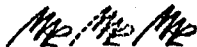


FARES PLEASE!

September 1996

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Annual General Meeting

Members are reminded that the second Annual General Meeting of the Ballarat Tramway Museum is to be held at the tram depot on Sunday 13th October 1996 commencing at 2.00pm. We invite all members to attend on the day. Friends of your family are welcome to attend and enjoy a day in Ballarat's Botanic Gardens. After the formalities of the meeting, the traditional afternoon tea

and tram ride along Wendouree Parade will follow.

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 does not exceed the vacancies, there will be no need for an election.

Position	Candidate	Nominator	Secoder
President	Richard Gilbert	Gary Wood	Len Millar
Vice President	Stephen Butler	Peter Winspur	Greg Rodgers
(2 Positions)	John Phillips	Len Millar	Gary Wood
Treasurer	Carolyn Dean	Andrew Cox	Len Millar
Secretary	Peter Winspur	Stephen Butler	Greg Rodgers

Ordinary Board Member (6 positions)

Alan Bradley	Warren Doubleday	Phillip Bertram
Andrew Cox	Richard Gilbert	Len Millar
Warren Doubleday	Alan Bradley	Simon Jenkins
Clayton Giles	Gavin Young	Simon Green
Len Millar	Carolyn Dean	Andrew Cox
Greg Rodgers	Peter Winspur	Stephen Butler

Ballarat Tramways News

2--Fares Please!

25th Anniversary of Closure of the SEC operated Ballarat Tramways

A low key but very rewarding and pleasant afternoon took place on Sunday September 15 to "commemorate" the 25th anniversary of the closure of the SEC operated Ballarat Tramways. The weather was fine, though a bit windy. Tram No. 40 operated throughout the day, along with "City of Ballarat" No. 671 and later in the afternoon, No. 38.

John Shaw of the Perth Electric Tramway Society offered to conduct over the weekend. He had a great time finding out about the different working conditions in one of those eastern states tramways.

With the assistance of Garry Wood and Andrew Cox we accessed into the Internet at the depot and did some 'tram riding'. One of the interesting pages we looked at was that of the Gothenberg Traffic Control system. Known as "Trafikkontoret Göteborg", it can tell you when the next tram is scheduled to depart from a location, in real time. To best explain is to quote a part of the page.

"Because Trafikkontoret has a large net of sensors and a database that keeps track where every tram is, we can show here when a tram is calculated to arrive to the tram stop. You get information about how many minutes it is until the next tram comes to the tram stop and how long it is to

the subsequent tram. Note that this is real times - NOT the timetable! The system adjusts the calculated times and recalculates the expected times when the tram passes the sensors. It also compensates for the traffic situation and learns what driving times is to be expected for different times during a day. The page for the selected tram stop will be automatically updated every 60th second, if you have Netscape or any other www-browser that supports automatic refresh".

It was fascinating to watch and explore. It is a well put together web site and of course very useful to have if you live in Gothenburg, Sweden. The address can be reached through the link on our tramway page (see bottom of page 8) or through <http://www.tkgbq.se:280/> We now are awaiting in anticipation for Met Trams page.

New sales items

On order are a copies of Transit Australia Publishing's reprint of "Mind the Curve" by John D. Keating. These are expected in during November. If you are interested in Melbourne's cable trams, then it could be a great idea for someone at Christmas. Cost is expected to be \$24.95, plus postage.

A delivery of a new enamel badge featuring a 'Red Hen' rail car of the South Australian Railways is due soon. Priced at \$4.00 they will be available at the tram depot, the Railfan shop or by mail order.

Economy in the operation of a High-power Traction car from a Motorman's standpoint. By John A.Sunderland, Motorman, Terre Haute, Indianapolis and Eastern Traction Co.

From Electric Traction December 1919 supplied by Dave Macartney.

