Designs were drawn to meet the needs of both the RSL and the BTM. At this time, the City of Ballarat began a consultation process for a new Gardens Master Plan. The feedback from the community was that they did not want to see more military items in the gardens' precinct. However, an extension for the tram museum would be appropriate, especially if it improved the view of the gardens from the south.



An inside view looking north.

In 2018 the museum decided that an update was needed to the 2013 design to cater for a growing collection but also to meet visitor expectations of a modern museum in a central tourist area. Over the past two years we have been working with the City of Ballarat and Heritage Victoria to agree on a final design that would meet our needs and suit the gardens precinct. The final design reflects Ballarat's tramway history by using design elements from the original tram depot in Wendouree Parade. We have been extremely fortunate in obtaining funding from the community and from our members. We will be



Site plan of the new building.

Tram of Many Parts - No. 28

By Len Millar

Our tram No. 28 was allocated to us by the State Electricity Commission in 1971 as “a source of spare parts”. Well, we finished up giving it another life!

In the last year of the SEC’s Ballarat tramway, 28 was involved in a crash with a truck in Bridge Street on April 1971 and, as the photograph shows, it suffered considerable damage at its No. 2 end.



No. 28 outside the SEC Depot, January 1972

Photo: Richard Gilbert

was no white paint on the aprons below the driver’s cabin windows, and no auxiliary 600 volt DC lighting (four white globes facing forward and two red globes showing at the rear). These measures were applied by the SEC a few years later as motor car numbers increased dramatically. The one apron safety installation for night-time running was two battery-operated red lights in the outer lower corners of the aprons, which only showed when the trolley pole was pulled down off the wire by the driver to change ends at the termini. They were automatically extinguished when the trolley pole went back up onto the wire at the other end of the tram.

We were fortunate to be able to purchase a replacement “end”, from a Bendigo single-trucker No. 10, for \$50 from the then-new Bendigo Tramways. The year previously that “end” featured in the annual Melbourne Moomba Parade down Swanston Street and St. Kilda Road. Our “new” end was moved to our depot from Bendigo in December 1975, and work started in earnest. Graham Jordan (assisted by Brian Wood and Andrew Hall) removed the 1971 damaged end, installed a new headstock and some floorboards and repaired the broken door upright and bolted it to the tram’s underframe. The Bendigo 10 end was stripped and



Tram 28 in Bridge Street, April 1971, after the accident.

Photo: Graham Jordan Collection

The “wreck” was transferred to our then-new depot on 15 July 1972 – along with several other trams. It was placed down the bottom (west end) of the old No. 1 road next to the sub-station, and where it was used as a store!

Two years later work commenced on repairing the damage (by removing the damaged end) and restoring the tram to an operable state, complete with the 1950’s SEC livery. There

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*Bendigo No. 10's "end" in the Moomba Parade.
Photo: Graham Jordan*

separated from the roof section, and installed in January 1976. This included the whole destination box frame, several of the drop-end roof frame timbers and roofing slats. 28's damaged apron was roughly panel-beaten and re-fitted.

The damaged passenger door and some of the side fascia and drip rails were sourced from Ballarat tram No. 20, which had been demolished by a truck on 17 September 1970. The SEC stripped No.20 of re-usable parts which we were lucky to acquire. The drivers' cab windows were removed and re-installed with new timber bottom sections. New advertising rails and panels were installed in the drop end, along with a replacement rail in the saloon. New handrails were modified to fit as required. We had to make new door hinges, hand-rail brackets and the fascia frame above the doors. We also needed to replace the destination box glass on the Bendigo No. 10 "end". We took the apron battery light fittings from Bendigo 10. Other parts from Ballarat 20 not used on 28 also found new homes on some of our other trams.

We found that the repaired No. 2 end of 28 was different in some ways from the end from Bendigo 10 – surmised to be because our 28 had

had two collisions (in the 1940s and 1950s). One significant difference (to do with the truck frame and body not sitting square and level) will be covered later.

The electrics were then repaired. The headlight came from ex-SEC Geelong bogie car No. 31, which had been scrapped in 1956 when that system closed. An ex-Melbourne destination box was modified to fit, the controllers were overhauled and re-fitted, and new brake piping fitted (including connections to the air gauge and windscreen wiper). Again, just to show you that 28 is now made up of parts from a lot of other trams, part of the piping came from Ballarat No. 35.



