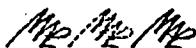


FARES PLEASE!

January 1995

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Vale Melton Foo

Founding Society member No. 1 Melton Foo, passed away after a short illness on 27 January 1995. Melton had been instrumental in getting the Brown Hill Progress Association to realise the importance of saving parts of the Ballarat Tramway system in 1971. He co-ordinated the efforts of that group with the efforts of the tramway enthusiasts based in Melbourne, to see the formation the Ballarat Tramway Preservation Society. As Mayor of Ballarat in succeeding years, he was able to give our Society support and advice on Council matters. He often attended our AGM's and we will miss him very much. We pass our condolences onto his wife, Marjory and his family.

COTMA Conference Report by Richard Gilbert

The 12th Australasian Tramway Museums Conference was held from 2nd to 7th December, 1995, this time

in Bendigo. The council of Tramway Museums of Australasia is the body that co-ordinates and represents the view of Australian and New Zealand tramway museums in a common purpose.

Established at a meeting in Ballarat in 1975, this organisation has developed within itself an organised framework that binds the museums together in common unity. In doing this it has matured over the 20 years and at the same time has seen the tramway museums, consolidate their aims, objectives, collection policies and their ability to represent themselves to the public and government bodies. The organisation has been instrumental in developing these attitudes among the various individual member museums.

The election of Office Bearers saw a change at the top of the Executive. After many years of leading the organisation, the Chairman, Dr John Radcliffe and the Executive Officer, Bill Kingsley stood down from their positions. The General Meeting

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elected Lindsay Richardson from the Perth Electric Tramway Society as Chairman and I was elected as Executive Officer. Carolyn Dean, our Treasurer, remains as Treasurer of COTMA.

I am proud to be the Executive Officer and look forward in continuing the excellent work of the COTMA organisation. Around 60 delegates and attendees from the member museums were present for an interest packed programme. It consisted of informative and educational session papers and discussion sessions, along with tours to places of railway and tramway interest. Of course a number of events were conducted on the Bendigo Trust Tramway.

The three papers I presented were:-

- Good housekeeping of traction motors.
- Driver training Committee Report
- Are we talking to the right Ministries?

The traction motor report was based on information received from the firm of AC-DC Electric Motor Repairs of Edwardstown, South Australia, who are currently repairing our motor from No. 40. Accompanied by a series of photographs of the motor, Colin Britt, the proprietor of the firm, supplied an amount of technical detail on the subject for me to pass on at the session.

The Driver Training Report saw the recommendation of the Working Party adopted at the Conference General Meeting. The Working Party,

consisting of a representative of each of the Victorian museums, had developed the Report since the last conference. The report set out guidelines of Driver Training in COTMA museums.

The paper dealing with Ministries was presented to make delegates aware that not only do we talk to the Ministry of Transport, but as museums and tourist attractions there are other areas of Government that relate directly to us and we should be communicating with them in the pursuance of grants, technical and conservation assistance.

Bill Scott, from our Society presented a paper on 'Producing publications for your museum'.

A grand dinner at which Geoffrey Claydon, Special conference guest from the Tramway Historical Society, Crich, England gave a glorious and memorable speech that brought to a close this successful Conference.

A post Conference activity saw Delegates visit our tramway to ride, enjoy lunch at the Depot. An evening meal at our local hotel, the Brewery Tap at Warrenheip, was accompanied by a slide show from our archives. The Conferences are an excellent vehicle for developing and continuing the common bond of friendship of individuals and their museums amongst each other.

The General Meeting accepted the offer of the Tasmanian Transport Society to host the next Conference in Hobart in 1996.

ELECTRIC SUPPLY COMPANY EMPLOYEE REGISTER

By Alan Bradley

The BTPS recently arranged for the microfilming of a list of Ballarat employees of the Electric Supply Company of Victoria. The ESCo took over the Ballarat horse tram system in December 1902 (after earlier taking over the Bendigo tramways), and electrified most of the horse tramway in 1905. The company continued to operate the horse tramway in Sebastopol until its electrification in 1913. The company's Ballarat and Bendigo operations were taken over by the SEC on 30 June 1934.