The economical operation of a car by the motorman is a study in itself. The laws governing such operation cannot be set out explicitly in a rule book, nor can proficiency therein be attested by a diploma issued by any school except the great school of experience. The motorman must be an apt and intelligent pupil endowed with rare good judgement, enthusiastic in his work and with an honest ambition to excel. He must be patient, slow to anger, and considerate of the rights of others. The management, on the other hand, must make the motorman feel that his work is appreciated, and furnish him a comfortable, safe place in which to work. To the uninitiated the work of the motorman seems more or less mechanical, requiring but little skill and less thought. But we know that such is far from true. We appreciate the vast amount of skill and thoughtfulness that is incorporated in the work of a good motorman. This is especially true in the great field of practical economy.

Ways and means of Securing Economy

There are many ways, means and manners by which the motorman may lower the cost of operation. We might enumerate them at great length and with good results, but not in a

paper of this length. In the first place a motorman can reduce the number of accidents to livestock. This may be done by the operator thoroughly familiarising himself with all the permanent objects found on the right-of-way. By so doing he can, while yet a long way off, distinguish between a stump and a hog; between a tie pile and a milk cow, and any unusual object will at once attract his attention, thus enabling him many times to avert an accident.

Any motorman by means of sound judgement, good common sense, an interest in his work - as well as his pay, coupled by a desire to lead in his profession (and it is a profession) - can save money for his company on each trip by reducing to an irreducible minimum the amount of current needed to maintain the schedule under the rules. I like that phrase "irreducible minimum". It sets such an elusive goal, a goal you are sure you have never yet reached, yet a goal which you are sure can be reached. It is one of the things that takes the monotony out of motormanship. It adds zest to the present run and lends enticement to the future run. It is a happy way in which to combine business and pleasure, and the results are bound to be such that the company will not complain.

4--Fares Please!

The Terre Haute, Indianapolis and Eastern was part of the great network of interurban lines based on Indianapolis. It was begun in 1907 and reached its full extent in 1912, at which time it was the second biggest interurban in Indiana. Never a very profitable concern, it could not afford to re-equip with steel bodied cars in the 1920s, and continued throughout

to operate magnificent wooden bodied cars. By 1931 the THI&E was in bankruptcy and was incorporated in the Indiana Railroad. Despite progressive management, the IRR could not compete with the rise of the motorcar and the onset of the Depression, lost money steadily and carried its last passenger in 1941.

What am I doing Here?

It's 3° outside, I've got the flul, you could cut metal plate in the icy draughts coming around the edges of the Gillies Street doors and I'm not home in front of the fire!

Thursday Sept. 12 1996. Its 1.20pm and I'm slurping a hot cup of coffee before venturing out into the elements with tram 671. We have a charter for Henderson College, Mildura. I park down on the access track at Wendouree Parade as the rain buckets down and the west wind is freezing and ferocious. The coach full of year seven kids pulls up, but no-one gets out! They left Mildura yesterday while it was 27° and got drowned last night watching the sound and light show "Blood on the Southern Cross" at Sovereign Hill.

Finally the happy(?) little Vegemites come down out of their warm six wheel cocoon - and rush past me and 671 to the toilet block. Each of the six teachers tell me what temperature it was in Mildura yesterday. To have

used our car 27 for the charter would have been a tad cruel!

The students pile on board the blue and white beast and within seconds the saloon windows are fogged up (Jeez it's cold!). We pull the canvas weather blinds and barrier rails down in the drop centre and a teacher stands in front thereof. This tram is pro tem, a one-man tramcar. Off we go!

Judging by the water over the road up towards St Aidans Drive, Ballarat not only copped 110 kmph winds yesterday, they must have copped a few megalitres of rain water too. The tram is on "auto-pilot" as we coast dead slow through the water. Motor cars tear by, sending up great sprays of brown water! The rails are simply not visible.

Fortunately the kiddies have not discovered what the conductor's bell cord does, but they are fascinated by the view out the front end and my manipulations of the controller and brake valves.

