

FARES PLEASE!

March 1993

Ballarat Trams are Ballarat History

Begonia Festival

The Begonia Festival has always been a busy time for the Society, but we have never really been part of the of the Festival in an official capacity. When the Festival was in danger of folding last year a public meeting was held and our Board decided we should try to be part of any new festival that resulted.

This year we were as a result an integral part of the Festival. Wendouree Parade, in the central part of the Gardens, was closed to through traffic at the weekends and new parking conditions were imposed restricting parking to either end of the Gardens creating a pedestrian precinct. Major parking areas were set aside in the South and North Gardens Reserve to augment the on street parking. We offered to supplement our normal service with a shuttle service between Depot Junction and the Loop.

A special one way fare was struck for people to ride the tram from the

parking area to the main festival area around the Kiosk. We were featured in official advertising for the Festival - page 3 in the main programme. The revenue and passenger figures for both weekends show that for us, it was an outstanding success.

The nature of the loading was such that we were not just 'playing trams' but providing a real service. To those of us who work on the trams in Melbourne, it was very much like running special services for the Football etc., but not as hectic. The Society rose to the occasion and performed admirably. Members who worked over the two weekends enjoyed themselves. Hopefully our new role in the festival will grow in the future.

The trams served both arriving and departing visitors from the Gardens. The first weekend, there was some confusion near the loop due to the payment point but this was rectified by the second weekend.

News of the Ballarat Tramway Preservation Society Limited.

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Begonia Festival Continued

Vic TV supplied banners to display across the two end aprons of one of our trams to run throughout the festival period. These advertising banners displayed the words *Vic Television* and were displayed as a reciprocal gesture for community service announcements screened by Vic TV featuring us. The banners were alternated between the various service trams and looked quite good. We were very pleased to display them.

Traffic figures for the various days were:-

Sat.	6/3	606
Sun.	7/3	980
Mon.	8/3	643 (poor weather)
Sat.	13/3	332
Sun.	14/3	778 (parade day)

Trams operated each day for the festival. For the nine day period, the total passengers were 3,585, providing a much needed boost to our figures after a poor January.

Congratulations to all those involved.

Vale Jack Chadwick

It is with regret that we record the death of Jack Chadwick. Jack died recently after battling cancer over a long period. His jovial and cheery personality will be missed by all. Jack joined our society in 1973 and became a tram conductor and tram

driver. He assisted the Society in this capacity for many years, enjoying the contact with our visitors. We extend our sympathies to his wife, Allison.

New Arrivals

Long term member, driver, ex Board member Andrew Mitchell is now a proud father of Alyssa Marree as of February 3rd. The Society passes on our good wishes to Andrew and Leeanne.

Membership News

The Society welcomes the following new member;

No. 673 Les Haining Newport

At the end of Feb. the Society had 210 Financial Members, slightly up on the same time last year, and four junior supporters. Only six members were un-financial from the last renewal. Unfortunately we have recently lost four valued long term members through their passing on.

Our Video Tape

The Society video tape documentary on the history of Ballarat Tramways will be out in April. Delays have been experienced in getting out the covers for the boxes, but this is now well in hand. The tape will be mailed to all those who ordered it as soon as possible.

THE ROYAL MAIL HOTEL

By Alan Bradley

April 1993 sees two important anniversaries: the centenary of the opening of the Sebastopol horse tram service, and the 80th anniversary of the opening of the Sebastopol electric service.

Horse trams running via Armstrong and Skipton Sts. reached Rubicon St, on the border with the City of Ballarat, in April 1888. Following an agreement reached with the Borough of Sebastopol, trackwork commenced along Albert St, Sebastopol in February 1893. The line finished "at Ingle's Royal Mail Hotel, Cobblers".

On 31 March 1893 the official first car ran along the line, but the track was only completed as far as the Holy Trinity Church. Refreshments and numerous speeches were held in the Sebastopol Town Hall, and then Mayor Ingle of Sebastopol invited the official guests to the Royal Mail Hotel "where a nice spread was laid and further toasting was indulged in".

