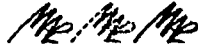


FARES PLEASE!

MAY

March 1995

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

VALE Eldon Hogan

Many members will be aware of the tragic death of Eldon Hogan on Sunday May 6. Eldon amongst his many involvements was an early active member of the BTPS. He helped us to set up the tramway, move the trams in, lay track and assist in the opening days of traffic operations.

There are many seemingly amazing stories of Eldon appearing on the scene of road, tramway and railway incidents or traffic problems and virtually taking control of the situation. At Ballarat, Eldon was similarly involved in setting up traffic diversions when were moving the trams and laying the track across Wendouree Parade. Heaven help the errant motorist who avoided the barriers.

Eldon was one of those remarkable persons who loved to serve in furthering a good cause and as such will be missed.

Ballarat Tramway Museum Inc

At the Extraordinary General Meeting of the Society held on Sunday 21 May the historic decision to change the Society's name was taken. It was also agreed to proceed with an application to incorporate the Society. The draft rules were adopted with some alterations. Since the circulation of the rules all the typographical mistakes and the missing words have been attended to. Several members have made suggestions to improve the rules and these have been incorporated.

The following are the major changes:

3.1 Membership is open to persons over fourteen years. Junior members will continue to be called Junior Supporters.

7.1 now reads "A member may at any time by giving notice in writing to the secretary resign membership of the Association."

News of the Ballarat Tramway Preservation Society Limited.

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8.1 (c) The Board may not fine a member.

12.2 Eighteen months altered to fifteen months.

22.3 Add (e) "holds any office of profit under the Association".

21.1 Appoint and appointee altered to "elect" and "electee".

Any member who would like a copy of the amended rules should write to the Secretary, who will arrange for a copy to be forwarded.

Application has now been made to incorporate the Society and the change of name will occur when the application is approved by the Registrar. The process does not end there. Many other documents, accounts and notification to authorities of our name change will then be required.

Tramcar Fleet Conservation Plan

Following the strategic Planning Day, a committee of Len Millar, Gary Wood, Dave Macartney, Frank Puls and Warren Doubleday was formed to prepare a document on the conservation of the Society's tram fleet. Following a meeting, a draft document which gives the basis of the thinking behind the proposals has been prepared. This should be finalised soon for Board consideration and then member consideration.

Membership Renewals

The Board has decided to keep the membership rates the same as it have been over the last few years. Members will be receiving their renewal form early in July. The Membership Officer would appreciate your early renewal.

Appeal for No. 40

The Board would like to thank those numerous members who have made a donation to the Society in order to offset the cost of having one of the armatures rewound. Many of the donations have been very sizeable and have been gratefully received. To date some \$1000 has been raised.

A Double Celebration

After passing his examination on Saturday, April 29 1995, Darren Hutchesson had his first chance to drive on Sunday May 7. Travis Jeffery acted as his conductor on the lunch time meal relief for Gavin Young. After the lunch break was over, Darren and Travis returned to the depot for the second celebration for the day. A charter on tram 26 to celebrate the ninth birthday of one of our new younger members, Marcus Dessewffy. Len Millar drove the special tram with the destination sign showing "Marcus". Darren Hutchesson covered the charter with the video camera. Afterwards was a brief party held in the depot, when a great birthday cake was shared by all who were there.

Travis Jeffery

1949, The Last Great Year

Alan Bradley

Looking through 1949 editions of the 'Ballarat Courier' made for interesting reading. It was a Federal election year, with Robert Menzies defeating Ben Chifley, Mao Tse-Tung's Communists taking power in China and lots of headlines (and editorials) about the activities of "Reds" (Communists) in Australia.

In May the "Eureka Stockade" film (staring Chips Rafferty as Peter Lalor) was released. Local historian Nathan Spielvogel said it was just as well the diggers were defeated at Eureka. "There were in Australia many thousands of ex-convicts and foreigners who would have joined the rebels and taken Australian out of the British Empire". No talk of a republic in those days, except of course from the "Reds".

