

FARES PLEASE!

FEBRUARY 2024

\$2.50 incl. GST

News from the Ballarat Tramway Museum

A WET SUMMER



Flooding in Wendouree Parade. Photo: Neville Britton



MEMBERSHIP NEWS

The Museum welcomes the following new members:

- 1119 Tammy Walsh of Ballarat
- 1120 Georgina Quick of Ballarat
- 1121 Liam Davison of Buninyong
- 1122 Rhys O'Sullivan of Ballarat North & family
- 1123 Dr Lowen Clarke of Maryborough
- 1124 Tim Muffet of Essendon
- 1125 Debra Muffet of Essendon
- 1026 William Grenier of Preston

WET WEATHER

It was very wet over January with track flooding and thunderstorms limiting tram operations on several days, including having to cancel our Xmas Day opening. We were very busy however with about 3500 visitors,

CONTAINER DEPOSIT SCHEME

The BTM is a registered charity with the CDS for West Zone Victoria. Using the phone app you are able to donate your container refunds directly to the Museum. All funds raised through the scheme are being put towards the restoration of Tram 34. Help save the tram 10c at a time! If you live outside the West Zone, you can make a donation next time you visit, or bring the cans and bottles with you!.

NO PARKING



*Simon Innes securing the ropes at Carlton Street
Photo: Neville Britton*

Cars parked on the tramway have been a problem for many years, especially at the southern end near Carlton Street. The Council have now erected more NO STANDING signs as well as yellow painted stripes along this section. These are working as there were no problems during a major rowing event last week.



