

FARES PLEASE!

September 2003

Ballarat Trams are Ballarat History



Museum Accreditation Program
Accredited Museum

Annual General Meeting

Members are reminded that the Annual General Meeting of the Museum will be held at the Ballarat Tram Depot, South Gardens Reserve on Sunday 19th October 2003, commencing at 2.00pm.

Enclosed with this mailout is the Museum's Annual Report, List of Nominations and Proxy Form.

We look forward to meeting our members and friends at the meeting.

Prisoners Of War Memorial

The Memorial is being constructed at the Carlton Street terminus on our line. It will be a granite wall displaying the names of all Australian Prisoners Of War from the Boer War to the Korean War. (There were no prisoners in the Vietnam conflict). The opening will be held in February and 10,000 people are expected to attend the celebration. Obviously our Museum could not cope with any transport arrangements for such grand numbers and we will be offering ourselves to any special transport tasks the officials may require.

The trams were an important transport service to the American troops camped in Ballarat during the Second World War, along with providing transport for local troops and the populace during this period.

No. 27 Returns To Service

No. 27, which as been in our workshop for over two years, returned to service during the weekend of Saturday 20th and Sunday 21st September. The proud workers took the tram onto Wendouree Parade on the Saturday for some shakedown runs then returned to the workshop for some further adjustments. The tram ran again on the Sunday and was declared fit for service. A lot of work was carried out on the truck, which required it being straightened as it was, in a way, 'crabbing' along the street. The wheels were sent to the tramway museum in St. Kilda, South Australia where they were profiled on the wheel lathe. The tram body required straightening as it had drifted into the crabbing shape of the truck. The entire tram now operates properly and the workshop team can be justifiably proud of their efforts. (See *In The Workshop* for further details).

Ballarat Tramways News

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Health Standards Meeting

Richard Gilbert and Carolyn Dean represented the Museum at the meeting called by the Department of Infrastructure (D.O.I.) on the subject of Health Assessment and Certification for Rail Safety Workers. This was held on the evening of Monday 18th August at the luxurious Stamford Hotel, Little Collins Street, and all tourist railways and tramways were represented. This Code of Practice is expected to be presented to State Parliament in October for adoption and it was important to our Museum, and the others, attended to voice any concerns. It is the intention of the D.O.I. that the tourist railways and tramways be rolled into the same standards as the mainline operators. This has caused some concern among the tourist operators and Richard spoke out that we should be considered on the merits of the tasks we do and not be rolled into the mainline operators' standards. He pointed out that the medical standards applying to a Driver Only train operating locomotive running at 115 km/h on a mainline railway was the same standard being adopted for a tourist railway driver operating a locomotive at 40 km/h with a Fireman and a Guard, each of those other people being able to stop the train in an urgent situation. The D.O.I. panel had really made their mind up that the standards are going to be universal to all rail operators and even though we made, along with others, a point of constructive comment we don't believe the intention of the drafted legislation will be altered. We did enjoy our club sandwiches and quality coffee, in advance of the meeting but were not bribed by the provision of the goodies. The BTM president has been to many Management/Union functions in his work life to see this trail of 'peace offerings'.

Stop Press: The D.O.I. advised the Association of Tourist Railways this week that the legislation would be delayed until December and the section pertaining to tourist railways and tramways would be held over until March 2004. It is a good outcome to know that our comments have been taken on, and more consultation between the respective groups will be undertaken.

New Zealand Visitors

We were pleased to have Graeme Richardson, President of Ferrymead Tramway and John Shanks, Vice President, visit us and stay in our house at Bungaree as part of a week long tour of tramway operations in Victoria. John is a founding member of the Ferrymead Tramway, which is operated on a wonderful site in the suburbs of Christchurch. The visit to our tramway took place on Wednesday 17th and Thursday 18th September and a tram was run for them along with a detailed inspection of our Depot workshop.

Birthday Celebrations

The last weekend of August saw a spate of birthday celebrations at the depot. For some odd reason, four of our active workers have their birthdays around the period; end of August, early September.

This year Paul Mong and Alastair Reither both turned 21. Their Museum workmates presented each with a SEC Employees Pass mounted inside a Perspex wedge. Sam Boon also celebrated his 16th birthday and thus become of age to become a full conductor. Meanwhile Warren Doubleday, the 4th of the group, but a bit more aged, was somewhere in British Columbia.