*The new "end" on No. 28.
Photo: Graham Jordan*

Preparing and re-painting commenced, including the need to strip all the old paint off Bendigo 10's apron. It was decided that the 1950's livery would be applied – providing some variation on our fleet of SEC trams – green and cream, with white aprons tops with the auxiliary lighting. 28 was missing



Graham Jordan on Tram 28 after the completion of repairs, but before the decals were added. March 1977. Photo: Graham Jordan Collection

a foot-gong, so Graham and his team installed a foot-gong from the only one of Melbourne's five "W4" class trams that was scrapped – 672!

The tram was then electrically tested, and despite a few minor issues, it performed well. A start was then made to re-canvas the whole of the tram's roof – a tricky job that we had never before performed! New weather blinds for the two

drop-ends were made and fitted. The tram was then completely re-painted in the 1950s livery and looked very much part of the era. 28 ran in Wendouree Parade on 20 March 1977 for testing purposes. Graham Jordan signed the tram log-book as "Car in OK".

On 11 February 1979, numerals and SEC crest transfers were placed on the tram. It now looked complete! No. 28 was at last pressed into regular service. On both 11 March 1981 and again on 3 January 1983, No. 28 decided to de-rail itself – both times when entering the north end of the Gardens Loop whilst south-bound. The first event finished up needing a crane to get it back on the track, but the second required only judicious use of a point bar to put things right! Go figure!

28 received regular minor and major services, and suffered from the odd broken bell-cord, window sash lifting straps and the odd squealing trolley wheel. On 31 January 1981, the destination blind's box fell out of its nook. The tram's log-book doesn't state if the driver acted as a



No. 28 in Lydiard Street, decorated for the coronation of King George VI, May 1937.

Photo: Wal Jack

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Neville Britton being assisted to turn the trolley pole at Carlton Street, 2019. Photo: Peter Waugh

“cushion”, but from a similar experience that happened to me in Bendigo a year or two back – it ain’t fun! The log-book does record that it was re-installed along with a new lighting cable connection.

On April Fool’s Day 1996, 28 was withdrawn from traffic for some major attention. The saloon windows were removed and re-painted, the No. 2 end apron was removed and renewed – as well as the motor at that end of the tram. A broken piece of structural timber underneath the floor of the saloon was replaced by Garry Wood. Darren Hutchesson “prepped” and re-painted sections of the tram (including the drop-end side of the two saloon bulkheads and the saloon clerestory window sashes).

In December 1998, the disassembling of the truck commenced. Major attention was given to the motor and axle-box bearings from two local companies – A.C.D.C. and Miller Brothers – who have helped us over many years in motor matters. The newly profiled wheels arrived back from our kindred body, the Australian Electric Tram Museum in Adelaide’s St. Kilda. On 11 February 2000, the body was lowered back down on to its truck and four months later, 28 was successfully tested on Wendouree

Parade. Minor adjustments to the life-guards and trays were made. Repairs to the roof were carried out, and the saloon seats re-covered.

Finally, on 1 June 2002, No. 28 again headed out on to the Parade for testing – albeit in its undercoat. But one more task awaited! It had been decided that the tram was to be painted in its original Electric Supply Company livery of red and cream – like its sister car, No. 26. So No. 28 went back in to service – but new issues cropped up! In May 2008, 28 had again to be jacked up, and the No. 1 end motor removed for repairs and a reconditioned compressor was installed. Not satisfied with all this attention, in 2016, 28 developed a leak in an air tank under one of the saloon seats. Local company, Harrybuilt, constructed two new tanks for us.



No. 28 on its way into storage, September 2020.

Photo: Sam Boon

Earlier this year there was a major tram “swap around” whereby 661, which had been damaged, was placed into long term storage and replaced by Melbourne “W2” class



Tram 28, at Sturt and Drummond Streets, Ballarat, 1950s. Photo: Wal Jack

tram 407 from Haddon Tramway Workshops. We needed to make room for the arrival of the restored Geelong “Butterbox” car No. 2. It was decided to ship 28 out to our off-site storage for the time being. Before it left, I was honoured to be able to drive 28 for three round trips in the Gardens – perhaps to remind it that it will be back - one day!

