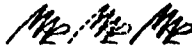


FARES PLEASE!

September 1995

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Annual General Meeting

Members are reminded that the first Annual General Meeting of the Ballarat Tramway Museum is to be held at the tram depot on Saturday, 21 October 1995 commencing at 2.00p.m. We invite all members to attend on the day. You are welcome to bring your friends and family and enjoy a day in the Ballarat's Botanic Gardens. After the formalities of the meeting, the traditional afternoon tea and tram ride along Wendouree Parade will follow.

Following this will be an entertainment item featuring various video tapes in our collection. See news item elsewhere.

The following nominations have been received from members for the Board positions which fall vacant on the day of the Annual General Meeting.

As the number of nominations for each position equates the requirement for that Board position, there will be no need for an election.

Position	Candidate	Proposer	Secunder
President	Richard Gilbert	M.Parker	J.Parker
Vice President	Stephen Butler	A.Mitchell	G.Young
Vice President	John Phillips	G.Rodgers	J.Phillips
Treasurer	Carolyn Dean	G.Rodgers	J.Phillips
Secretary	Peter Winspur	J.Phillips	L.Millar
Ordinary Board Members (6 positions)			
	Alan Bradley	J.Phillips	W.Doubleday
	Warren Doubleday	S.Jenkins	D.Macartney
	Clayton Giles	G.Young	P.Winspur
	Leonard Miller	W.Doubleday	D.Hutchesson
	Darren Hutchesson	F.Puls	L,Millar
	Greg Rodgers	C.Dean	L.Millar

Ballarat Tramways News

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Incorporation

Yes we are now the *Ballarat Tramway Museum Inc.* Documentation is now in the process of being changed over. The Secretary has sent out numerous letters advising of the change of name and incorporation status. The new letterhead is in the process of being designed.

The Annual Report you will notice is in the name of the Museum and not that of the BTPS Ltd. You may have thought like us, that it would have been in the name of the BTPS Ltd. having been the entity that we are reporting on at the end of June 1995 that was in existence at that time. However, the directors of the Museum, cannot sign off the report of the BTPS Ltd, even though they are the same people as the BTPS Ltd. no longer exists.

Membership Renewals and Cards

Most members have now renewed, and we thank them for their prompt renewal. The new membership cards for the Museum will not be ready for some time. Please continue to use your existing card which remains valid. For those members who have not renewed, a reminder has been sent out with this mailout and your renewal would be appreciated in order for us to continue our conservation work.

After the AGM

After the Annual General Meeting is completed on Saturday October 21, we will be showing some videos from our collection. Such as the videos presented to the COTMA 'brag' sessions, and our recent tape for our exhibition 'Ballarat's Trammies at War' and others. Afterwards we will arrange to adjourn to a suitable hotel for dinner.

'Ballarats Trammies at War'

Now showing at the Depot following it's launch at the Central Highland Historical Association's History Fair is our temporary exhibition 'Ballarat's Trammies at War' This features two colourful display panels, our video for the occasion and a specially produced brochure. It will be on show until the end of the year. A special feature of the display is the part the Conductresses played during the period of the Second World War. The triumphal fund raising they did for the Red Cross Prisoner of War funds is highlighted.

The fair this year at the Ballarat Drill Hall was spread over two days. The stand was manned by Warren Doubleday, Paul Mong and Richard Gilbert, with transportation provided by Alan Snowball. The exhibition was favourably received, with many people remembering the wartime period in Ballarat.

Horse Tram No. 1 Rolls Again!

Len Millar

Our 1887 vintage Ballarat Tramway Company Limited Horse Tram No. 1 rolled down Wendouree Parade again on Sunday October 1. Hauled by "Sailor" and "Rusty" (two Clydesdale crosses) in the hands of their owner, Fred Lewis. The tramcar looked splendid in the sunshine, with eager passengers enjoying a unique ride back into history.