Power Supply Interrupted

A pole on Gillies Street at the rear of the Depot was struck by a motor car on Friday 1st August. This pole carries the 22,000-volt supply along Gillies Street and junctions with the pole that carries our transformer reducing the 22,000-volt supply to 415 volts to our tramway substation. After the collision the pole was standing at a precarious angle and power supply company Powercor, contacted us to advise that the supply would be off from 10am until 3pm on Sunday 3rd August to enable the pole to be replaced. We opened our Depot for visitors and placed signs along the line advising the tram service would commence around 3pm. The power company crews at the worksite were diligent to their work and hopeful we weren't being unduly inconvenienced. We made suitably complimentary statements and said we understood the pressure of their task. At 4pm the power was restored and the tram ran out carrying 46 passengers before running in at 5.30pm. In retrospect, we were glad our transformer was placed on a pole away from the 'mainline' high-tension route back in 1973, as it was not the one struck by the car. Had it been, it could have toppled over taking our transformer with it causing more problems in restoring the power supply.

Historically it was a loss to see the original pole, from the 1940's era, replaced with a 'green' treated pine pole and its attendant modern insulators. However we are most appreciative to Powercor for their courtesy and promptness in advising us of the works to be undertaken and advising the times the power would be off.

Bungaree House Cleanup

A major effort has been undertaken to clean up the interior of the Museum member's house at Bungaree. The floors in the lounge, front bedroom and hallway have had the floor boards sanded back then sealed with Wattyl floor sealant to bring the 1926 cypress pine boards into a beautiful state of presentation. An amount of old beds and surplus furniture were removed/stored/scrapped to bring the condition of the house to being more welcoming and less cluttered with hand-me-downs. The kitchen was upgraded 2 years ago, the dining room painted at the same time and improved bathroom and toilet facilities completed. We are striving to offer a house with quality appointments for members and friends staying with us.

Begonia Festival

The popular March Festival will be radically altered for 2004. The Festival will run for one weekend leading up to the Monday Labour Day holiday. The famous street procession will not be held along Wendouree Parade, but will instead be held in Sturt Street in the City area. This will require a good rethink on our tram service requirements over this period.

Public Liability Insurance

The Department of Treasury and Finance have advised our Public Liability Cover will be maintained for the next period, which takes us up to December. Even though we pay a high price for Insurance we cannot operate without it and we are very fortunate the Victorian State Government is prepared to cover the tourist railways and tramways to allow them to continue to operate.

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Above: School charters are commonplace at the BTM. However, this one had a special significance for the conductor, as his grand-daughter (front far left) came along on this occasion. The Haddon Primary School paid a visit on Monday 4/8/03.

AUSTIN BREHAUT COLLECTION

Left: Garry Wood removes the telephone box at the Carlton Street terminus. Due to the cabling often being cut during excavations, increasing awareness of safety and the advent of the mobile phone these boxes are no longer required (see July 2003 *Fares Please!*)

Roger Salen

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Right: John Shanks and Graeme Richardson from Ferrymead Tramway in Christchurch, New Zealand recently visited Victoria. They took time to visit our Museum, where they inspected our workshop and No. 18 was provided for a tour of our tram line. Thursday 18/8/03.

RICHARD GILBERT
COLLECTION



Below: The workshop team pose in front of No. 27 on its test run on Saturday 22/9/03 following major overhaul. From left: Alan Snowball, Garry Wood, Sam Boon, Ben Shields and Alastair Reither. **RICHARD GILBERT**

G. Fares Please!

Motorman Horder by Alan Bradley

Various documents record the fate of motorman Horder, who was dismissed after almost 20 years of service. The Museum holds the original ESCo employee register. The Melbourne University Archives contain records of the tramways Union, which in the 1920s was called the Australian Tramway Employee's Association (ATEA).

The ESCo employee register includes the following entry:

W J Horder. Commenced 23 September 1907, motorman. Dismissed 17 May 1927. Record: "Good, except that after repeated caution his services were dispensed with for taking intoxicants at Royal Mail Hotel when on duty".

On 31 May 1927, the secretary of the Ballarat Division of the ATEA wrote to the state secretary: "Bill Horder was dismissed last week, he was caught in a hotel while on duty and dismissed instantly".

On 27 July 1927, the state secretary of the ATEA replied to the secretary of the Ballarat Division. "Bill Horder walked in and wanted employment with the Melbourne & Metropolitan Tramways Board (MMTB). I told him he had no chance of getting into traffic, as he was over age, and there are so many old cable drivers and conductors who want employment". (The maximum age limit was 35 years.)

The Royal Mail Hotel stood at the terminus of the Sebastopol line. Many "trammies" over the years could not resist the temptation to wander inside for a drink. However during the period that the Electric Supply Company of Victoria (ESCo) operated the Ballarat tramways, any employee caught in a hotel while on duty risked dismissal.

One can only wonder what ultimately happened to motorman Horder. The Royal Mail Hotel remains in business today, over 30 years after the last tram passed by its doors.



Above: No.26 stands outside the Royal Mail Hotel at the Sebastopol terminus. History does not state whether No. 26's crew decided to call in for refreshments on this occasion. December 1968. MARK PLUMMER

At The Workshop

It has indeed been a busy time in the workshop this past couple of months with a big effort to complete the major mechanical overhaul of No. 27 and allow it to return to regular service.