We pull up at Depot Junction and I "alight" into a puddle to change the points so that we can run up to Carlton Street. Since the point blade is under water, changing it is an exercise in rat-cunning and ballet style nimbleness. Finally the b.... blade flicks over and gives me a cold wet dirty bath.

What am I doing here?

Carlton Street is where it was last time. Change ends. Back to St Aidans. Run into the Depot.

"Please Mister, can we get up on top of the horse tram?" "Er, well no, it's a bit dangerous! There's electricity wires up there and ..." "No there's not! The electric wire stops above the last electric tram!" Where do these tramless Mildura kids learn their,

smarts? "Er, quite so, but you wouldn't want to fall off though would you?" "Yeah, then we'd not have to go back to school!" Massed cheers! 17,000 stompings of drivers' foot gongs, 18,000 loud rings of conductors' bells and at least 19,000 clicks of hand-brake handles then follows. My erudite description of what we are about, the history of Nos. 1 and 12 is virtually lost in the noise of 17 depot doors rattling away in the gale.

Actually at the end, the kids and their teachers gave me a round of applause. One of their number thanked me and said that it was a real treat.

I know why I'm here!

And the sunshine was so bright on the way home, I needed to put my sunnies on.

LNM

CHHA Fair

Included within this mailout is a flier for the forthcoming Central Highlands Historical Fair on the weekend of Oct. 26/27. The Museum will not be having a formal exhibition this year, but we will be present supervising the ticket sales and admission to the fair.

New Tramway for Ballarat

Although it may seem things have gone quiet on this matter, it is not quite the case. A lot of background work on obtaining funding for a formal study is occurring. We will keep you informed of the news.

New Members

The Museum welcomes the following new members.

No. 698 J.Shaw	Fremantle
No. 699 P.Mong	Ballarat
No. 700 A.Reither	Ballarat

New Assistant Conductors

You may have noted that two of the new members are well known in this news sheet for their contributions over the past years as Junior Members. Having reached the magic age of 14, they have become Assistant Conductors as well. (Heaven help the poor crews! Ed.)

G--Fares Please!

COTMA Conference

A very successful Conference of the Council of Tramway Museums of Australasia was held during the first weekend of September in Hobart. From our Museum five Board members and a number of members attended the event. This was the first time the conference was held in Tasmania. Although it may seem not usual to hold a conference in a location which does not have a working tramway, or even a working tramway museum, the organisation, the conference itself and its associated events was in no way restricted in its success by not having an electric tram operating.

The weather while we were in Hobart was great, although a little cold, it did not rain. The only day we had rain was while we were visiting Port Arthur and the Bush Mill Railway - it did not even rain in Hobart! Hobart for those who have not been there is a very hilly place and it was eye opening to see the grades and locations where the trams once ran; on very steep grades, up to 1 in 10 and sharp curves.

The Tasmanian Transport Museum at Glenorchy have an excellent collection, containing two Hobart trams and one from Launceston. Hobart tram No. 141 is operable, by using a wandering lead with the power supplied by a mercury arc rectifier.

The Museum was the Conference Host and did an excellent job, and as is normal at conferences, good food was laid on. A well catered Civic Reception by the Mayor of Glenorchy was a highlight. This was followed by a BBQ at the nearby Museum. One thing about Hobart is a walk around the hilly streets works off the excess weight. Don't then visit a nearby pub!

The conference itself was well organised, with a number of papers presented by BTM Board members on tramway museum subjects. These were Tax Incentive for the Arts, Servicing schedules for Tramcars, Collections - Are we Losing Them?, Storage of Explodables and inflammables, Conservation Planning, Tourism and Icons, and Conservation and Archiving of Photographs.

After the Conference, a trip was made to Launceston to see the work of the Launceston Tramway Museum on reconstructing Launceston No. 29, one of the three bogie trams from the system that closed in 1952. They have done an excellent job so far. At this stage they do not have any bogies or other electrical equipment to run the tram. The original Launceston tram depot housing No. 29 is open for inspection at weekends at the site of the old railway yards and workshops in Launceston.