*Mick Duncan working on brake valves.
Photo: Anthony Smith*

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land



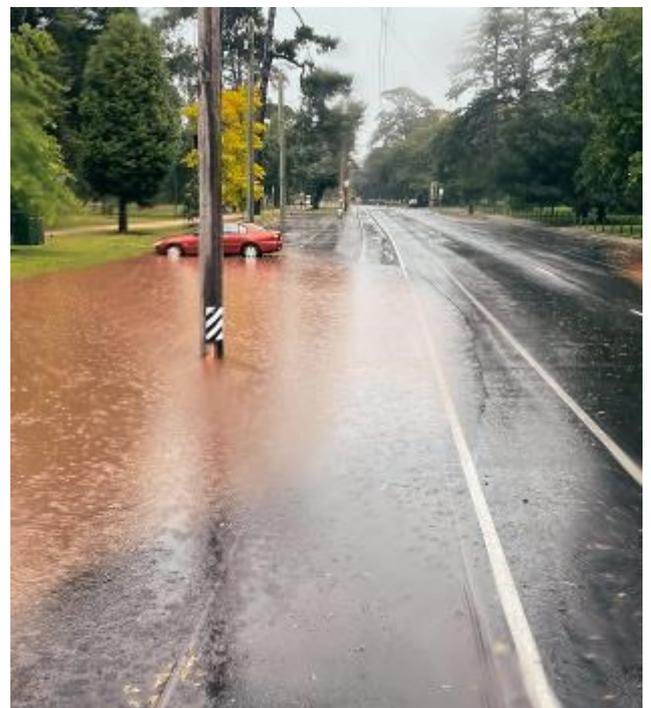
A WET START TO 2024



No. 1029 and reflection, January 2024. Photo: Brendan Schonfelder



Neville Britton in wet weather gear.
Photo: Peter Waugh



Wendouree Parade. Photo: Neville Britton

4 FARES PLEASE!

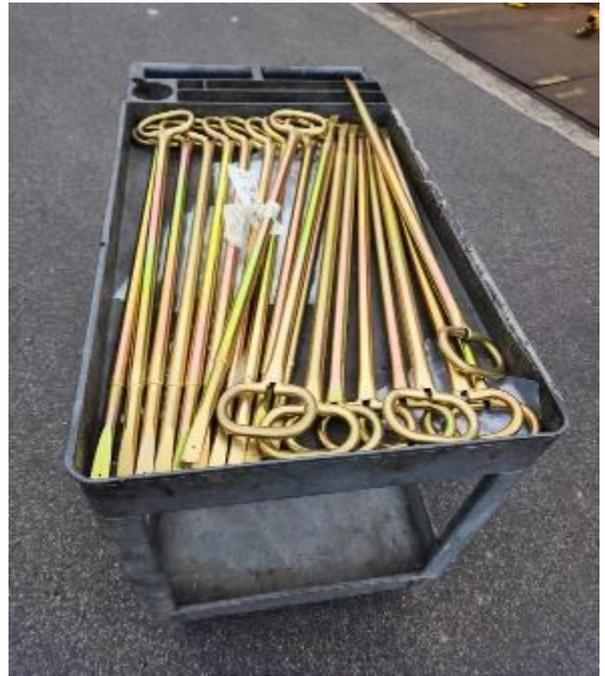


NEW POINTS BARS

Yarra Trams recently donated 20 shiny new points bars to the Ballarat Tramway Museum.



Two years ago, Yarra Trams helped us with track renewal; designing and building new points and assisting with procuring the materials. The new infrastructure features double bladed



points. The gifted points bars are compatible with the upgraded points and allows the Museum enough points bars that one can live on every tram.

SWISS VISITORS



Sven's parents at the Museum.

Many members will remember Sven Stefan who volunteered at the Museum while living in Ballarat as an exchange student. Sven is a keen photographer and his photos have appeared many times in Fares Please, on our Facebook site and also in our Museum displays. As Sven was a student at Ballarat High School, he appeared at the Museum most afternoons. His parents recently visited the Museum



2019 Begonia Festival. Photo: Sven Stefan



ACCESSIBLE MUSEUM PROJECT

THE TRAMWAY DIORAMA

CHRIS PHILLIPS

One of our suggestions for the Regional Development Grant was to build an operating model tramway, complete with models of Ballarat single truck cars.

An initial meeting was held to come up with plans for the model and initially we had thoughts to incorporate the Lake, Lydiard Street/Sturt Street intersection and even the Dawson Street cross over.

Alistair Reither was able to find in storage models of the Post Office, State Savings Bank and the Fire Station. All these models needed to be incorporated into the plans. Initially Andrew Bayley and I came up with reasonably

some great concepts, but once we started to work out scales and curvature that trams could negotiate, the plans had to be simplified. Greg Robinson constructed a prototype curve which he had routed into a piece of pine board. We then tested the radius and found that our model of tram 26 and the powered Coo-ee W6 trams could negotiate the projected curves.

It was decided to build a basic dog's bone layout with Sturt Street and Lake Wendouree being the features. The baseboards were purchased and there they sat for a few weeks until I had the courage to start the job of routing out the boards, so the tops of the rails were at street level.

In January, my son, David was home from Germany and announced he needed a project whilst he was on holiday. He has a degree in



Chris and Glenda Phillips adding final touches to the diorama. Photo: Peter Waugh



The old model of the Ballarat Post Office

fine jewellery and has good skills in laying out displays and planning. Over the week he was here, jigs were made to produce the necessary curves and the job of routing took place in the workshop. Once that was finished the boards were taken to the archives meeting room and track laying commenced.

Simultaneously we had ordered some laser cut wooden shops, houses, cottages, fences, a church and a petrol station. David and I started assembling these in our garage and started the job of painting. Glenda, my wife, decided our ideas of colour schemes and care of painting were not good enough, so she volunteered to fix up our sloppy work. This became her passionate activity for about three or four weeks. She even handcrafted the Olympic rings and the floral clock.

By March all the buildings, people, trees, and

the lake detail was finished, and we were ready to move the model down to the theatre. Unfortunately, the cabinet maker had a backlog of work, and it wasn't until 1 December that the cabinet was delivered. New member, John Rolfe and I bolted the cabinet together and ran the wiring to power the trams. Once the two boards were joined a test tram did several circuits, successfully.