The task of lowering the body of No. 27 back down onto the truck was undertaken one Saturday during August with a team of willing participants present to lend a hand. This process went smoothly until the main body bolts (spring posts) reached the tops of the springs and it was realised that while we had done a commendable job of squaring and levelling the truck frame, the body was still in position for the old slightly off square frame. This meant that only half the bolts would line up and so a lengthy procedure of blocking, jacking, re-blocking and checking was required to coax the body down into the correct position. Once down however the results were pleasing with everything fitting nicely and the tram looking square and level. During the following week the main truss bars were fitted, again with much coaxing and some adjustments to allow the end doors to close (caused by the truss bars under one end being set too long, the brake rigging was connected and all was ready for the recommissioning process.

When recommissioning a tram after major works a full list of checks and tests is performed, all of which lead to moving the tram under its own power and then onto a full road test. Everything went well for electrical, hand brakes, lighting, compressor and then a sudden loud rushing of air was heard from within the saloon. An air leak, simple enough in most cases, just find the leaking joint, undo and reseal it. This one was a bit more complex though and involved removal of the air tanks themselves.

We decided to go ahead with the traction motor tests at this stage just to confirm that all was ok but without air the tram would not be leaving the shed just yet. After double checking the traction wiring, the first notch was cut but with no result. More checking and a reversal of the motor leads for one motor, and again nothing. At this point it was decided to call it a day and think it over while we investigated the situation.

The following Saturday we revisited the motor problem and after dutifully tracing wiring from controllers to motors it was discovered that the field wiring for the No. 2 end motor was reversed in the car wiring itself. Once corrected the tram moved under its own power for the first time in almost three years up and down a short length of track just outside the workshop. No one can say how long this anomaly may have existed since No. 27 has never had its motors removed by the BTM before, only that in all likelihood the motor leads had previously been swapped around to compensate for the incorrect car wiring.

With all this activity focusing on No. 27 it would appear that not much else has occurred, in fact the work continues on scrubber car No. 8 to the point where it now has large areas of pink and grey primer. The arduous task of stripping and sanding all the metalwork around the water tank has begun.

On a final note, a big thanks and congratulations to all the members who contributed time over the past couple of months, it is always a thrill to see the hard work finally come together in the form of a completed tram.

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A Charter With A Difference by Austin Brehaut

School group charters are a regular and significant part of the BTM's operation. It gives the crews great pleasure to provide the occasion for children who may never have seen or ridden on a tram before, much less a vintage one. Experiencing the joys of such a ride in the Ballarat Botanic Gardens, especially when they have the opportunity to get their hands and feet on the controls, bells, and gongs (my poor ears!) of the trams in the depot, and don't they love it!

On August 4th Grades 1/2 from the Haddon Primary School took in the Museum as part of a "transport" excursion to Ballarat (rather ironic when they have a tramway (MTPS) so close to the school). Crews are usually rostered according to whoever is available, but this time long-serving conductor Austin Brehaut was especially requested, nay, directed, to be on the platform. Why? Because amongst the 43 children who came was Austin's granddaughter Bianca, who, through member father David, and with brother Matthieu, has been a BTM member almost from birth, and for whom trams are a natural part of life. But this time, being under school control, no special privileges. Nevertheless a most enjoyable day for both. Not too many kids these days have real live tram conductors in the family!

And who knows, one day, after the present crews have served their time, we may have

new recruits to the traffic staff from some who have ridden with us from time to time, or who have been initiated into the fraternity from a very young age. On them will depend the future of our tramway and the tram preservation movement.

150 years of Victorian Railways Celebrations

The Department of Infrastructure is undertaking the promotion of activities associated with celebrating the 150 years of railways in Victoria. The event will be celebrated during 2004 and the D.O.I. are seeking concept ideas on how individuals and community groups could celebrate the event. Our Museum is a member of the Association of Tourist Railways and at the recent meeting, Mike Ryan, Heritage Coordinator for the D.O.I. presented publicity material of the project and asked for the development of ideas. Richard Gilbert offered the view that the tourist railways and tramways of Victoria between them hold a great representative collection of railway/tramway heritage and maybe a 'travelling show' of events should rotate around the tourist railways/tramways during that year promoting particular facets of the history. Our Museum will pursue this course at the A.T.R. meetings.

New Brochure

Our brochure has been redesigned and reprinted. Henksan Printers of Ballarat and our continuing agreement with McDonalds enabled the printing to progress.

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 Museum activities and publications, please contact : The Secretary, Ballarat Tramway Museum Inc. (A0031819K), P.O. Box 632, Ballarat Vic. 3353. Phone / Fax (03) 5334 1580.

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