Both the Launceston Tramway Museum and the Rockhampton Council Steam Tramway applications

for membership of COTMA was accepted at the Conference General meeting held in Hobart. We welcome both these groups to the growing family of tramway museums.

After leaving Tasmania, many of the delegates travelled to Melbourne for an Elecraail Dogbox/Tait train tour on the following Sunday and an evening meal and slide show at the Lilydale station. The following day saw a tram tour around Melbourne. On Tuesday was a visit to the South Gippsland Tourist Railway and a ride on the railcars located on this scenic 40km long line.

The next conference is in Christchurch in 1998 and following that, Ballarat in 2000. Planning for the Christchurch conference is well underway. During this conference it was great to renew or make new friendships again.

Recent Archive Donations

There have recently been some very important donations to the Archives. These have included two "note and scrap books" kept by Mr. H.P. James who worked for both Electric Supply Co. and the SEC. He commenced as a blacksmith's striker, and rose to be a Senior Inspector. He was a prominent Ballarat citizen, who was very active, in particular with the Ballarat Historical Society around the time of the second world war. These have given a fascinating insight into the operation of ESCo and the SEC

trams prior to the war. Our historian and article writer Alan Bradley's eyes lit up when he was quickly looking at the note books. These books and some photos were provided by Mr. James daughter, Mrs Z.Dann who now lives in Adelaide.

Another important donation was a framed set of black and white photographs taken by long time member George Netherway. These include photos of some of the Ballarat single truck trams arriving by train in Ballarat and then being transported to the depot, the construction and opening of the extension, in 1937, of the Lydiard St. North line. Special thanks to George Netherway for donating these very important photographs. Both these donations were received by Neville Gower.

At the Depot

Despite some very wet weather in Ballarat and the rest of Victoria, we continue working inside the depot and operating the tramway on a regular basis. Fortunately we have not had too many problems with the rain, but the gardens are very wet and there is water everywhere. Don't step off the tracks or the roads - your feet will soon be under water!

Some of the recent tasks undertaken have been:

- Completion of the installation of the water line inside the depot to the front of the building.
-

8-- Fares Please!

- The manufacture of new corner pillar posts for the weathered side of ESCo No. 12 has been virtually completed. The other side of the tram has had its sheet metal sides taken off. Unfortunately there was no or very little evidence of former paint schemes under the sheets.
- Continuing with the refurbishing of the windows of tram 28, stripping down various panels etc for repainting when the weather becomes fine.
- Continuing the cataloguing of our archives. These have recently concentrated on the Wal Jack slide collection.

The Begonia Festival

Museum Board members recently had a discussion with Mr. Ron Egeberg, Festivals Manager for the City of Ballarat about the 1997 festival planning and how we could better fit in. At this time, it is planned to extend the period of the closure of Wendouree Parade to improve the local atmosphere. The festival will commence on the Friday of the March long weekend and conclude with the traditional Parade on the following Sunday week. Other changes will be made to the presentation of the festival in order to enhance its appeal. It looks like another busy time for us.

TEFS Group Visit

On Friday August 9, the TEFS group from the UK, lead by Bill Alborough visited the tramway after an early morning visit to Bellarine Peninsula Railway. The group consisted of 32 people on an Australian Tour.

Richard Gilbert gave them a guided tour of the depot, followed by a ride. The visit lasted about one and half hours. After lunch at the Lake Lodge, their next stopping point was West Coast Railway's depot at Ballarat, where they were enthralled with the Y class and its restoration to a trafficable condition.

Forthcoming Events

October 13 - BTM AGM at the depot.

October 26/27 - CHHA fair at the drill hall.

November 2/3 - Lake Goldsmith Steam Rally.

November 3 - Springfest around the Lake.

November 20-24 - Construction of new playground, Windmill drive Nth area.