By 19 April 1893 the line had been completed. Councillors inspected the work, and subsequently they adjourned, once again, to Ingle's Royal Mail Hotel.

Twenty years later it was time for a change. While the Ballarat residents now had their electric trams, Sebastopol residents put up with a horse tram service, operated with two clapped-out horse trams purchased from Adelaide following the Sebastopol depot fire of 1909. Finally the Electric Supply Company's board in Liverpool, England agreed to electrification, and work commenced early in 1913. The electric service gradually extended further along the line as work was completed.

At the official opening on 14 April 1913 local councillors were taken for a ride along the line in one of the three brand new trams (Nos. 21 to 23) built especially for the tramway company by Duncan and Fraser of Adelaide, at a cost of 950 pounds each. One of these cars, No. 23, was converted to the scrubber 20 years later. It is not known whether festivities were carried out again in the Royal Mail Hotel.

In 1934 the SEC proposed the closure of the Sebastopol line beyond Darling St, Ballarat South, but the move was defeated, so trams continued running to the Royal Mail Hotel until the system's closure. The

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Albert St trackwork was always in awful condition, and a 12 mile per hour speed limit was imposed in later years, but this never stopped numerous trips being carried out at hair-raising speed both to and from the Royal Mail. If a motorman could get to the Royal Mail 20 minutes early, this left time for a pot (as long as the inspector wasn't around). Late at night motormen on their last trip would drive at record speeds from the Royal Mail direct to the depot.

On 1st September 1971 some 78 years of tramway services to the Royal Mail ended in style. During the evening large crowds outside the hotel cheered every tram on its departure. The last car, No 40, with 200 passengers crammed onboard, crawled away from Sebastopol driven by the Borough Mayor, to the accompaniment of a pipe band, The ghost of Mayor Ingle would have been impressed.

Today the Royal Mail Hotel is still there as we remember it during the tramway days. About a kilometre away old No 22 sits out its retirement, perhaps remembering the day back in 1913 when it took official guests to the Royal Mail.

No. 21 sits at the Royal Mail Hotel in 1971, brooding on the impending closure of the system. Note the bus stop sign positioned on a pole, itself marked for replacement.