The trams were in the news too. In February it was announced that an inquiry into the future of the Ballarat system would be held by the MMTB Chairman, Mr H.H.Bell, who had recently recommended that buses replace trams in Geelong. Premier T.T.Hollway said that there was no likelihood of an immediate changeover from trams to buses in Ballarat, although it might happen in the future "when the present tramway rolling stock became useless". He said Ballarat was different to Geelong, as rolling stock was better, the streets wider and Sturt St was ideal for trams.

The editorial of 11 March said that some trams were already useless, "especially those small jumping jack type", but on the whole Ballarat's trams are efficient, the running staff courteous and obliging. It would be difficult to find another city was a more acceptable service". The editorial called for more modern trams; more bogie cars did arrive in later years (including our own cars 38 and 40), but these were the same age as the other cars.

Columnist "Onlooker" was no tram fan. In his column of 26 February he said: "Talking of trams, I hate 'em ... Surely no-one can say that riding on our rattling horseboxes swaying down Sturt St is a pleasure, it is a necessity, to be endured not enjoyed". On 8 April "Onlooker" called for the trams to be scrapped and replaced by buses. But the article had the tone of a "voice crying in the wilderness", as Ballarat people then strongly supported the retention of the system. When the Bell report was released in September it called for the trams in Ballarat to be replaced by trolleybuses, but as so often happens the report was shelved.

Another article "The face in the window" on 7 May was not a Hitchcock style mystery, but instead looked at the important work performed by night workers at the depot preparing the trams for the next day's work. The tram in one of the



Men at work - and its 3 o'clock a.m. This is what the men at the depot do to the tram you miss in the morning. Caption for one of the photographs of the article in the *Ballarat Courier*, 7 May 1949.

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pictures is bogie car No. 15, was later re-numbered 36. It might seem strange that a bogie car ran the last trip of the day, but in those days the trams were packed late at night carrying home patrons from Ballarat's three operating cinemas.

The trams did well that year and carried 5.7 million passengers, not far below the wartime record of 6.3 million in 1943. Conductors were used on all cars at all times, and they were kept busy. Petrol rationing was still in force, but "The Courier" carried many ads for the new Holden and various models of cheap British cars, such as Morris Minors and Ford Prefects.

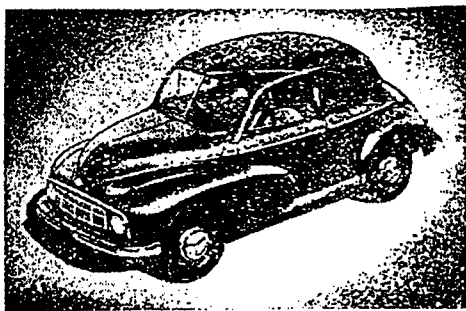
On 20 March a "Music for the People" concert was held at the Gardens, where the Sound Shell now is. The crowd (estimated at between 12,000 and 14,000 people) watched a program which included the Australian Symphony Orchestra conducted by Hector Crawford. According to "The Courier" of 12 March: "A three minutes tram service was taxed to the utmost and heavy loadings began before 2 o'clock and

continued until 4 pm. After the concert, loadings were equally heavy". This required a City-Gardens shuttle service, in addition to the normal services to the Gardens via Drummond St. North and Sturt St. West.

In 1950 the Menzies Government abolished petrol rationing and inevitably the use of motor cars increased. By 1952 the number of passengers had dropped to 4.2 million. One-man operation came back and our own No. 38 was converted to one-man format, but the union refused to allow it to be operated in this manner.

1949 can be seen as the last great year for the Ballarat tramways, the last time patronage topped 5 million. From then on patronage declined steadily, so that in 1969 only 1.8 million passengers were carried.

In hindsight Premier Hollway was right, as the trams lasted another 22 years after 1949. The so-called useless jumping jacks (i.e. single truck cars) are continuing to run well, 46 years later, as part of the BTPS fleet.



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Traffic

Easter was a very quiet due to very poor weather, especially on Easter Sunday, traditionally a busy day. Darren Hutchesson passed his driving exam on Saturday 29 April and has already proved invaluable in keeping our trams running.