Two Ballarat trams 12 and 14 have been handcrafted by Joe Spinella, and to provide the base operation we have three Co-ee W6 models that will be operated on the model.

In the meantime, Robsons were contacted and agreed to build the glass case to cover the model. The dimensions for the glass case are 3000mm x 900mm x 500mm. but hopefully it will keep it relatively dust free and secure.

I would like to acknowledge the work that Peter and Pam Waugh have put into the whole museum project, and they were most supportive throughout the process of building the diorama.



Fitting the glass cover. Photo: Peter Waugh

**ACCESSIBLE MUSEUM PROJECT****NINE LIVES OF A TRAMWAY CAT****PETER WAUGH**

As a father of two active boys, I quickly learnt that visiting places which interested me had to be balanced against their level of engagement. Children have techniques for getting their parents to agree to their demands. Sometimes these can be subtle and quiet, but other times they can create incredibly loud and impossible to deal with public scenes. Not matter how interested you are in a museum, gallery, shop, or even a waterfall, when the youngsters have had enough it is time to leave. Working as a volunteer at the tramway showed me that my experience was not unique, and was perhaps even universal.

About 10 years ago, I developed a treasure hunt activity for children visiting the Museum. My thought was that if the kids were engaged in an activity, then the parents would have time to look at the trams on display and read the information panels. Because of the variation in ages, I created a visual treasure hunt which did not require reading. I took photos of objects in the museum, some easy to find as well as others that were difficult, or even devious, to locate. Using a laminated sheet of photos the children searched the museum to locate the objects. This was very successful, and we still use the activity with visiting primary school groups.

When we started planning for the Accessible Museum project, the idea of creating another treasure hunt was suggested. Pam and I talked about several activities we had seen in other places. The Museum of Australian Democracy at Eureka had a small, animated dog that moved around on their touch screens. The Ballarat Art Gallery during the Archibald Exhibition placed signage for children at a

lower level on the walls featuring a small dog and linked with a paw print trail around the gallery. The BTM had several resident cats in the depot over the years, which led to the idea of a cat-based treasure hunt. Discussions led to the idea of a cat hiding in different areas of the tramway, and stories about why the cat was there. As cats have nine lives, the idea for the “Nine Lives of a Tramway Cat” was born.

I sat down and wrote nine stories about a cat living at the Ballarat tramway. Cats don't talk, but our cat can think. Anyone who has owned a cat knows they are both independent and needy, with an arrogant disdain for humanity; our cat has attitude. The stories are short, and designed to be listened to, rather than read by the child.

We planned to make nine small black cats and have the stories available in a digital format which could be streamed to a mobile phone. Challis Designs suggested a cartoon ginger cat mounted on plexiglass. Technical and budget restrictions cancelled the mobile phone app idea, and instead we have printed the stories on a trifold brochure. This is an interactive exhibit; the child finds the cat and the parent reads the story.

We wanted to develop audio tour content for the museum, and so we have added recordings of the cat stories to our telephone booth display. We launched the “Nine Live Lives of the Tramway Cat” and it has proved to be very successful. As the author, it is really satisfying to see children rushing around the displays, getting excited when they find a cat. And even better is listening to parents reading the stories out loud to their children.

Included on the next page is one of the cat stories. To hear the others, you will need to visit the Museum and go on our cat hunt.



ACCESSIBLE MUSEUM PROJECTS

THE EVENING CAT

At the end of the day the trams come back to the depot. The Tramway Cat explores every tram. The sights and smells tell the story of the tram's day. Mud from boots, pencil from a school bag, and a smell. A beautiful smell from a bag under the seat. A wonderful fresh fishy smell. The cat is about to pounce when the conductor's hand grabs the bag. "We've found Mrs. Millar's lost shopping, that's lucky!" "No it's not" thinks the cat.