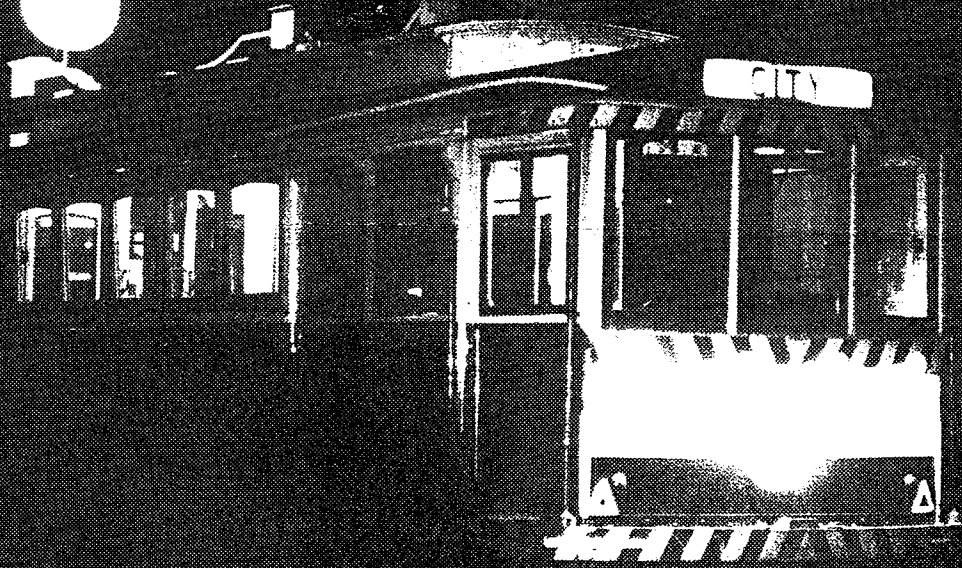
Souvenir Book

The re-publication of the Society's souvenir or guide book, edited by William Scott is close to being completed. It has been typeset and the copy has initially been pasted up. It should go back to the typesetters again next week, from where it will be taken to the printers. This 28 page book is planned to have a number of colour photographs. The text has been updated, and all being well will be available for sale around the middle of the year. The updating and re-printing of the booklet was held until the horse tram had been completed and commissioned. Such books form an essential part of the essence of a museum.

Publicity

A window display has been placed at the Tourist Information Centre in Sturt St. Ballarat. Using the same photographs we placed in the display in the RACV window in Collins St. Melbourne, Stephen Butler has set up an attractive and highly visible display. This will be in the window for some six weeks.

PHOTO Chris Wurr



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Vale Joint Use Pole 35

After wearing a great white cross for over twelve months, Pole 35 near Windmill Drive earned another slash recently, a final warning that its days were numbered.

Our Overhead Superintendent removed the bracket arm and signal wires on the 7th of Feb. and on the 18th while our trusty overhead wagon supported the trolley wires, the SEC crew removed light wires and our pull off spans. The condemned pole came out with ease and in no time a brand new one was filling the hole. Our spans and the SEC light wire were re-attached and a hole for the bracket arm stay rod drilled. The SEC crew departed to leave the Overhead Superintendent with Garry Wood's assistance to struggle with the newly repainted bracket arm.

Many thanks to the SEC crew for their co-operation and assistance.

Smoking

At a recent Board Meeting it was resolved that 'smoking is banned in the Depot and by any Conductor or Driver on a tram in Wendouree Parade'

This decision was not taken lightly. Our trams are highly flammable and irreplaceable. It is quite irresponsible for our generation to

put our heritage at risk in this way. Some time in the future we hope to be able to afford a sprinkler system, but for the present we can only take measures such as this to minimise the risks.

As is common practice in public areas such as restaurants, shops and public transport, this ban is supporting the no smoking rules that are now accepted as a standard in the community.

Museum Accreditation

The Museums Association of Australia (Vic Branch) with the financial assistance of the Department of Arts, plan to launch in May 1993, a scheme that will eventually lead to the accreditation of Victorian Museums. The first step of this process will be 'registration' of museums. This stage examines in an overall form the museum, its purpose planning, management, facilities, collections management, policies, displays and public programmes. The Society through our Engineering Manager completed a pilot set of forms for the registration process. The latest issue of Trolley Wire reports that the Adelaide Tramway Museum, operated by the Australian Electric Transport Museum recently obtained a full accreditation with the History Trust of South Australia.

Conservation Policy

The Board at its January 1993 meeting determined to adopt the Institute of Engineer's of Australia Conservation', as part of its heritage policy that is under development.

The Guidelines were issued by the Institute in Nov. 1992. This 20 page booklet features locomotive 3801 on the front cover, to epitomise the problems of conserving a moving engineering heritage object. The institute have taken the Burra Charter and extended it to cover machinery, equipment, systems, processes and functions. It also includes documents relating to engineering activities.

For those members not familiar with the Burra Charter, the Charter was prepared and adopted by the Australian Committee of the International Council on Monuments and Sites, for the Conservation of Places of Cultural Significance. It is generally accepted by heritage authorities and professional conservation practitioners in Australia as the methodological basis for identifying and managing heritage places and objects. The Institution of Engineers, has adopted it as basis for the conservation of engineering works with minor amendments to cover engineering objects.

At the Depot etc.

No. 40 - at long last the pit has stayed dry enough for Barry McCandlish to get under the tram, disconnect the brakes etc and start to jack the car up, so we can get the defective motor out of the truck. Dave, Garry, Len and Jacqui finished off the lifting and are now cleaning up the truck. A work party is planned to be held on the first weekend of April to remove the motor from the truck and then the armature from within the motor.

