

FARES PLEASE!

February 2023

\$2.50 incl. GST

News from the Ballarat Tramway Museum

A very busy summer



Repairing the overhead electrical system in Wendouree Parade, February 2023

Photo: Karl Penrose



News Update

It has been a busy summer season with over 5,000 visitors during December and January. Thanks to all the volunteers who helped keep the trams running and the museum doors open during this time.

Storms last year damaged the overhead, and so from 6 February we have been working hard to replace all the damaged components of the overhead system. The Melbourne Tramcar Preservation Association (MTPA) have worked with us on the overhead repairs, and brought in their trucks and equipment to help get the job completed within a week,

I & M Welding Wendouree have fabricated 22 complete bracket arms with new scroll work.



*BTM and MTPA vehicles in Wendouree Parade.
Photo: Paul Mong*

These will be installed from the loop to depot junction in the coming months and painted heritage green

Mick Duncan and Tony Smith have been busy servicing trams over the summer period. The armature from No. 28 has been repaired. Clinton Pearce (NZ) has been working on No.1029 and putting it back together. We are looking to relocate this tram to Ballarat in late February. Tram 13 will be sent down to Preston workshop in February to get its wheels turned.

Tram 34

So far we've successfully raised \$5,430 through our online crowdfunding campaign. We need plenty more to return a 'Hawthorn' maximum traction tram to the rails of Ballarat, after a period of fifty two years! Your donation will be a tremendous help.



*The trucks at Depot Junction
Photo: Paul Mong*

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.



Please visit <https://chuffed.org/project/bring-tram-34-home> to donate. Alternatively, you can donate privately outside of the campaign. Please contact Peter Winspur, Secretary, at secretary@btm.org.au

Geelong Tram Weekend

Over the weekend of Saturday 25 and Sunday 26 March, we will be operating Geelong Tram No. 2. This particular weekend is the 67th anniversary of the closure of Geelong's tramway network. Further details will be published at <https://www.btm.org.au/events.html> soon.

Horse Tram Day

For the first time since 2019, we will be operating the very first tram to take passengers in Ballarat and the oldest operable tram in Australia, Horse Tram No. 1 on Saturday 22 April. Special fares will apply for the day. Further details will be published at <https://www.btm.org.au/events.html> soon.

Twilight Running

On the evening of Saturday 29 April, the Museum will open for an evening on the trams. A rare opportunity to reminisce on those not so warm evenings aboard a Ballarat tram and to enjoy the warm glow of the incandescent lighting. Further details will be published at <https://www.btm.org.au/events.html> soon.

New Members

The BTM welcome the following new members

1065 Wayne Lockyer, Lake Gardens

1066 Peter Bridges, Ballarat

1067 John Rolfe, Ballarat

1068 Max Errichiello, Sunbury

1069 Fiona Walsh, Ballarat

Thanks

The BTM thanks the Deer Park West Primary School and Senka King for the generous donation of our boardroom table and chairs.



Andrew Bayley and Richard Gilbert pose for photos. Photo: Peter Waugh



In the workshop



Tony Smith fitting a new drainage valve into No. 14



Karl Penrose fitting a new trolley wheel



Mick Duncan greasing the brake rigging on No. 14's truck



Simon Jenkins fitting new trolley base bearer blocks on No. 8



Mick installing a new 22E side bearer block to No. 38.

A busy month in the workshop, and in February the action moves out onto the track with overhead maintenance work.

All photos from Tony Smith



An Overseas Odyssey

By Paul Nicholoso

My partner, Robyn, and I enjoy a happy retirement that has included much overseas travel – most times with trams as a major focus. My daughter lives and works in San Francisco. We try to visit her twice a year so there is always plenty of tramway interest there and our catch-ups are usually a springboard to further adventures and explorations.

