

FARES PLEASE!

July 1992

Ballarat Tramways are Ballarat History

Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 2.00 pm, on Sunday 18 October 1992. The meeting will be held at the Society's tram depot in the South Gardens Reserve, Ballarat.

Nominations are called for the following positions which will fall vacant on the Society's board of Management on that date:

President

Melbourne Resident Vice-President

Ballarat Resident Vice-President

Honorary Secretary

Honorary Treasurer

Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or Ordinary Board Member, provided that no person who at the time of such nomination is an unfinancial member.

Members must be financial to be entitled to be a candidate for election,

a proposer, or a seconder in accordance with the Articles of Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00 pm, on Friday 18 September 1992.

Nominations may be sent to:

The Returning Officer

Ballarat Tramway Preservation Society Limited

PO Box 632 Ballarat Vic 3353,

or may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed "Ballot Material" on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than 500 words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall forthwith lapse.

**News of the Ballarat Tramway
Preservation Society Limited.**

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Our Society Attains 21 Years

During September our Society will celebrate the 21 years since being formed to preserve and operate the era of the SEC tramways at Ballarat. We will also reflect on the 21 years since the closure of the system which occurred on 19 September 1971.

A series of events will be held during September with the main function being a Member's Buffet Dinner held 21 years to the day of the tramway closure on 19 September 1992. Members will be mailed an invitation shortly.

During the year of 1971 the Victorian Government made it known that the tramways at Ballarat and Bendigo would close. Tramfans made many visits to those cities to record on film the unique tramways systems. Discussion of preservation evolved to the point that a meeting was held at Ballarat, organised by the Brown Hill Progress Association, in April, to discuss the proposal and a similar meeting was held in Melbourne around the same time. Discussions and views were positive and a formal meeting was held at the Memorial Hall, Ballarat where the Ballarat Tramway Preservation Society was formed on Sunday, 30th May, 1971.

A very hectic year saw the Society advance considerably in achieving its aims and at the same time we all witnessed the planned closure of the tramway system over fortnightly periods culminating on the last tram running on 19th September 1971. The last tram was No. 40 which is in our fleet.

In looking back over 21 years a lot of effort and initiative by untold numbers of people has seen the Society establish itself to become a major part of Ballarats' tourism and culture. Our programme of events has been planned to involve the different sectors of the community who come into contact with us and to appropriately celebrate the 21 years of our successful efforts in preserving portion of a major part of Ballarat history, being its tramways. A video production is currently being made to detail the history of the Ballarat tramways. It is planned to launch this tape at the Members Dinner and it will be available for sale from then.

The programme of events will be:

Thursday 17th September

Slide and movie night - a look at the 21 years - the venue will be the monthly meeting of the Association of Railway Enthusiasts, AMP Theatre, corner Bourke and Williams St., Melbourne at 8p.m.

Saturday 19th September

Members afternoon at the tramway. Extra trams to be run. Member's Buffet Dinner at Lake Lodge and launching of our video tape.

Saturday 26th September

The full SEC tram service will be operated over that section of the line in the Gardens. The service will commence at 6.35am and goes until 10.35pm. It is planned to have a sausage sizzle breakfast at the Depot and events during the day and evening to attract the public to the area, so that we are not running the trams just for ourselves.

Sunday 27th September

A day for our Local Government representatives. We intend to invite the Councillors of the City of Ballarat and the Borough of Sebastopol along with their families to an afternoon of inspection and familiarisation of our tramway. Both these Councils have one tram each under our care.

Saturday 3rd. October

SEC Tramway Employees Day: The afternoon will be set aside for employees of the SEC Tramways to come along for a social gathering of re-union, nostalgia and reflection. SEC era photographs, notices and memos will be displayed for all to talk about.

We are hoping to make the whole period of the events a celebration, and as school holidays fall at the same time, trams will be running during the weekdays as well.

We encourage our members and other interested people to come along during this period and be involved in the occasion.

COTMA conference

The Biennial Conference of the Council of Tramway Museums of Australasia was held in Perth from 29th May to 4th June 1992. Over 60 delegates from tramway museums throughout Australia and New Zealand attended. The conference venue was the Rose and Crown Hotel, Guildford, where most of the workshops sessions and social functions were held. Visits to transport installations took place as

well as a number of visits to Whiteman Park, the operating site of the Perth Electric Tramway Society.

A very convivial Registration of Delegates was held at the hotel on the Friday evening. On Saturday, 30th May a very interesting visit was made following the route of the new suburban railway to Joondalup.

The 29km railway will, for the main part of its journey, run along the median strip of the Mitchell Freeway. Trains will travel at up to 110km per hour and the running time from Perth to Joondalup will be 20 minutes. The railway junctions from the Fremantle line just out of Perth station. The construction programme is on time with the opening due in December this year. The afternoon was spent aboard an electric train especially provided for our group, and we travelled to Armadale. On return to Claisebrook we inspected the suburban train workshop and train control centre. One thing that struck us as interesting is that the suburban stations are not manned, except for the terminals, and they are all equipped with ticket machines. Fare evasion is only 0.05% whilst the world average is 5.4%. The new electric trains are whisper quiet, operate at high speed and are patronised beyond the expectation of the authorities. On the Saturday evening, Noel Zeplin from the Australian Railway Historical Society WA Division gave us an illustrated address on the history of the Inglewood tram route, which closed in 1958, bringing an end to the Perth system.