Frank Hanrahan filled in at five minutes notice recently when the rostered driver was unavailable at the last minute. We can only thank him for his commitment.

At the Depot

In this report we bring some good news and some bad news. Firstly the good news. Tram 18 has rejoined the operational fleet after having the pinion end armature bearing renewed and some other minor repairs made. Thanks to Warren, Gary, Simon, Alistair and Paul for assisting in putting the armature back into the tram on the weekend of 29/30 April. However on the same day, tram 13 blew the No. 2 end armature and has now been withdrawn from service. This is most disappointing and will result in some other projects having to be delayed while this job is repaired. Work has commenced in preparing the tram to be lifted, so the motor can be changed over at a later date.

No. 40's armature has been received back from Miller Bros. following the renewal of the bearing. Steps to install this repaired motor will soon be undertaken to have the tram back in Service by around September.

The construction of the Archives Room has been completed, and we are now setting it up with respect to furniture etc. Gary Wood has supplied the parts to make up a computer so we can put our collection onto a electronic database instead of having only a card based system.

On Saturday May 20, 15 new sleepers were installed into the access track between Wendouree Parade and level crossing. This work was assisted by a hired backhoe. The operator who is working on the conversion of the Ararat - Gheringhap line made life a lot easier by having the 15 inserted into the track in just over an hour. This task is the hard one and left us the rest of the day to dogspike and pack them, which we did without having to wear ourselves out. Thanks to Len, Gary, Alistair, Simon, Paul, Warren and Darren for undertaking the work. They did such a neat job that the on the next day, one senior Society Officer asked did they do it at all? He was told go for a walk along the track. Thanks also to Castlemaine and Maldon Railway for the supply of some of the sleepers and some tools.



Our smiling band of track workers pose for the camera during recent resleeping of the access track.

PHOTO Warren Doubleday

COTMA Executive Meeting

During the weekend of 19 to 20 May, the Executive members of the Council of Tramway Museums of Australasia got together to discuss the roles they play and to commence the planning of the 1996 COTMA Conference.

The Chairman, Lindsay Richardson, travelled from Perth to join Executive Officer, Richard Gilbert, Assistant

Chairman Bill Kingsley and Treasurer Carolyn Dean. On Thursday, 18 May Lindsay and Bill travelled to Bendigo to meet with our colleagues at the Bendigo Trust and discuss any COTMA related matters.

Then it was off to Melbourne on Friday and a meeting was held with the TMSV at their Malvern depot rooms. After this meeting, Lindsay and Bill met with Richard.

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On the Saturday an Executive meeting was held for most of the day between Lindsay, Richard and Bill. That evening saw a social dinner and meeting with Treasurer Carolyn Dean and BTPS COTMA rep. John Phillips.

On the Sunday the group travelled to Ballarat to be part of the Extraordinary General Meeting the Society had called regarding the Incorporation as an Association. On return to Melbourne in the evening a meeting was held by the Executive with Craig Tooke from the Melbourne Tramcar Preservation Association.

The Monday saw the Executive have a meeting with the Managing Director, Met Tram, Russell Nathan at which valuable and co-operative discussion was enjoyed in furthering the goodwill between COTMA and the Public Transport Corporation.

Lindsay returned to Perth that evening and other members of the Executive returned home with more notes for the jobs to be done. The exercise was worthwhile and shows the depth of the commitment and responsibility the Executive have in directing the

ongoing future of the COTMA organisation. At this stage the next Conference will be held in Hobart from September 2 to 6, 1996.

Newcastle Tramway Museum

The latest word from the Newcastle Tramway Museum is that it has been wound up. The group has had legal problems with the Maitland City Council regarding loan monies and lease arrangements for a site and after legal argument on the matter it was decided to wind the museum up.

The museum has tried a number of sites over the years, but it has never been able to get a foothold and establish a firm base. As a result, the collection of trams has suffered from lack of a permanent home and they have deteriorated.

Howard Clarke, the Chairman of the Sydney Tramway Museum and the Australian COTMA Executive Rep. is negotiation on behalf of the tramway museums for the disposal of specialist tram related material.

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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