Our travel model has worked well over more than ten years. Trams are an ideal way to explore the cities we visit: Paul gets his “gunzel” fix and Robyn enjoys seeing the sights and watching everyday life from the window of a tram. We always allow time for a coffee (or a beer if it’s later in the day) at the end of the line and we’ve had some amazing experiences at lo-

cal cafes and bars that would rarely see international tourists. On an early trip, Robyn decided to get her hair done and popped into a local salon – again at the end of the line! She was received like a long-lost friend and this scenario has been repeated many times since. Naturally, there are trams passing by wherever we make such stops and I take the opportunity to get some tram photos. The same has happened with nail salons!

We travel with a general agenda and wherever possible have the excellent tramway guidebooks published by Robert Schwand from Berlin with us. Berlin is a fantastic tram city and we’ve caught up with Robert Schwandl on several occasions – usually over good German beer and local food.



San Francisco cable car 6 at the Powell Street terminus on 3 March 2022. The photo was taken at 1.26 pm; normally at this time there would be crowds of tourists and long lines at this location but it was early days after COVID-19 travel restrictions were eased.

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Of course, the pandemic interrupted our travel plans and we didn't get to see Melissa (my daughter) between November 2019 and February 2022. San Francisco was a little different early last year with no PCC trams running but the cable cars were operating and the absence of tourists provided some excellent opportunities for photos without the usual crowds.



Rome tram 7019 at the terminus outside Rome Termini station. It is one of a batch of more than 100 trams built in the late 1940s and still in regular service. The photograph was taken on the crisp evening of 12 March 2022 after an exhilarating ride back from the Gerani terminus after a delightful meal at a local pizza restaurant.

We also had a pandemic deferred hotel booking in Rome so this was our stopover on the return. The dreaded replacement buses were operating over much of the Rome system but we got some good coverage including ride in one of Europe's oldest operating trams. We experienced many local bars in Rome – a city and metropolitan area where public toilets are almost non-existent. So, the bar the place for both refreshment and comfort! On a cold Saturday evening (it was March!) we enjoyed an amazing meal at a pizza restaurant at the Piazza dei Gerani terminus of route tram 5. Not word of English spoken or tourist seen!

Our second adventure was nine weeks away from June to August. After San Francisco we

went to Sacramento with my daughter and son in law. The light rail system there was dated but we all enjoyed a fast ride out to the tourist town of Folsom. We took Amtrak from Sacramento to Boston with an overnight stop in Chicago: a wise move as the California Zephyr arrived eight hours late! I wanted to revisit the PCC trams operating on the Ashmont-Mattapan line in Boston. The area was going through something of a revival. We spotted a Melbourne style coffee shop and stopped there on the return journey. Amazing to enjoy a coffee (even if it was the American style) with PCC trams passing by every few minutes!

Belgium, Germany and the Czech Republic were our European agenda. A Brussels hotel recommended by the "Man in Seat 61" (another essential resource for overseas rail travel) was both our base and the location for some amazing views of trains passing through Midi station.

One of the highlights of our 2022 travels was the tram museum in Brussels. As a foundation member of the BTM, I've always been a big supporter of tram preservation but have preferred operating systems on my overseas travels. The Brussels tram museum had always been highly regarded in enthusiast circles. We weren't disappointed! Firstly, we were made most welcome (after an initial contact through Facebook) and hopped aboard the single truck tram and open trailer that was ready to do a trip along operating tram route 44 to the terminus at Tervuren Station. The crew was very passenger focussed. Most passengers were family groups and children were encouraged to watch the driver (with due regard to safety considerations of course). A highlight for me was an incredible handbrake stop on reserved track at the bottom of a long hill and the driver's performance was amazing. The tram came to a smooth stop right



One of the many magnificent exhibits at the Brussels Tram Museum is Vicinal “standard” tram 10485 that operated until 1978. The metre gauge Vicinal network once covered all of Belgium. The “standard” cars that operated in the Brussels area had belts (as clearly shown here) rather than the usual ropes to secure the trolley poles. The standard of the Brussels Tram Museum is superb. 2 July 2022.

where it was meant to! I guess the driver had done it many times before. It was a highlight of the museum experience. The Brussels tram museum concept is very much like what we are doing at Ballarat. Both world class! Well-presented and no “junk” to be seen! And to top it off there’s a bar; what better way to end a visit to the museum than with a “tramway” beer!

