

FARES PLEASE!

December 2022

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Merry Xmas 2022!



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Tramway Celebration Day

The Ballarat Tramway Museum celebrated its 50th anniversary on 2 October 2022. The original celebrations were meant to have taken place on 19 September 2021, but had been postponed for 12 months because of the COVID lockdowns. In spite of weeks of wet weather, the day turned out to be warm and sunny. Thousands of people came to enjoy the trams, the museum, and many attractions, including vintage cars, trucks, buses, model railways, steam engines and much much more.

Many people who had been involved with the tramway over the last 50 years attended, and heard speeches from Richard Gilbert (founding member), Paul Mong (President), and Cr. Belinda Coates (City of Ballarat).

Congratulations to all the volunteers who contributed to the success of the day, ably led and coordinated by John Whiting.

President's Report

As we approach the festive season, I would like to wish everyone a very Merry Christmas and a safe and happy new year. As I reflect on the last twelve months, we have achieved so much as an organisation with the opening of the new museum display hall in April. We replaced the ageing track, which was funded by all tiers of government. We were able to celebrate our 50th



Richard Gilbert and Paul Mong addressing the visitors at our Celebration Day, recognising 50 years of tramway preservation in Ballarat.

Photo: Lynley Quedley

Anniversary with record numbers attending the day.

Since we started full operations there has been a sharp increase in visitors, which is very pleasing to see. As part of our new visitor experience as we are now offering a visit to the museum and a historic tram ride.

The infrastructure team has also been busy installing the new overhead to the museum, which now means we can use the new access track. Maintenance of our historic trams contin-

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



ues to create challenges. Tram 38 has been having issues with its bogies and Tram 28 has blown an armature.

As we approach 2023 with a new facility, and a new era of operation, it could not be a better time to get actively involved with the BTM. It is a fantastic opportunity to meet new friends and learn new skills while having fun, if you would like more information please contact us by calling into the museum, or contacting us via email at info@btm.org.au. On behalf of the board I would like to thank you all for your on-going support.

Membership News

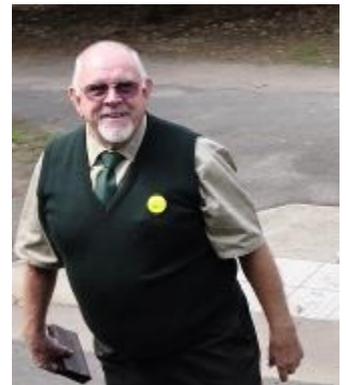
The Museum welcomes the following new members and Junior Supporters:

- 1051 Ms Holly Reid of Sebastopol
- 1052 Ms Judy Ferguson of Golden Point
- 1053 Mr Alan Olsen of Golden Point
- 1054 Mrs Renée Dean of Delacombe
- 1055 Mr Peter Dean of Delacombe
- 1056 Mr Malcolm Simister of Glen Iris
- 1057 Ms Lynne Grant of Bell Post Hill
- 1058 Mr Brendan Allan of Buninyong
- 1059 Mr Peter Allen of Smythes Creek
- 1060 Miss Lorelei Giles of North Shore
- 1061 Mrs Breeann Kerr of Alfredton
- 1062 Ms Tanya Young of Glenhuntly
- 1063 Mr Barry Pemberton of Hampton
- 1064 Mr Jeffrey Gill of Romsey
- 5107 Miss Lucy Sowman of Ballan
- 5108 Miss Kiki Dean of Delacombe
- 5109 Master Patrick Warfe of Winter Valley

Vale Doug Moyle and John Shaw

Doug Moyle, member No 65, passed away on 6 October 2022 after a long fight with cancer.

Member John Shaw, passed away on 14 November 2022 one day short of his 79th birthday. John, a past president of PETS, and Lindsay Richardson travelled from Perth on many occasions to be part of our Begonia festival team.



L: Richard Gilbert with Doug Moyle, and R: John Shaw

New Board of Management

At the Annual General Meeting on Sunday 27th November 2022, Ryan van der Zweep was elected to the new Board of management. After fifty one years, foundation committee member Richard Gilbert decided to step down thus allowing Ryan to formally join the Board. Ryan was co-opted as a non-voting member in 2021 and has already become part of the administrative team. At the first meeting of the Board Richard accepted an invitation to join the Board in a non-voting capacity.

2023 Board Members:

President: Paul Mong

Secretary: Peter Winspur

Treasurer: Carolyn Cleak

Vice-President: Greg Rodgers

Others: Sam Boon, Neville Britton, John Whiting, Peter Waugh, Ryan van der Zweep, and Greg King.