TELEPHONE BOOTH

As part of the Accessible Museum Project we had planned to have audio tours available for visitors. Several ideas were evaluated, from hand-held devices with headphones, and digital downloads for mobile phones. None of these ideas were really feasible. I remembered being amazed by the collection of old Bakelite phones housed in various nooks and crannies in the workshop. Richard Gilbert, a telephone as well as tram enthusiast helped source the best of these phones. The BTM, in pre-mobile days, had operated its own track-side telephones and exchange. Dave Macartney used to enjoy telling the story of how young Paul Mong and Alastair Reither used to struggle with the rotary dialing.

Could visitors listen to the audio tours on our vintage telephones? Neil Blanchard was able to restore the phones and connect them to our computer network. Wayne Elliot spent hours cleaning and polishing the old handsets. Challis Designs built our open plan phone box, with four telephones attached. Sam Boon, Pamela and Peter Waugh spent an evening recording the first batch of audio stories. Currently this includes



newspaper stories about the establishment of the Ballarat Tramway Preservation Society, and other interesting old stories. The "Nine Lives of a Tramway Cat" is also available. Many more stories are being developed – our system will be capable of storing hundreds.

The bright red phone booth has proved to be a highlight since it became operational in January. I am amused to hear adults tell their children how their grandparents owned this type of phone.



Ruby Mong listening to a story: Photo Paul Mong



No. 671, THE FAT BIG-WHEELER

BY LEN MILLAR

Some types of trams earn nicknames over the years – from tram crews or passengers, and the Ballarat Tramway Museum has one such tram. It's our "fat big-wheeler" - No. 671. It's one of the five "W4" class trams built by the Melbourne and Metropolitan Tramways Board at its Preston Workshops between 1933 and 1935.



*No.671 at Preston in 1975
Photo: Dave Macartney*

The "W4s" had a wider body than the earlier 422 "W", "W1", "W2" and "W3" class trams, which allowed transverse seating in the saloons and the drop-centre. It also sat on a new type of bogie (classified as No. 9C) with 838mm (33 inch) wheels that extended upwards above the side body panels. The drivers' cabins at each end extended out to the wider bodies. They just looked "fat" -and they had big wheels!

The five "W4" spent their working life at the old Hanna Street (later known as South Melbourne) Depot. The wide bodies were unpopular with tram crews (especially drivers) because the wide saloons partly obscured the driver's view of the recessed footboards in the

rear-view mirrors. In October 1968 the "W4s" were withdrawn and stored.

The five cars in the class featured upholstered transverse seating in the saloons and "Masonite" ceilings. The large wheels and the truck frames extended above the saloon floors and which were accommodated beneath pairs of back-to-back pairs of double seats in the saloons. Unlike the later "W5", "W6" and "W7" class trams the front seats faced forward, so that passengers in those seats had a panoramic view forward. Tram lovers liked the "W4s" because you could not only see forward, but you could watch the driver move the controller handle and apply the brakes. Happiness!

In 1975, No. 671 (along with W3 class 661) were purchased by us and delivered to undercover storage at Sebastopol. Then on 11 September 1980, 661 and 671 were delivered to our Depot at the southern end of the Botanic Gardens. Apart from some lubrication of the bogies and a few other checks, on 11 October No. 671 tootled out on to Wendouree Parade and successfully ran three and a half round trips.



*The storage shed at Sebastopol with trams 11,
671, 661, and 14.
Photo: John Phillips, 1979*



New cream window paint in 1994. The tram was being used for Travis Jeffery's 50th birthday. A very young Paul Mong is in uniform by the tram. Photo: Travis Jeffery

In March 1991 we started cleaning the interior and exterior of the tram preparatory to repainting it in its M&MTB green and cream livery. Work continued spasmodically over the next few years and on 27 March 1994 the first coat of cream was applied along the windows and doors areas. The first application of "Panel Green" was also applied. Alas, four months later, the No. 1 end trolley base and deck was pulled off the roof, due to a dewirement south-bound in Wendouree Parade. In August of 1995 the repaired trolley deck, wiring and trolley pole were installed.