We visited each of the other Belgian tram systems (Antwerp, Charleroi and Ghent). Also, we spent my 72nd birthday with an end-to-end ride on the coastal tramway from De Panne to Knokke. The trip takes more than two hours and is a “must do” for any visiting enthusiast. Our visit to Germany coincided with the Nine

Euro (about \$A15) monthly ticket available on all public transport except the high speed (ICE and EC) expresses. It served us well on the systems we visited but the huge crowds on some of the regional services tested the endurance of even the most dedicated enthusiast! We spent several days in the Ruhr area based on Dusseldorf and then moved to Karlsruhe. The weather was hot for most of the time and sometimes it was quite uncomfortable riding in non-airconditioned trams with outside temperatures above 30C. We took a half-day side trip to Stuttgart where the airconditioned vehicles are something of a cross between a “real” tram and a U-Bahn (subway) car! Leipzig was our next



Brussels tram museum 984 and trailer 301 at the Ter-vuren Station terminus of route 44 on 2 July 2022. The heritage set operated between regular services. The museum is located along tram route 44.

call. We spent much of the time with friends but also explored more of the large system. Our final stop in Germany was Bad Schandau that has a tramway that time forgot – running into the nearby hills. We only just made it – we rode the last trip before service was suspended for several days due to bushfires in the area. It was just like Victoria can be in summer!



Coffee shops and bakeries in the Australian style are not too common in the USA but the Steel and Rye near the Central Avenue stop on Boston's Ashmont-Mattapan line comes very close. And what better way to take a break from tram coverage than to do coffee and cake with PCC trams passing by! PCC cars dating from the mid-1940s still work the line. PCC 3087 passes the bakery en route from Ashmont to Mattapan on 24 June 2022.

Next was the Czech Republic. Our first base was Teplice where we visited the tramway at Most and three local trolleybus systems. Part of the inter-urban tramway at Most was closed for reconstruction but we persevered on the replacement bus to do the line end to end! That proved worthwhile because we enjoyed a lunchtime snack at a delightful local bakery and were able to return to Teplice on a branch line rail motor! Guard Young would be in seventh heaven in the Czech Republic where rail motors seem to be everywhere!

We had a week in Prague where we really got to know the tram system. Tourist crowds were daunting at times but we preferred to see the sights from the tram window. Again, tourists were not common away from the major “haunts”. We rode the two routes of the heritage tram service. One of the officials aboard was from the local tourist office and he was impressed with our earlier explorations of Prague on regular services; we got the impression that wasn't too common among patrons of the heritage tram routes 41 and 42! We passed on the tram museum (at the end of route 41) but partook of refreshment at the nearby “tramway” bar – along with some UK enthusiasts.

Our final city in the Czech Republic was Brno; delightful city with a large tram and trolleybus network.

Our third overseas adventure for 2022 did not have a large “tramway” component but we got to do some “revision” of the expanding network in Barcelona (actually, two “systems” that are being linked by a new line under construction). The main agenda for this trip was a voyage on the Queen Elizabeth from Barcelona to Perth via the Suez Canal: sure it was “off topic” for the intrepid tram enthusiast but most enjoyable just the same.

We will continue our adventures in 2023 plus both of us assisting at our wonderful museum at Ballarat on several rostered occasions throughout the year.



Tasmania's Launceston Tram 14 a fascinating story

Warren Doubleday

Launceston tram No. 14 has a fascinating story, and its visit to Ballarat adds another chapter, albeit a short one.

operation in 1895, was seen as a source of power for a future tramway. Finally, in 1909, the City of Launceston decided to build a tramway system. Construction was underway by mid-1910, with many separate contracts being negotiated for its various parts. J&T Gunn, a local firm, won the contracts to undertake the track laying and build both the depot and the tramcar bodies.



Passing in Brisbane Street in September 1946, No. 14 is bound for Basin Road while No. 4 heads to Talbot Road.