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COTMA Conference cont.

Sunday morning saw the official opening address by Gavan Troy MLA and keynote address by Stuart Hicks, Director General of the Department of Transport (WA). Both these speakers were highly interesting and close to the subject of tramways. Following were a number of workshop sessions. The first was presented by Les Jean, Manager Fleet PTC, and Conference guest. This interesting presentation dealt with the Victorian Government position on tram disposal. John Radcliffe then presented a paper on the place of tram museums in the International and Australian museum movement followed by Richard Gilbert who presented a paper, co-authored with Warren Doubleday on Our Cultural Heritage and the BTPS Collection policy.

The afternoon saw further workshops relating to spare parts manufacture, management of rolling stock and reports from the sponsoring museums that produce Trolley Wire and Tramway Topics magazines. The remainder of the afternoon and evening was well filled with an enjoyable visit to Whiteman Park where Fremantle Tram No. 29 was proudly driven from the 'Car Barn' in a fully restored condition. It was the first time in over 34 years that a Western Australian Tram had operated. Congratulations are in order to the Perth Electric Tramway Society for their efforts.

Monday, 1st June was spent at the Conference venue with workshop and presentation sessions. Subjects

covered were security systems, collection policies, health and safety, relationships with governments, electrolysis, souvenir sales and a look at membership for the young, and 'where are we going in our museums.' The Electrical Rules Working party presented its document which had been drawn up since the last conference and it was formally adopted. Graeme Vellacott from the Hotham Valley Tourist Railway presented an excellent paper on promotion of the museum. We all learned a lot from this well qualified speaker. An enjoyable evening was spent viewing slides and videos of progress reports from the museums.

The General Meeting of COTMA was held on Tuesday 4th June at Whiteman Park and all delegates showed an interest in attending and viewing the formal General Meeting of the organisation. A visit to the ARHS Museum at Bassendean occupied the afternoon.

Wednesday saw us on a special charter of the Prospector railcar travelling along the mainline from Midland to Moondyne in the picturesque Avon Valley, then returning through Midland to an interesting run via the marshalling yards of Forrestfield to Fremantle where we caught the eyes of suburban passengers as the Prospector ran past the narrow gauge station on the standard gauge normally freight only track. The rail car was certainly out of its territory. We detrained at one of the stations specially built for the America's Cup. Lunch and bar facilities were enjoyed on the train. After detraining we hiked along some

COTMA Conference cont.

tram routes, saw the two of the remaining tram depots and went to a nice 'yuppie' pub where John Shaw from PETS was well ensconced. The conviviality and friendship of our conference was further cemented into place. After some days of eating excellent meals we decided to 'break out' and have fish and chips, which were excellently cooked at the fishermans wharf. We travelled back to Guildford on the late night suburban train well fed and refreshed.

The following day, Thursday, saw people gradually departing from the museum site and the close of a truly well organised and most informative, educational and enjoyable conference. The next conference will be held in Bendigo in 1994.

A video tape of the conference and visits to the various installations, along with the many social gatherings, will be on sale by the end of the year. Our production team is currently fully committed to producing the 'Ballarat Tramway History' tape. Details of both tapes will be printed in this newsheet when they are ready for sale.

Membership Renewals

All members should have received their membership renewal form. So far many members have been able to make an extra donation to the Society, for which we thank them. Your early renewal will assist the Membership Officer and our Treasurer.

Collection Policy

As promised in the last issue of *Fares Please!*, we enclose a copy of the Collection Policy that the Board has recently completed. This covers the Society's tram fleet and other collectable items. If members, or our friends have any comments, they would be very welcome, particularly in writing.

Traffic

The Society has seen one of the poorest years for a long time in terms of tram car passengers. The figures were improved substantially by the Scout Jamboree in January. The recession and the higher fares have had an impact. Although the total fare revenue was higher than the previous year, even before the Scouts, the Society looks at it visitors numbers as an important indicator on how it is performing. Revenue figures do not tell it all.

Passenger traffic for June 1992, was almost identical to that for June 1991, the first month for a long while. Jenny Puls has commenced her driver Training.

Society Collection Theme

Readers will have noted that a new theme for our activities has been stated in our Collection Policy and on the front page of *Fares Please!* This is *Ballarat Tramways are Ballarat History*. The Board has decided that this theme will be promoted as much as possible on our letterhead, displays etc. from now on.

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RIPPIN' YARNS

In this issue we commence a series featuring stories about Ballarat trams in the dim and distant past, as related by older Ballarat residents (mainly former employees). The reminiscences in this issue are by Arthur Jenkins, a member of the Sebastopol Historical Society.

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Trams ran the Sebastopol line every 20 minutes, the first came down in time to leave the terminus at the Royal Mail Hotel at 6.50 am. I do not think there was a boy who lived down south (as it was known), who hadn't had a free ride on the back of a tram. Some of the drivers didn't mind, but others would stop and leave the tram and chase the boys, even into a back yard.