But at about that time, we had begun negotiations with The Met (formerly the M&MTB) in

Melbourne for the tram to be transported down to Melbourne and run for a few months on the City Circle service. Discussions were initiated with the Ballarat City Council centering around the idea of painting 671 in the



In Ballarat colours, Latrobe Street, Melbourne. Photo: Rodney Guggenheim, 1996



City of Ballarat's colour scheme. Local paint manufacturer Haymes Paint kindly donated the primer, undercoat and topcoats for the job and we started prepping and painting in September 1995. Ballarat City Council signage was applied in October, and the tram looked magnificent with its light grey roof, white window surrounds, Royal Blue side panels and aprons and grey-coloured bogies! The Met's only requirement to allow 671 to run in Melbourne was to have composite brake shoes fitted in lieu of the old-style cast iron shoes. The Met sent some staff up to inspect and test the tram, and the testing machine indicated that the tram's braking had been improved by 17% with the fitting of the new shoes!



No. 671 displaying Len Millar's CITY CIRCLE destination.

Photo: Rohan McMaster, 2022

Also at about this time there was “talk” that maybe after its City Circle duties, 671 might then be used on the Met's Sunday tourist route from Flinders Street up Elizabeth Street and out along Mount Alexander Road and through Royal Park to the Zoo. So your writ-

er, who had recently done a short course on sign-writing, thought that the two new destination curtains being prepared for 671 containing ST. AIDANS DVE, CARLTON ST., GARDENS LOOP, DEPOT, BEGONIAS and CAR PARK – would also need to have not only CITY CIRCLE, but also ROYAL PARK – ZOO and CITY. But wait, there's more! Talks were happening involving Sovereign Hill, the Ballarat City Council and ourselves – with the aim being to link the Railway Station, Sovereign Hill and our tram-line in Wendouree Parade. So the destination curtains would surely need RAILWAY STATION and SOVEREIGN HILL added! Of course! Well, sadly, Flinders Street to the Zoo and the Railway Station to Sovereign Hill didn't happen!

On 23 February 1996 No. 671 was transported down to the Preston Workshops. The tram was driven down to South Melbourne Depot for three months of service on the City Circle route. The journey was not without “issues” in that the driver had to apply maximum braking in St. Georges Road to avoid hitting a car crossing the wide centre plantation and failing to give way to the tram. Severe “flats” damage to the wheels meant that the tram was put over the depot's wheel-grinder. Apparently one bogie's wheels required 10 millimetres of tread to be shaved off! Sad! We applied transfer signs of “Ballarat Tramway Museum” along the bottom of the front saloon external panels on each side. Before 671 started in City Circle service we applied descriptive panels on the rear saloon external panels and filled the internal advertisement panels with material that promoted our Museum and its tram route in Wendouree Parade. Bendigo Tramways' SW5 class tram 808 also performed on the City Circle along with 671.

On 13 May 671 headed back “home” to Ballarat and resumed service carrying our passen-

12 FARES PLEASE!



gers through the Botanic Gardens alongside Lake Wendouree. Not without incident! On 5 March 2000, No. 671's back bogie didn't follow the front bogie at Depot Junction. It "split the points"! No damage, and it was soon re-railed.

Jumping forward nine years, on 25 March 2009, No. 671 was withdrawn from service for re-painting into a new colour scheme selected by "Pipers", the restaurant located just south of our passing loop and between the lake and Wendouree Parade. For several years "Pipers" had been hiring 671 for wedding charters, and we felt that a distinctive "branding" livery for the tram would be good. These "Pipers" charters were usually on a Saturday afternoon, with the bridal party enjoying nibbles and drinks during a few leisurely return trips along our line, while wedding guests arrived at the restaurant for the post-wedding reception. The wedding party was deposited out the front of "Pipers" at the agreed time, and walked into the now-crowded venue for the grand reception! An open-fronted cabinet/table was built by member Darren Hutchesson and was installed in a road-side drop-centre doorway to be used by the caterers to pour drinks and dish out the canapes! Externally 671 now had a dark grey roof, white window surrounds, black panels and gold bogies, bumper bars, and wheels. "Pipers" signage in gold was applied to each end apron and each external saloon panel and we usually tie white silk ribbons from the tram's external grab handles and side mirrors.