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*Part of the Operations Crew at St. Aidan's Drive during the Tramway Celebration Day
Photo: Paul Nicholson*



*More photos from the Tramway Celebration Day
Photos: Peter Waugh and Mal Rowe*



By Tram to Mount Gravatt

By James Proctor

Photos: Greg King

Having been born a few months after the last Sydney tram ran, my first opportunity to ride a tram (and trolley bus) was in Brisbane in the 1960s. Our family used to go to the Gold Coast for its annual summer holiday, which would include a day trip to Brisbane. If my memory serves me correctly, my first tram ride was in January 1966.

Our day in Brisbane would begin with a visit to the Oasis in Sunnybank, a swimming pool and garden complex. (This was sold for housing development in the late 1980s.) We would then head into the city along the Salisbury tram



A tram on the way to Salisbury, Brisbane's longest tram route.

Photo: Unknown, c. 1967-1968

route; I spent the journey staring out the car window at every tram that passed. I remember being told that Sydney used to have trams but they were scrapped because they 'caused traffic congestion'.

Our next port of call was the Brisbane office of Dad's company. This was in South Brisbane, overlooking the southern approach to the Victo-



The intersection James could see from his Dad's office. Drop Centre car 364, turns from Grey St into Melbourne street to head to the city with the entrance to Victoria bridge in the back ground.

Photo: Bill Parkinson collection, c.1966-67

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ria Bridge. I would make a beeline for the window, watching a continuous procession of grey drop centre and FM trams, and trolley buses making their way over the bridge. I noted the sparks from trolley wheels as trams negotiated the intersections of Grey, Stanley and Mel-



*Intersection of Melbourne and Grey Streets, South Brisbane.
Photo: Unknown, c.1968*

bourne Streets.

I practically had to be prised away from the window to head to lunch, however, this gave me a further opportunity to stare out of the car window at trams and trolley buses as we headed to our lunch stop, Burleigh Marr's seafood restaurant at Breakfast Creek. Here I made sure to get a seat where I could watch the trams heading along Breakfast Creek Road. I'm not sure



*FM car 501 on the Breakfast Creek bridge. It was in this area where James would have enjoyed his fish and chips.
Photo: James Rush, April 1969.*



*FM 417 at Mt. Gravatt about to depart for the city.
Photo: Greg King, December 1968.*

which I enjoyed more, my fish and chips or watching trams.

I have my older sister to thank for my first tram ride. On our way home, she asked if we could go for a ride on a tram, naturally I wanted to be part of this. Dad let Mum, my sister and me out of the car, somewhere along Logan Road on the Mount Gravatt route. The plan was for Mum, my sister and me to take the tram to Mount Gravatt terminus with Dad following in the car with my brother in his bassinet.

My first surprise was that unlike a bus, which came to the kerb to pick you up, you had to walk into the middle of the road to catch a tram. I was scared that we would be run over, however, quickly realised that the cars had stopped behind the tram. It was very exciting to take a seat in the open section of a drop centre tram where I could enjoy the warm summer breeze. Many years later, on a visit to the Sydney Tramway Museum, I was 'transported' back to this scene on spotting a drop centre tram.

Being four years old, you observe the world at waist height, so when the conductor came to sell Mum our tickets, the first thing I noticed was the coin holders above his bag; at the time I thought these were where our tickets came from and wondered how they came out! I spent the journey listening to the distinctive hum of the



motors and the thump of the air compressor. On our way back to the Gold Coast I could think of nothing else but my tram ride.

The following year, we had another almost identical day in Brisbane, however, this time my sister wanted both a trolley bus and tram ride. (Thank you big sister!)

Trolley buses seemed even more amazing than trams. They had not one but two poles and had the ability to pull into the kerb to pick up and set down passengers.

My trolley bus ride was actually a bit of a let down. The trolley bus was crowded, so we had to stand, meaning that I couldn't see where we were going. The only place I could look was up, where I noticed the leather passenger straps swaying as the bus sped up, slowed down or turned. Unlike the hum of the tram, it didn't



*Brisbane trolley bus at Gregory Terrace.
Photo Bill Parkinson collection, c. 1966-1967*

seem to make any noise while it was accelerating, there was just a squeak of brakes when slowing down. Where the acceleration and braking of the tram was smooth, the trolley bus seemed jerky. Basically, this was just a bus, although one which didn't make any sound..



Drop Centre 285 Mt. Gravatt bound, waiting for a late conductor at crew relief point at Woolloongabba junction. 1966. Photo: Brisbane City Council collection.



Floods and wet weather



*Tree branch on the overhead, November 2022
Photo : Paul Mong*

It has been a very wet Spring across Australia with major floods in New South Wales and Victoria. In Ballarat after the wettest October on record, we have now recorded the wettest spring since record keeping began back in 1908. Over the last three months 390mm was recorded, more than twice the usual amount.

The BTM was affected when winds once again brought trees down in Wendouree Parade and damaged the overhead. Our crew was quickly on the scene and repairs were carried out to ensure that the trams were able to operate safely again.