No. 12 - further research work to understand the construction of the car has been carried out. From this work it can be seen that one end has been rebuilt in its time, the wood used in the car frame is newer, and the roof is a different shape to the other end which appears to be original. Obviously the car had an accident at one time and like most aged tram cars, one end is now quite different to the other.

No. 671 - work to prepare the car for undercoating has been virtually completed. The start of the undercoating of the was done by Len Millar while on leave during the third week of March. Dave Macartney and Jacqui Edwards have commenced cleaning up the louvre windows and slats so they are ready for repainting - 900 slats to be sanded and prepared on both sides!

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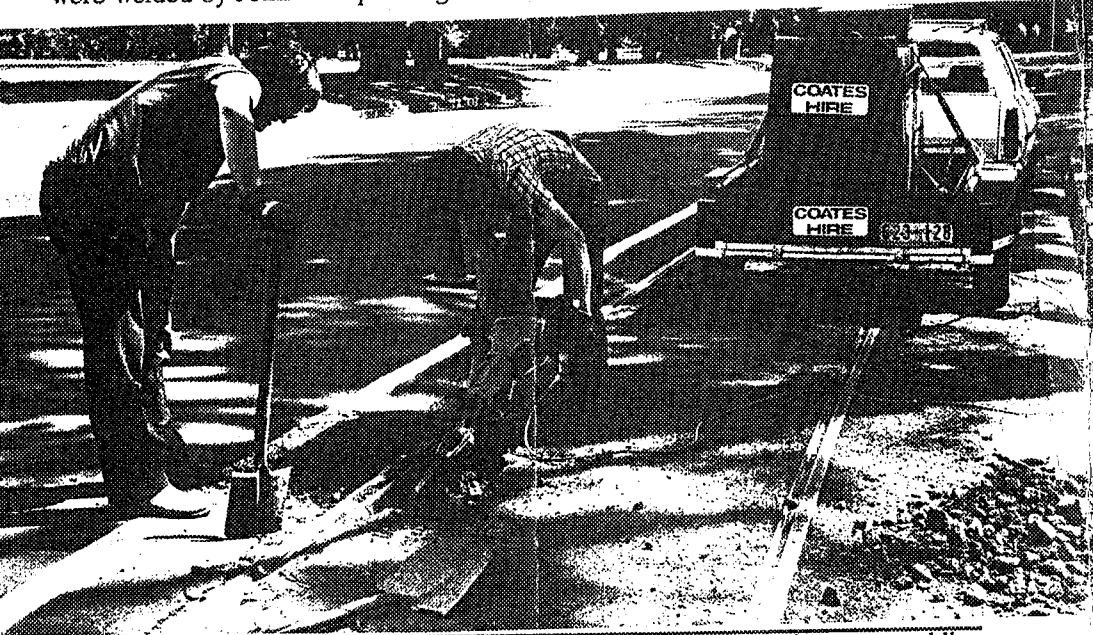
In the depot itself, more moving around of materials, tidying up wiring, finally getting the telephone cables to the office fixed into position and putting up high bay lights in the new shed has been carried out.

In Wendouree Parade - Yes!; A work party formed by Richard Gilbert, Len Millar and John Phillips and Barry McCandlish repaired two broken joints near the Carlton St. terminus on Saturday Jan. 30. Both were due to broken welds, which were welded by John Phillips using a

welder hired from Coates Hire. The road was backfilled and the City of Ballarat completed the road surface on the following Tuesday.

Historical Journal

Recently stocked are copies of the first issue of the Central Highlands Historical Journal. An excellent 32 page plus card cover booklet featuring articles on the History of Ballarat and District. For those members interested in the district history, well recommended at \$5.00 per copy plus postage.



John Phillips and Len Millar excavate in Wendouree Parade, prior to re-welding the broken joint: 30.1.93
PHOTO Richard Gilbert

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:- The Secretary,

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