Tram 28, you were built in Adelaide in 1916 by Duncan and Fraser for the Hawthorn Tramways Trust as its No. 7. In 1919 you got transferred to the new Melbourne and Metropolitan Tramways Board as its “M” class car 116. After doing 431,768 kilometres in Melbourne, it was time for a new life. As more and more “W2” class trams were built, you became surplus, and was sold (with others) to ESCo for use in Ballarat. You arrived by rail in Ballarat on 7 July 1930. Four years later, you passed to the SEC. In 1937, to celebrate the coronation of England’s George VI, you trundled around the streets decorated in great style from May 12 to May 15. In 1938 you received the final SEC

door modification, with openable/lockable doors at each corner. AND you gained the standard SEC dark green and cream livery, being the last car from Melbourne in the M&MTB’s chocolate and cream paint.

As at 30 June 2020, you have run on 1,044 days for the Ballarat Tramway Museum, and completed 25,039.8 kilometres for us. Well done!

For the record, you are a single truck, drop ends, open California combination car, you’re 9.7 metres long, 2.72 metres wide, 3.78 metres high, have a 2.29 metre wheelbase and you weigh approximately 12.7 tonnes. You now have parts of Ballarat 20 and 35, Bendigo 10, Geelong 31 and Melbourne 672.

Enjoy your rest and we’ll again see you down the Wendouree Parade tracks - one day!

Sources:

Graham Jordan, Wal Jack, Warren Doubleday
Tram Log books

Alan Bradley, “The Golden City and its Tramways” (2005).

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Tram 1029 during repainting in November 2020. Photo: Alastair Reither



Tram 40 heads out into Wendouree Parade on our first operating day, November 2020. Photo: Tony Tam



Horse Trams in Moonta

While Ballarat’s horse tram service began in December 1887, there were already other horse trams working around Australia.

In 1861 a shepherd had found copper at Moonta in South Australia. Thousands of people went to Moonta to work in the copper mines, and a small town was established. In July 1866 a horse tramway was built to carry the copper from Moonta to the port at Wallaroo. This was a 16km trip, and the two carriages were named “Prince Albert” and “Garibaldi.”

In 1869 a horse tram passenger service was started, which went from near the copper mines to Moonta Bay, about 3.5kms away. The horse trams closed in 1930, and some of the old trams were sent to work on the horse tram service at Victor Harbour.

One of the Moonta horse trams has survived, probably the oldest tram in Australia. It is very fragile, and is not operational. It is at the Moonta Mines Museum, where it can be seen through a large glass window.

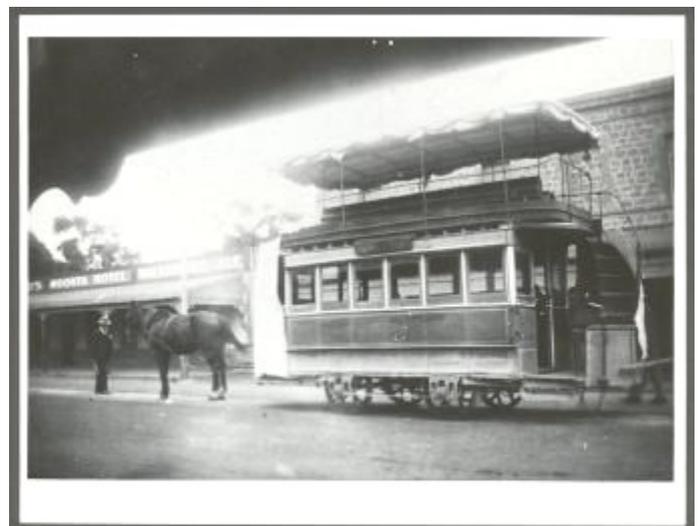


*Moonta Horse Tram
Photo: Peter Waugh*

On my last visit to Moonta, I was allowed to go into the building to take photos of the tram. The museum also operates a small train which takes visitors on the old mining railway, around the extensive Moonta Mines State Heritage Site.



*Moonta Mines Tourist Railway, 2019.
Photo: Peter Waugh*



*The Moonta Horse Tram, 1920.
Photo: State Library of South Australia*

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The Santa Special, No 32, climbing the hill from Bridge Street, December 1967. Photo: Dave Macartney.



No. 28 arrives at the Museum, July 1972. Photo: Eldon Hogan



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For further information regarding the Museum, its activities and publications please contact:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353 Phone 61 3 5334 1580

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