Reading a document like an employee register may seem like watching paint dry, but some interesting details emerge about both the employees and the Company's methods of operation. Unfortunately some of the hand-written details were difficult to decipher.

Details about some of the personalities of that era can be found in H.P. James' article *Conductor 23*, most recently reprinted in the *Australian Railway Enthusiast* in June 1975.

Employees were listed as follows: name, commencement date, occupation with ESCo, previous occupation, record, remarks (usually reasons for cessation). Some employees were found on several lists, e.g. on the conductor list, then the

motorman list, then inspector list. A separate list was also maintained of Sebastopol employees, i.e. those working at Sebastopol depot on the horse tramway until electrification in April 1913.

The oldest-serving ESCo employees (i.e. those who had worked on the horse trams) are shown as having commenced in August 1905, when electrification occurred, even though the ESCo took over the horse tramway in December 1902. Therefore no details are contained in the register of these men's pre-electrification service. An example is Robert Haines, who is recorded as having commenced on August 18, 1905, former trade 'car driver'. His address was given as 'tram cottages', i.e., the cottages at the rear of the depot fronting Gregory St where horse tram drivers lived. During the 1940s he was still there, wearing cap No. 1, and was then the longest serving Ballarat motorman.

The demon drink

H.P. James wrote:

There was a strong Irish flavouring in the staff of the trams. Twinkling-eyes Charlie Conroy, a ruddy-faced Hibernian was very popular as a driver. Charlie would feel the heat and open his collar and shirt front on a blistering hot day and, sitting astride the three-legged stool provided for

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the drivers, would comment thusly: "T'will be a Godsend when evening comes, for the night is the best part of the day".

Sadly, the entry for Charles Conroy, driver, states that he commenced in 1906, and was dismissed on 10/6/1910. Reason: "Intoxicated whilst on duty".

Long-serving motorman W.J. Hordes commenced on 23/9/1907, but was dismissed on 17/5/1927. Record: "Good, except that after repeated caution his services were dispensed with for taking intoxicants at Royal Mail Hotel when on duty". The Royal Mail Hotel was at Sebastopol terminus, and folklore has it that many a motorman would speed along that long line so as to sneak in a quick drink at the Royal Mail.

The following comments regarding dismissal were also recorded for other employees: "reporting in an intoxicated condition", "being under the influence of drink while in charge of car", "unsatisfactory work and taking liquor on duty", "intoxication", "insobriety on duty".

Motormen

One of the former horse tram drivers who became an electric motorman was Harry Rawlings. H.P. James said that the main instruction given to him upon his "conversion" was: "A stricter rein will be held and the occasional drink on duty must cease entirely". He was known for his dry humour and his tact in handling the public. The register shows that he commenced

as motorman on 5/10/1905 (previous occupation "car driver"), and was discharged on 11/5/1915, "reduction in service".

The remarks for dismissal of some of the motormen make interesting reading:

- 'Furious driving'.
- 'Colliding with another car in broad daylight'.
- 'Kissing a girl passenger'.
- 'Negligent driving'.
- 'Carelessness re staff'.
- 'Being seated on front seat of Car No. 23 when car was in full parallel on Sebas track'.
- 'Collision, near Lake View Loop'.
- 'Collided with a car running in front of him'.
- 'Collision between 22 & 10 cars at Gardens loop 19/5/23'.
- 'Permitting outsider to drive car in Lydiard St. Several minor offences'.
- 'Using magnetic as a service brake'.
- 'Collided with No. 9 car at Gardens terminus, both cars damaged'.
- Using magnetic brake for service stops & for changing destination sign on top of car whilst travelling under power'.
- 'Not allowed to again drive owing to serious collision'.
- 'General disinterestness in the Coy's interests & allowing passengers to ride free .

The following entry was recorded against motorman J. Tippet: "Good to final episode. Caught in act of removing coins from farebox. Was arrested & prosecuted & fined £17 and costs".

There must have been an interesting story behind the demise of casual motorman Herbert Thomas Holland, dismissed on 27/10/1923. "Insulting remarks to Inspector James. Allowing conductor Anthony to drive his car 26/10/23 on 9.14 up trip. Crossing over Sturt St at full speed going to depot pole left wire & broke trolley pole".