Photo: Roy Field

At present, the Ballarat Tramway Museum is providing temporary storage for No. 14, which is owned by the Sydney Tramway Museum. When the Sydney museum can accommodate the tram, it will be transported to Loftus where it will be fitted with controllers and braking equipment. The tram's body is in excellent condition and is currently mounted on a truck (wheelset) obtained from Brussels.

Launceston was the only Australian city to power its small tramway by hydro-electric power. The Duck Reach power station, which began

All was ready to commence services on 12 August 1911. The ceremonial cutting of the ribbon was by the Mayoress with six trams available to provide services. The Launceston system comprised 13.8 miles (22.2km) and 29 passenger trams, including three bogie trams. Ballarat as a comparison was 13.84 miles (22.3km). In 1970, the Ballarat system had 25 passenger trams and one service vehicle. All Launceston trams were built in the city by either J&T Gunn or the tramway workshops. Launceston used centre and side of the road running in reserved track and double trolley wire on single lines like Bal-

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larat. However, their trolley poles were fitted with swiveling trolley heads like those fitted to trolley buses, being the only tram system in Australia using those heads.



*No. 14 in Hillside Crescent at the Canning Street stop on the Basin Road line in September 1946.
Photo: Roy Field*

One difference was the gauge. In Launceston it was 3'6" (1067mm), the same as the Hobart tram system and the Tasmanian Government Railways, whereas in Ballarat it was standard gauge. The overall dimensions of the tram bodies in Launceston are very similar to our single

truckers. Fortunately, the width and a substantial steel frame have allowed for the fitting of a standard gauge wheelset or truck.

By the late 1940s the Launceston system was run down, and the decision was made to replace the tram system by trolleybuses. The first line to close in 1947 was Kings Wharf with Newstead being the last to close in December 1952. The trolleybus system was replaced by diesel buses in July 1968.

Launceston No. 14 was one of the 14 original cars ordered in 1910. The cars were similar to many of our trams: single truck, drop-end, open California Combination trams. No. 14's body was delivered to the Launceston depot workshops on 16 December 1911, and after being fitted with the Brill 21E truck and control equipment, it entered service on 1 June 1912. Originally, the tram was to be operated as a trailer but was finished as an electric tramcar by the workshops.



*Inbound from Newstead along Elphin Road, and bound for Trevallyn, No. 1 arrives at Dowling Street on 9 September 1946.
Photo: Roy Field*



Nos. 19 and 12 at the intersection of Paterson Street with Bourke Street and Trevallyn Road on Sunday, 8 September 1946. On Sundays the 15 minute through service on the Basin Road line was replaced by a 20-minute shuttle service. An electricity sub-station appears to be behind the trams.

Photo: Roy Field

Motors were 2 x GE 58, 37.5 hp (28kW) supplied by General Electric of the USA and fitted with GE B18 controllers. No. 14 was fitted with both track and hand brakes with rheostatic (electric) braking being fitted at a later stage. Initially, destinations were shown by boards either in the driver's window or on the bumper bar with destination boxes later provided. The tram body has been rebuilt without the destination boxes. Coloured lights to indicate the destination were fitted above the driver's windows.

The tram was withdrawn from service during 1952 as the system slowly closed with the body being sold during 1953. It was recovered from a farm in Campbell Town, some 70km south of Launceston, in 1999. The Sydney Tramway Museum acquired the body of sister car Launceston No. 1 from the Canberra Tradesmen's Club. This car was formally exchanged for No. 14 at the Launceston Tramway Museum in early 2008; No. 1 being more appropriately preserved in its home city.

No. 14's body went first to Bendigo Tramways in February 2008 where the standard gauge 21E truck was fitted. The truck had been acquired by the Sydney Tramway Museum from Brussels. The body roof, made of Huon Pine, and underfloor structure, made of Blackwood, were rebuilt. When the work was completed, the tram was shipped to Launceston in 2017 with a set of tip-over seat frames that had been obtained from Melbourne X1 class trams. The seat frames had originally been fitted to Melbourne U class trams.