One incident about 1918. There was a drinking tap on the side of a footpath at Morgan St., and sometimes when the tram went past one of the boys would turn the tap on full pressure, and direct the stream of water into the tram. Just when the tram stopped one boy threw a rotten pear and hit the driver, he stopped the tram and chased the boys over to the top of the Plateau mullock heap. As he tried to climb up the boys kept rolling stones down.

It was a regular thing for the trams to run off the line on the section from where the tram crossed over Albert St near the present bowling green (we called it the curve), or down at the terminus sometimes, they kept going right off the end of the line.

by Alan Bradley

Boys and young men never waited for the tram to stop to get off, they always jumped off as the tram went past their place.

It was always an event about the end of November each year to see the crowded trams coming down to the St Joseph's Home garden fete. To take the people over to the Home there were a number of cabs, which went up Morgan St., also a couple of four horse drags carrying 20 or 30 people. These went up Queen St. At the end of the day about seven or eight trams would line up at the terminus to take the people back to Ballarat.

In the late 1920's and early 1930's there was a strong basketball competition for men and boys in the Holy Trinity Hall. On some nights someone would knock out one of the light globes with the ball. A couple of the bigger boys would go outside, and a little later come back with a new globe, and so the game went on. But the tramways made a fuss about the someone pinching the light globes. As the tram went around the curve, it was no problem to run behind and take out the rear headlight globe.

{This indicates that the hall used DC power for its lights, and the same 125V Edison screw thread light bulbs as the tramways. AC generators were installed in Ballarat in the mid 20's by ESCO. The SECV formally took over from ESCO on 1/7/1934, though an operating arrangement applied from 1931, following an agreement on the terms of the takeover in Feb. 1929. ed.}

At the Depot

A detailed examination of the braking system of No. 38 was made during mid July. It would appear that the whole rigging has become out of total adjustment over the last few years. This has been partly as a result of a reluctance to take the car around the curves onto one of the pit roads due to its propensity to derail.

The brake rigging at one end has been dismantled and cleaned up, and partially readjusted. The whole mechanism had become gummed up and this was certainly not assisting. The dismantling process showed that at least at one end, the actual rigging was in fairly good condition, not like No. 40 was with all the pins and bushes badly worn. A couple of more seized bolts remain to be undone, so the brakes can be fully set up. All going well, this car during be available for the September celebrations.

Meanwhile, Warren with some assistance from Barry, Len and Andrew has finished off the fabrication and installation of the handrails. All those screw threads were driving them crazy! The end canopy catwalks have been completed, along with some of the metalwork fittings to hold them into position. About two or so more days of work remains to be done on the metalwork, which includes fitting of the handbrakes. Once these are done, then the final painting work can be done. Painting work has been completed except for the handrails, and a second coat on the stairs etc.

One job that could be done, though not essential from a presentation viewpoint, is the gates or steel barriers that stopped passengers from boarding on the wrong side. We did not have any good details of these, but recently some new photographs have shown how they looked. They are relatively simple, and should only take a couple of days to make up. {Famous last words! ed.}

In the Museum display area, the carpet laying has been completed and finishing off the floor is now occurring. Planning of the display for the horse tram portion of the area is now well advanced. Photographs have been received. This area along with the horse tram will be officially launched/open on Saturday, November 7. See September *Fares Please!* for more details.

Development of the depot storage area using the area above the change rooms, mess and office is continuing. The stairs, handrails and crossover in front of the sub-station has been completed. Some of the vast amount of 'junk' is being sorted out. A good amount will be heading for the tip.

Work on the repainting of 661 continues as does the numerous other jobs of keeping the show running. Fortunately, none of the running trams have given any problems recently, and performed well over the recent school holidays.

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Road Signs

Two *Caution Tram Bothways* signs have been positioned on poles at either end of Windmill Drive. This side road intersects with Wendouree Parade near Carlton St. and the old Gardens Loop. We often find that motorists do not look southwards when entering Wendouree Parade, and are somewhat surprised to see a northbound tram. Though our drivers are trained to watch for such situations, we have had a couple of minor collisions over the years.

The signs were acquired from the City of Northcote, following the completion of the St. Georges Rd. tramline works. Our thanks to the City of Northcote, and to the City of Ballarat for the permission to place them.

Lower Power Costs

It is nice to have news of lower costs on occasions. With the recent power cost alterations by the SECV, it is pleasant to note, that our overall power bill will decrease slightly, rather than increasing, as we come under the small business classification.

CALENDER SUMMARY

Please Put these dates aside NOW!

September

Thursday 17 - A R E Meeting
Melbourne

Saturday 19 - Member's afternoon
and Buffet Dinner

Saturday 26 - Full Tramway service
in Wendouree Parade

October

Saturday 3 - Tramway employees
day

Sunday 18 - Annual General
Meeting, 2pm, at the
depot

November

Saturday 7 - Launch of Horse Tram
and opening of
Museum Display Area

Fares Please! is published six times a year in alternate months commencing in January and is distributed to members and friends of the Ballarat Tramways. For further information regarding the Society's activities and publications please contact:-

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