A lot of preparation was needed for the day's fun, giving the tramcar a good cleaning inside and out, the horses hired and a press release put out heralding the event. Fred Lewis rightly felt that a rehearsal was in order, since these horses weren't the same two that were involved last time No. 1 ran in 1992. So the Museum's willing helpers pushed No. 1 out to the Parade on the preceding afternoon, and "Sailor" and "Rusty" got used to a creaking, rolling load, witches hats on the roadway and on-coming motor cars. No time at all was needed for the nags to take to the task. The Museum's willing helpers will tell you that the access track climbs "UP" to the Depot.

Sunday October 1 was forecast to have intermittent precipitation, but nary a drop fell - thank goodness! Plenty of uniformed staff were to hand, the electric service tram (No. 27) ran out with the crew versed up on how not to approach the horses too closely. After members hurriedly

downing some coffee, No. 1 was pushed out down the access track for formal passenger service. Fred had had the horses shod the day before, courtesy of Sovereign Hill and they were coupled up without a hitch (if you'll pardon the pun!).

Tram 14 had run out a few minutes earlier to be posed at the Loop for a horse and electric tram photograph to be used for a planned fridge magnet we wish to produce. The best laid plans of John Phillips behind the lens were thwarted by one person too many in the photo - but we re-created the "scene" a few minutes later when No. 1 returned from its inaugural run to St. Aidans Drive.

Richard Gilbert and Peter Winspur looked most imposing in their former SECV Inspectors' uniforms of navy blue, our brakemen Len Millar was in a semblance of the BTCo black and the conductors were in the SECV green. City of Ballarat Commissioner Malcolm Lee and his wife Jan came along for the ride and were then conveyed on a conducted tour of the Depot on No. 14.

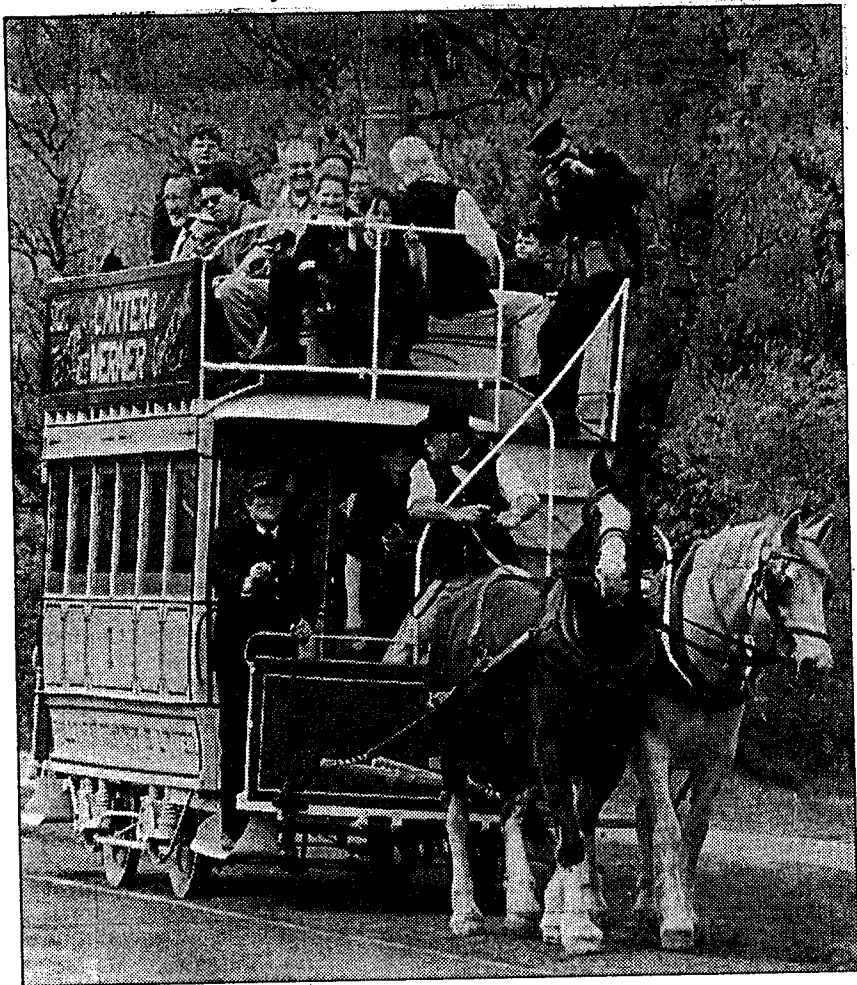
No. 1 ran 10 trips between the Loop and St Aidans Drive, and carried about 170 passengers - mostly on the top deck. It's a quiet ride up on the top deck, the trolley wire looks close (but it is still well over two metres above the tram) and the following electric tram looked odd from up top!