A fun tram is our "fat big-wheeler", No. 671! It's a smooth-riding tram and, unlike the rest



*A bridal group celebrating on No. 671
Photo: Peter Waugh*

of our fleet today, it has clear plastic roller weather blinds in the drop centre's six doorways. Much better for sight-seeing for our passengers than canvas ones! It rides smoothly and fairly quietly. The wide above-floor body makes for more space for each seat. The one draw-back perhaps is the inwards curved panelling inwards to the standard width running boards. Tram drivers have a somewhat obscured view of the running boards through the rear vision mirrors. Not a "biggie"!

It has not been possible to find notes about what distance 671 travelled in service down in Melbourne in M&MTB service or its 1996 stint on the City Circle route, but our 2019/20 Annual Report shows that the tram has notched up 14,177 kilometres up and down Wendouree Parade. Still going strong!



JANUARY and FEBRUARY 2024



Australia Day 2024, L Class 103 and Geelong 2 at St. Aidans Drive. Photo: Anthony Smith



W7 1029 in service along Wendouree Parade. Photo: Benjamin Boehle-Mitchell, January 2024



HOW TO DONATE TO US VIA THE CDS VIC WEST APP

1

Download the app onto your phone and login
Look up "Restoring Tram 34"
Set as Payout



2

Scan your App barcode at your local TOMRA Cleanaway machine
Visiting our depot or over-the-counter? Ask our friendly staff for assistance

3

Insert your eligible bottles or cans



4

Press "TRANSFER" on the screen to confirm your donation

100% of the refunds will be donated to us
Thanks for your support!



Find your nearest machine on the CDS VIC West app or visit www.cdsvic.org.au





WEDDING BELLS – 53 years ago

Richard Gilbert



*The wedding party in Tram No. 12
Richard Gilbert is standing second from the left.*



*Time marches on. Richard and Leo at the
Clunes Neighbourhood House with
Tram No. 865*

A recent visit to my residence by a long time friend, Leo Kennedy, had me realise a connection between us and our current Ballarat wedding tram operation. From the mid 1960's a number of us following the railway/tramway interest clubbed together as a group chasing the last of steam hauled trains, riding branch line railways that were soon to close and regularly visiting the trams at Ballarat and Bendigo. In early 1971 Leo made it known he was going to get married to Cheryl, his girlfriend from Smeaton, and a major part of the event was that the wedding party, which included me, would travel by tram. This would run from St. Therese's Church, just near the Olympic Rings, a bit south of our present Carlton Street terminus, via the Gardens route to Bridge Street, where the photographers premises were.

On Saturday, 17th July, 1971 tram No.12 turned up and undertook the task. Leo told me when compiling this article, that the SEC staff at the Office said they had never before run a tram for a wedding party. From that point in time commences a long connection in the operation of wedding trams, which is now an important part of our activities.



*The wedding party about to Board Tram No.12.
Leo Kennedy is at the left and Richard Gilbert is at the right.*



W4 No. 671

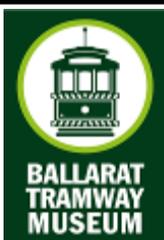


Above: Parked at the Loop, 1981. Photo: Paul Nicholson



In "City of Ballarat" colours on 12 November, 1995, just prior to completion of work on that day with Alastair Reither, Paul Mong, Simon Jenkins, Len Millar and Darren Hutchesson.

*Photo:
Bill Kingsley*



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends. Editor: Peter Waugh peter.waugh@btm.org.au

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

E-mail: info@btm.org.au Web page: www.btm.org.au Facebook: www.facebook.com/btm.org.au