In Launceston, a group of skilled tradesmen working at the former Ravenswood High School finished the body, cabs, doors, and seats together with other internal fittings. This work took some five years to complete. They used a lot of Huon Pine and Blackwood, and marine ply for the side panels. The tram's lifeguards are modelled on those used in Melbourne. No. 14 has been painted in the Launceston colours with Gold Leaf used to finish the tram to a very high standard of work.

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*The restoration team in Hobart.
Source: Hugh Ballment*

All the work over the years on the tram has been funded by members of the Sydney Tramway Museum. We thank them for making No. 14 available to us for display in our new exhibition building for the next couple of years.

Sources

- Launceston Municipal Transport – 1911 – 1955 – Ian G Cooper, 2001
- Destination GPO – Jack Richardson and Ian G Cooper, 1971
- May 2008 and 2017 issues of Trolley Wire.



*Tram 14 under restoration at the Bendigo Tramway Workshops
Photo: Hugh Ballment*



Christmas Day operation

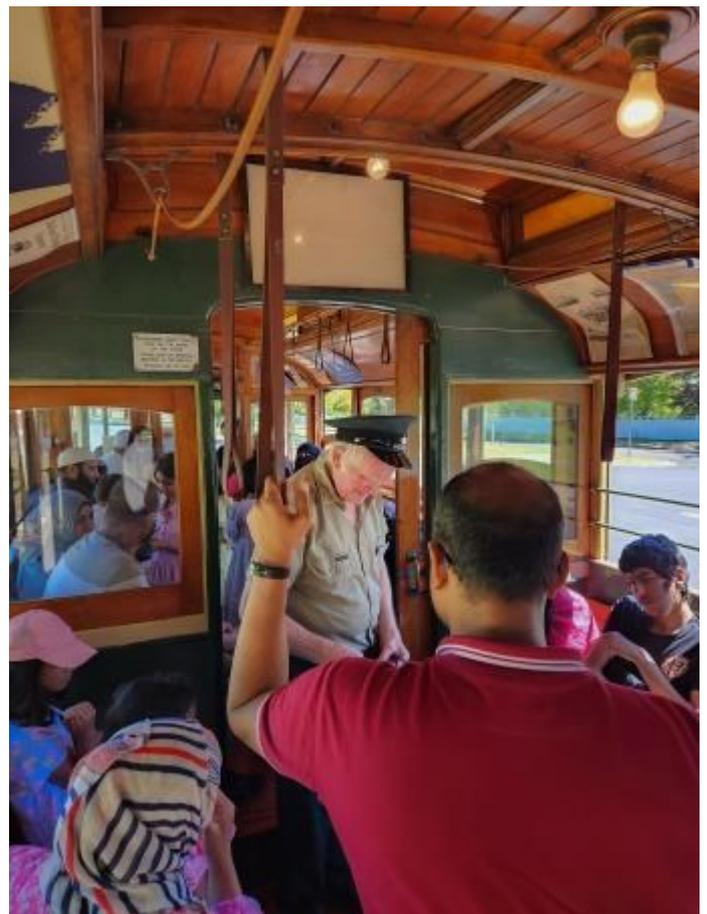
Our tramway was operated on Christmas Day through the efforts of Richard Gilbert and Alastair Reither, who volunteered their time for the occasion. We have always been prepared to run on Christmas Day, subject to members offering their time and we have run on a number of those days over the years.

The patronage can be surprising as there are interstate tourists trapped in Ballarat on this day with all the attractions closed and nothing for these tourists to do. Similarly a number of local residents choose to have a Christmas lunch in the Gardens and once the tram comes into running at 1pm, there is a great rush to 'give the kids a ride'.