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One absence was a conductor's bell on the tram and the top deck passengers and conductor often had no inkling of imminent departure each time until the jerk. Conductor Hutchesson was heard to remark "You'll pardon us if we start off with a bit of a jerk - that's me!" A lady spectator was heard to say to the

white horse "Hello Sailor!", then shed added to us "I always wanted to say that!"

Tram 661 and crew picked up all the witches' hats and signs after the horse tram's last trip - and then we all returned to the Depot for a good old cuppa!



No. 1 Returns from St Aidans Drive 1.10.95

PHOTO: The Courier

Board Considerations

The Board of the tramway meets on a regular monthly basis and on occasions has special Board meetings to devote a night to a particular item. Recent monthly meetings of the Board have considered;

- A draft of the Fleet Conservation Plan; this important document considers the various conservation issues of our tramcars, the fleet itself and makes recommendations for their conservation.
- Reviewed the Short, medium and long term objectives of the Society following the February Strategic Planning Meeting.
- The draft budget for financial year 1995/96.
- The future of Bungaree house.
- The formal Museum Accreditation stage to be done over the next three years following release of the Accreditation documents.
- Tramway Operating practices and various safety issues.
- Passengers travelling on the tramway, reasons for lower numbers and the need to improve these, including ways of boosting our numbers.

- The possibility of a new tramway in Ballarat to Sovereign Hill from the Gardens.
- The Gardens masterplan and the impacts on the tramway.
- Repainting of 671 into a Corporate colour scheme.

As readers can see, there are many issues to running an operating museum. These items are generally discussed in detail, along with the normal matters of Finance, Secretary, Engineering, Sales, etc.

Fleet Conservation Plan

The draft of the Fleet Conservation Plan has been completed and presented to the Board. It has been forwarded to a number of external parties for review. The document is also available for comment from members. If any member wishes to review the 14 page document plus appendices, would they please contact the Secretary.

The purpose of the BTM Fleet Conservation Policy is to:-

- form a set of guidelines and directions for future conservation work on the existing fleet of trams held by the Museum
 - formulation of guidelines for exhibition, standards, operational configurations and liveries
-

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- allow others not directly connected with the Museum to understand the background of the policy
- establishment of a policy that enables past errors to be identified and rectified.

The guiding principles behind the document are the Museum's Collection Policy and the Institute of Engineers Engineering Heritage Guidelines, which are based on the Burra Charter. The Charter is the document that guides conservation work for buildings and places. Another basic principle behind our overall exhibition is to present at least one tramcar in each of the significant body configurations and its respective operator's colour scheme. However some tramcars, such as No. 40 are to remain in their final SECV configuration.

With regard to the actual conservation work itself, this involves a number of aspects and these often result in compromises to achieve the final results. Some of these are:-

- Safety of the public and staff
- The use of the tram leads to wear and deterioration in the various components, with the need to replace them resulting in the loss of evidence of past practices
- the existence of hazardous materials such as asbestos
- better materials and products to protect for example, tram roofs, than existed in their operational days

- that the trams have had an operating life of many years, including accidents, resulting in different repair techniques being adopted by workers some of whose techniques were of a low standard
- work carried out by the museum in the past has not always been of a good standard and with some doubtful conservation practices
- the desire to have a first class job at the end of the conservation work can lead to over embellishment and sometimes falsification of the finished product
- the person undertaking the work has their own ideas, skills and principles that will affect the final product
- Available financial and labour resources.