The wet conditions caused the cancellation of Springfest which has been one of our busiest days. COVID restrictions prevented the event taking place in 2020 and 2021.

Back in January 1907 a flash flood in Melbourne caused knee-deep water at the OK Jam Factory in Chapel Street, South Yarra. Cable trams and horses were brought to a standstill by rising waters, when about 20mm of rain fell in just 45 minutes. It was reported a "strange feature" of the sudden rainfall was that it was "practically confined to an area of about three miles square". The Streets were flooded and the roof of the Beaconsfield Hotel

collapsed. Chapel Street was in such a condition that the passengers on the tramcars were compelled to stand on the seats to keep dry.



*Cable tram stranded in Chapel Street in 1907
Photo: State Library of Victoria*



*Our new access track in the recent rain
Photo: Paul Mong*



New Life Members



Len Millar and Warrington Cameron were elected as Life Members of the Ballarat Tramway Museum at our Annual General Meeting in November 2022. This honour recognizes the outstanding contribution that each of them has made to the preservation of our tramway heritage, and the time and effort that they have given to the Museum. Volunteer organisations rely on the support of their members, and the extraordinary efforts of

Len and Warrington have made the BTM the success that it today. Len has been active in all aspects of the museum, from driving to restoration and even serving on the Board. Warrington spent years restoring Geelong No. 2 at his home, and since moving to Victoria he has become a regular in the Museum workshop. As a relatively new member, your editor is in awe of the service these two members have given.



Top: Len Millar and Warrington Cameron. Bottom: Len supplying the power to the Horse Tram, and Warrington's restored Geelong tram. Photos: Peter Waugh



Last Car to Black Rock

By Chris Phillips

A misleading headline for a tram enthusiast. It was not the last Victorian Railways tram from Sandringham to Black Rock, but the last revenue rail movement from Peterborough to Black Rock in South Australia. Prior to 1937, the narrow-gauge line from Terowie to Port Augusta via Peterborough, Quorn and the Pichi Richi Pass was the main transcontinental railway from Adelaide to Perth.

The Pichi Richi Railway Society still operates between Quorn and Port Augusta line. Another group, Steamtown, operated occasional trains between Peterborough and Eurelia from 1981 until 2002. A shortage of skilled volunteers, aging steam locomotives and deteriorating track conditions made the operation difficult. An increase in the cost of public liability insurance



made the ongoing operation of running trains unviable. The insurance cover expired on the 30 June 2002.

Thus, on Sunday 29 June 2002, the day before the insurance cover ran out, my colleague Rob Olston and I saw an advertisement in a tourist brochure advertising the opportunity of hiring a rail car for a journey to Black Rock and its very





lengthy trestle bridge. So, after a morning ride on the Afghan Express from Port Augusta to Quorn, we made a quick journey to Peterborough to join our rail car. The rail car consisted of a black 1937 Morris Cowley car which had been modified with railway wheels and a hydraulic lift mechanism. It had been used both I believe as a pay car and also an Engineers Inspection car.

We joined the car near the Peterborough Roundhouse and were greeted by the driver, Stan Hicks and the Safeworking officer Neil Nicholson and



the society's mechanic. The car was definitely only a five-seater! Before we could leave Peterborough, Neil had to ring train control in Adelaide to get a train order to proceed to Black Rock and return. The order was issued and we were ready to depart. It was a strange experience riding in a vintage motor car on steel rails – noisy engine, hard springs and a lot of track noise. The actual rail track was in rather poor condition which made for a very bouncy ride. The speed was about 40 kmph and stops had to be made at each level crossing as we had to give way to road traffic. The journey out to the trestle bridge took just over half an hour and after crossing the bridge we alighted and Stan reversed across the bridge so we could take photos. We then proceeded to the next level crossing, where the hydraulic lift mechanism was lowered and the car was turned around for the return journey. Arrival back to Peterborough marked the end of revenue trains operating on this part of the original transcontinental railway.





Help from the MTPA

There has been a long history of cooperation with Ballarat's other tramway museum, the Melbourne Tramcar Preservation Association at Haddon. In fact two of the MTPA's trams are held at our depot, Tram 406 as part of the operational fleet, and the VR Tram on display in the Museum building. The MTPA is currently helping us with a new project.



MTPA's welder, Frank Schroeders welding one of the new brackets. Photo: Tony Smith

Our trams use compressed air to operate the brakes. As part of the process in making it easier for our drivers to drain the air storage tanks on the trams each day they are used, we have fitted No 33 with a spring-loaded drain valve.



Completed brackets ready for painting. Photo: Tony Smith

This is actuated by an external ring pull release cable. Under Paul Mong's instruction, this is being trialled to see if it functions as intended. So far the results are very promising.

In anticipation of fitting this valve (two per car) to the other single truck trams, Tony Smith of the MTPA has arranged the manufacture of a number of mounting brackets for the ring pull release cables.