Leonard Charles Riley, casual motorman, commenced on 9/11/1927, and left 12/11/1927. Reason for leaving: "Exceptionally strange conduct (mentally)". Record: "Moderate". Remarks: "Committed suicide 13/11/1927. Insanity".

Conductors

Registers were kept of permanent and casual conductors. Being placed on the permanent list "means that the conductor has been supplied with duster, chamois and sponge". In other words, he had the privilege of being entrusted with the implements with which to wash and dust his tram.

Frequently the remarks made about casual conductors indicate "sacked age 21". Apparently a 21 year old was either promoted to driver, or sacked. Some remarks indicate: "not big enough for driving", "no vacancy as driver". Conductor W. Hughes obviously slipped through the net, for he was engaged at the age of 24 on 4/3/1908, but he left on 6/5/1908. "Resigned (asked to). Too old for conductor".

Several casual conductors went on strike in February 1908, seeking

higher wages. The ESCo simply took on replacement staff, and the remarks indicate that a number of casuals were sacked because of the strike. Remarks against others indicate: "Loyal during strike".

During May and June 1913 many conductors were discharged, owing to "general reduction in staff". At the same time the ESCo first introduced one-man operation on some lines, so the reason for the staff reduction is clear. Similar entries are shown in May 1915, when one-man operation was further extended to other lines.

Once again it is interesting reading the reasons for the dismissal of conductors:

- 'Lazy', 'chronic laziness'.
- 'Excessive shortages - repeated warnings'.
- 'Missing too many fares'.
- 'Neglecting to give tickets for cash received'.
- 'Not courteous to passengers'.
- 'Running away from elderly passengers & using insolence to same'.
- 'Hardly suitable for conductor'.
- 'Instructing recruit conductors in dishonesty, most unsatisfactory. Bad case'.
- 'Using cancelled tickets & allowing boys to ride in the back of the car free'.
- 'Defrauding the company'.
- 'suspicious work'.
- 'Altering journal'.
- 'Discrepancy re tickets'.
- 'Found driving car without permit'.
- 'Driving car on Orphanage route not being qualified'.
- 'Sitting on seat with girl'.

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'Smoking on duty'.

'Constant warnings of riding on front platforms conversing with driver proved unavailing'.

Conductor F. Gavin was dismissed on 28/11/1914. "Twice reported for ringing of car from inside saloon. A serious accident averted only as inspector was in vicinity". In justifying the change from two-man to one-man operation, the ESCo noted that the

number of accidents to passengers boarding or alighting were greatly reduced on one-man cars. Two-man operation depended for its safety on the vigilance of conductors in watching both doorways.

Duncan McGregor, conductor, was dismissed on 18/12/1911. "Prosecuted for fraud 18/12/11 & sentenced to three months hard labour".

To be continued.

New Members

The Society welcomes the following new members.

No. 681 Mr. A. Rankin - Frankston
No. 682 Mr. M. Dynon - Balwyn
No. 683 Mr. M. Grant-Beechboro WA
No. 684 Mr. S. Jenkins - Wendoree

Zero Blood Alcohol

Recent changes to the Transport Act has involved the Society for the first time. As part of the act, the Government has made it mandatory that any railway or tramway worker undertaking safety work must have a Zero Blood Alcohol reading. This includes conductors, OIC's and maintainers of trams.

COTMA Delegate

The Board recently appointed John Phillips as our COTMA delegate following the election of Richard Gilbert to the position of COTMA Executive Officer. John has a long involvement in COTMA activities. He

has produced our videos, which detail events on the Ballarat Tramway over the past two years for presentation at the Conference and has attended a number of conferences.

Begonia Festival

Arrangements for the 1995 Festival will be similar to the previous years. That is, part of Wendouree Parade will be closed off to all traffic except trams, and we will be providing a shuttle service. Any member who would like to assist over the 10 day period would be most welcome. Even if you only work on the trams occasionally, or can help in anyway, please contact the depot, or the Traffic Manager.