The presentation styles and colour schemes recommended by the draft plan are:-

- No. 1 As is - as built - 1887 colours
 - No. 11 SEC 1950's, retaining painted interior.
 - No. 12 As detailed in draft Conservation Plan
 - No. 13 As is - late 1960's colours
 - No. 14 As is - late 1960's colours
 - No. 18 As is - early 1960's colours
 - No. 21 Conservation Plan yet to be prepared
 - No. 26 As is - ESCo colours
 - No. 27 As is - SEC 1930's colours
 - No. 28 ESCo colours, but after conversion from California combination tram by ESCo.
-

- No. 32 as a California combination tram - MMTB 186?
No. 33 As is - late 1960's colours
No. 38 As is - early 1960's colours
No. 40 As is - as finished service condition
No. 661 leave as is at the present, long term future to be determined.
No. 671 Corporate colour scheme, based on the City of Ballarat's corporate colours. See news item elsewhere.

Tram Shelters

One of the ex SEC tram shelters, at the corner of Haddon St and Wendouree Parade has recently been rebuilt by the City of Ballarat. This was one of the X shaped ones, similar to the example at Gardens Loop rebuilt into a toilet for people with disabilities a few years ago. It has now got a new concrete floor, new timbers and is repainted in cumberland stone and indian red.

Of the other surviving shelters, the one at Dowling St. is in need of a little work and repainting, while the all concrete example at Forest St. is still virtually totally indestructible.

From the Courier

Alan Bradley as part his research into the history of Ballarat's tramways came across this item in *The Courier*, Tuesday March 8, 1932. It is also interesting to note the journalist's

language of the day and how much more sensational the item would probably be written today.

'Point Boys

During the visit of the Minister of Railways and Electric Undertakings (Mr. John Cain MLA) on Saturday, his attention was drawn to the action of the local management of the tram service in dispensing with 'points' boys.

The danger of the innovation particularly in regard to one-man cars was emphasised. It was pointed out that it was a most serious matter for a driver to have to leave his car and adjust the points at Lydiard Street with proceeding westward. If anything goes wrong with the brakes before the driver could regain his position it was possible that the vehicle might gain such momentum (rolling backwards towards Grenville St. ed.) that the likely consequences were serious to contemplate. Mr. Cain promised to give the matter attention and to bring it under the notice of the departmental experts.'

At the time, the SEC had purchased the Electric Supply Co. of Victoria who operated the tramways and power supply in Ballarat. ESCo was still responsible for the day to day management. Most of ESCo's trams were the 1905 handbraked tramcars. Points boys were in attendance for the busier parts of the day - see March 1995 *Fares Please!* as well. Mr. John Cain MLA, was the father of 1980's Victorian Premier.

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Vale Ian Sutherland

Former member Ian Sutherland died suddenly at his home in Daylesford recently. Ian aged 43 was instrumental in the training of our tram drivers in the mid 1970's. He was a tram driver at that time in Melbourne and other than driver training he assisted us at the depot site during the time was constructed our facilities in the early 1970's. We express our sincere condolences to his family.

Tram 671 - Repainting

W4 tram No. 671 is being repainted in a 'Corporate Colour Scheme' featuring the corporate colours of the City of Ballarat. The City is sponsoring the cost of the paint and sign writing. The decision to paint the tram in a corporate colour scheme was based on the consideration of the fleet- conservation plan, which presented this as an option, the need for a 'publicity vehicle' for the City of Ballarat, the Lake Wendouree area and ourselves.

The City of Ballarat were very enthused at the idea and agreed to sponsor the out of pocket costs. The colour scheme principally is:- roof -

admiralty grey, window - area - white, sides - royal blue with gold hand rails and striping. It is planned to have the tram basically complete for viewing at the Annual General Meeting.

Why Not Mention us in your Will?

The Museum will be deeply grateful to you if you decide to mention us in your will and continue to support us after your passing.

The BTM suggests that if you wish to make a bequest to the Museum you add the following clause to your will;

"I give and bequeath the sum of \$... (or the following items e.g. camera, filing cabinets, library etc.) free of probate and estate duties to the Treasurer of the Ballarat Tramway Museum Inc. for the time being and I declare that the receipt of its Honorary Treasurer for the time being shall be a full and sufficient discharge of payment".

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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