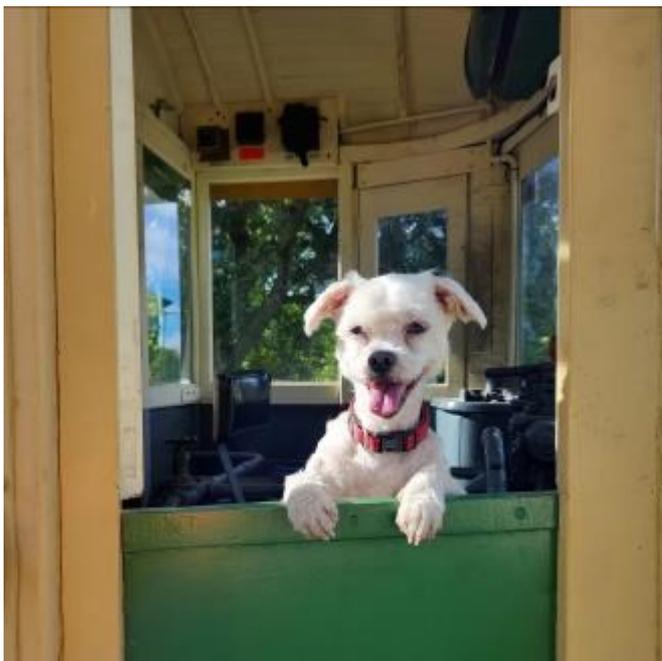
Patronage this year was boosted by the State Government offering free public transport in Victoria and many ethnic groups travelled from Melbourne to enjoy the Gardens and Lake Wendouree attractions. We carried 93 people on our service which ran from 1pm to 4pm. It is a pretty fair bet to say that we would have been the only tourist tramway/railway running in all of Australasia on Christmas Day.



Top and bottom: Richard Gilbert at work on Christmas Day. Photo: Alastair Reither



Left: Alastair's dog enjoying a day on the scrubber. Photo: Alastair Reither





1029 Restoration



No. 1029 nears completion in the workshop. Photo: Peter Waugh



Richard Gilbert, Greg King, Alastair Reither and Clinton Pearce with 1029's bogie. Photo: Peter Waugh



Volunteer—Chris Phillips

By Paul Nicholson

Local resident, Chris Phillips is one of the few surviving foundation members of the Ballarat Tramway Preservation Society, forerunner to today's successful and highly regarded Ballarat Tramway Museum. He attended the very first public meeting on that cold and wet Sunday back in 1971. The meeting that led to what we have to-day!

Chris fills one of the most vital roles at our museum; volunteer co-ordinator and roster clerk. Training is also part of Chris' "portfolio" – especially for museum workers and conductors. Chris has been actively involved with our museum for about 10 years. Before that he had been a volunteer at both Puffing Billy and the Victorian Goldfields Railway at Maldon.

Chris was a teacher from 1972 to 2018 and worked at many locations around Victoria. He later taught at Ballarat Grammar for 25 years and after that was Education Officer at Sovereign Hill where his duties involved four sessions a day – each in period costume. Ranging from a gold miner to a "Ballarat gentleman" (complete with top hat).

Another highlight of his teaching career was a teaching exchange in the United Kingdom back in 1998 where Chris says he thoroughly enjoyed the experience of living with his family in a different country.

Away from the museum, Chris, 73, aims to keep fit and achieves his "10 thousand steps" most days. Chris and his wife Glenda, who is a volunteer caterer at our museum, are seasoned bushwalkers, cyclists and general travellers. Their overseas adventures have ranged a trek at high altitudes through the Andes in South

America to a 700-kilometre bike ride along the Danube from Passau in Germany to Budapest in Hungary. These days his travel horizons are closer to home with much Australian travel planned.

Chris admits to being a decent cook. He also enjoys listening to music from the 1960s and 1970s, particularly ballads and the easy listening styles. Chris says he and Glenda maintain strong family values with a son living in Germany and a daughter and grandchild in Canberra.



Chris Phillips at Sovereign Hill.

Chris says he's proud to be part of the BTM and shares the strong commitment to succession planning to ensure the long-term future of the tramway and the museum.



Tram No. 32 now on display in the Museum

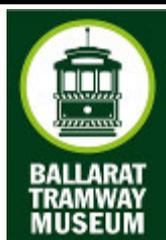


On Albert Street, Sebastopol, heading north, 1971. Photo: Andrew Cook



*Fifteen years later in 1986 on the site of a proposed historical park, Maryborough.
Photo: Peter Winspur*

*Board
member*



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