AETM's 21 years of Trams

The St Kilda, SA, Tramway Museum is celebrating its 21st Anniversary of tram rides on 19 March 1995. A big day with 12 trams in operation, including Birney 303. Admission free to all BTPS members on the day. Times; 10.00am to 5.00pm.

At the Depot

Work on the Society's tramcar collection has continued over the last couple of months at varying rates, depending upon staff availability.

No. 18's No. 2 end motor which had a defective main armature bearing, has had its pinion removed. This had to be done so that the bearing could be removed, remetalled and fitted. As usual, we struck problems in getting the pinion off. Spotswood Electrical Workshops undertook the job for us, and they had a few problems too! Thanks to the management and staff at Spotswood. The armature and bearing is at present at Miller Bros' Ballarat workshops. We hope to have it back soon, so that it can be refitted. In the meantime, all the various components are being cleaned up to make re-assembly 2back a cleaner job.

No. 33 is out of action at the moment, with the No. 2 end motor suspension bearings being renewed. The No. 1 end motor suspension bearings were renewed just on three years ago. Similar problems has now required the renewal of No. 2 end bearings. It is hoped that this tram will be available for the Begonia Festival.

Work on No. 12's underframe is nearly complete. The saloon section of the frame has been repaired, plated and re-installed. This required the manufacture and installation of new truss rods. Fitting all this underframe

back into position took Gary Wood a bit of working out. Initial consideration about making up a truck for tram has begun.

Although not at the depot, the body of No. 21 has been moved in under cover at Newstead. In the last issue of Fares Please!, we reported that the track it was sitting on, made it a little too high for the tram body to fit into the shed. After making up some tie rods, the sleepers were removed, the rails lowered and the tram then rolled into the shed.

The repainting of No 671 is progressing. The first coat of green has been commenced, initially on the small sections that receive this colour. Internal work to scrape down the varnished sections continues.

The construction of the archives room is nearing completion. John Phillips with the assistance of others has completed the plastering of the walls, including filling, sanding etc. Darren Hutchesson has installed the door frames. Preparation for painting of the architraves has been commenced as well. With all the insulation and plasterboard, it was noted that on hot days, even without doors, the room was cooler than the rest of the shed.

No. 40's motor armature was being balanced in early January. This is the last major step before its return to Ballarat. The Adelaide based AC/DC company who are undertaking the work have advised that the armature bearing needs a bit of work on it. This will be done on the armature and motor case's return.

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Exhibition Workshop

Gary Wood, Len Millar and Warren Doubleday recently attended the first session of a workshop at Clunes arranged by the Victorian branch of Museums Australia. The workshop spread over two full days was very beneficial in helping us to understand the various processes that should be undertaken in setting up a new exhibition. The first session was presented by Nina Stanton who arranged the new exhibitions on Melbourne at the old Treasury Buildings.

Traffic

Traffic figures over the Christmas and early January has been similar to last year. Nothing brilliant, but steady. Thanks to Frank Puls and Travis Jeffery who ran the tram on Christmas day. We gather they had a good time. Simon Green has qualified as a driver. Darren Hutchesson has commenced his training as a driver.

Accreditation

As readers would be aware, the Society is at present a Registered Museum under the Victorian Office of Museums Australia's Museum Accreditation Program (MAP). Preparation of the documentation by

Museums Australia for the formal accreditation stage is nearing completion. The Accreditation questionnaire and support documentation should be sent to us in a couple of months time. The flexible three year time line will then begin for museums currently Registered.

Around the same time, we are expecting to undergo Rail Safety Accreditation as well. Readers who are involved with Tourist Railways would know of this already. At this stage, the process only applies to organisations who operate on PTC property. A recent Discussion Paper from the Department of Transport foreshadows our inclusion in a new Public Transport Bill, expected to be introduced in the Autumn session of Parliament. Although at the time of writing we have not received any formal advice from the Ministry of Transport, we are aware of the proposals through our Tourist Railway contacts and SPER who have recently undergone a similar process in NSW.

Photo Exchange

Any reader interested in exchanging colour, black and white, or colour slides of Australian Tramways and Railways with a European collector please contact directly Helmut Bribitzer of Hollitzergasse 2 - 6/38, 1100 Wien, Europe.

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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