On loan

In December we took delivery of Launceston Tram No. 14. The restored tram body will be on display, before going to the Sydney Tram Museum.

There will be an article about this tram in the next issue of "Fares Please."

Photo: Paul Mong



Our Education Team

With our new display building we are able to offer schools a broader range of educational activities when they come to visit the Museum. Our education team have been busy preparing lessons to suit a broad range of interests and ages.

The team currently consists of seven experienced and qualified educators; Chris Phillips, Jenny Jeffrey, Peter Harrop, John Towler, Sam Boon, Pamela and Peter Waugh.



*The Education Team from left, Chris, Jenny, Peter, John, Sam, Pamela, and Peter.
Photo: Peter Waugh*

There is a lot of pressure for schools to justify the expense and time for an excursion away from school. These activities need to meet the school's educational goals as laid out in the Victorian Curriculum. This sets out what every student should learn during their first eleven years of schooling. The curriculum is the common set of knowledge and skills required by students for life-long learning, social development and active and informed citizenship.

A school visit to the Museum now needs to be more than just a tram ride. Our team have worked on two new presentations for school groups which were trialled recently.

Grade 1 and 2 students visited from St. James Parish School in November. The school is on the site of the Ballarat Tramway Company's Sebastopol



*Sam moves the tram with a lever.
Photo: Peter Waugh*

stables in Albert Street. The students experimented with simple machines such as wheels, axles, pulleys, and levers. Activities included a demonstration of how a tram's wheels make it easier to carry a load. Having a tram bogie in the display area was a great benefit. After a tram ride, Sam demonstrated how just one person with a simple lever, a pinch bar, was able to move a tram.

A Melbourne school with Grade 6 students visited in October, and their activities were based around understanding changes in society over time. Working with sets of historic photographs and magnifying glasses, the students analysed the photo details and learned to make accurate estimations about the six different decades that were represented.

The team is planning further learning activities, including creative writing, maths, and literacy, so that schools' will be able to decide which will suit their needs best. With two musicians on the team we can probably expect some performing arts as well.

If you are interested in getting involved in this aspect of the museum's activities, please get in touch.

If you have school age children or grandchildren, encourage their schools to plan a visit to the Museum next year.



From the Public Record Office and Library

There are many discoveries to be made among the various collections held in archives and libraries in Victoria. Museum member Chrissy Stancliffe has been searching for historical references to the Ballarat tramway among the collections held at the Public Records Office and Australiana Collection at the Eureka Museum.

The new tramway for Ballarat was creating excitement in 1887. The pattern-car described in the story is now preserved and on display at the museum as Tram No. 1.

A very good photograph of the handsome cars to be used on the Ballarat Tramway Company's lines will be on view at Mr Marks' jeweller's shop, corner of Sturt and Lydiard streets, to-day. The pattern-car is now in the Adelaide Exhibition, and has been highly commended. We are informed that all the material for the construction of the buildings and line will be available shortly, and the first section to the Botanic Gardens will be opened early in December next.

From the Ballarat Courier, 8 July 1887

The horse tram service did not extend into Ballarat East, and by 1891 the Town Council were looking at setting up their own electric system.

The last of the electric tramway question in Ballarat East has been heard of—at least, for some time. The works committee of the Town Council held a lengthy sitting yesterday afternoon, and in answer to a letter Messrs Ellison and Booth, tramway contractors, of Melbourne, it was decided to return their deposit of £100 for constructing tramways in the town, and to cancel all arrangements that had previously been made on the proposal of running trams.

From the Ballarat Courier, 15 December 1891.



Chrissy Stancliffe. Photo: Peter Waugh

Several thousand people visited Lake Wendouree and the Botanic Gardens on New Year's Day, the carrying capacity of the Tramway Company, during several hours of the day, being tested to the fullest degree. The cabmen were excessively busy, and they, together with the steamboat company, carried a large number of visitors to these popular resorts. Around the shores of the lake numerous anglers were to be found, while picnic parties were to be observed in every shady nook. Although the attendance at the Gong Gong was below that of last year, there was still a large crowd of people bent on enjoying the beauties of the water reserves. Picnickers were in all directions, and amateur photographers, searching out the many beauty spots along the gullies, were also in evidence.

From the Ballarat Courier, 3 January 1895.



*The pattern-car, No. 1, Ballarat Tramway Company.
Photo: Peter Waugh*



Tramway Celebration Day— Celebrating 50 years



Our volunteers, Tony, Neville and Sam checking the day's arrangements, while Matt organizes the V/Line display. Photos: Peter Waugh



*Other attractions on the day included the Lake Goldsmith steam engines, and a model tramway:
Photos: Lynley Quegley*



Tramway Celebration Day



All photos by Lynley Quegley



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