

FARES PLEASE!

August 2006

News from the Ballarat Tramway Museum

Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 5 November 2006, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

President
Vice President (two positions)
Honorary Secretary
Honorary Treasurer
Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial members for the nominee to be entitled to be a candidate for election Association.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 8 October 2006.

Nominations may be sent to:

The Returning Officer
Ballarat Tramway Museum Inc.
P.O. Box 632
BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

Before the customary afternoon tea after the meeting, a special event is planned in addition to the launch of Tram No 40 following its major refurbishment. Come along to be one of the first to ride No 40 and enjoy the day with all our members and friends.

Ballarat Trams are Ballarat History

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No. 20 was one of Ballarat's 1970's tram that did not see the end of the SEC services. It was destroyed in an accident on 16/9/1970. Photographed by the late Ben Parle, No. 20 negotiates the often hazardous Bridge St on 8/4/1958.



Six and seven roads empty of trams. An unusual sight. The accumulations of thirty years are being worked through. Shelving will be installed along the side wall. The new overhead is also evident on seven road. 2/9/2006

Photo: Peter Winspur

In the Workshops

Sometimes even when you feel like you are not moving very fast, if you look back at what has been achieved you realise that a lot is actually happening. So it was when I looked back over the last few months to see what could be reported in this issue of Fares Please. While there was no report in the last issue, a tremendous amount of work has been proceeding thanks to the efforts of our dedicated team.

Firstly, tram No 40 was finally tested under power and aside from a short list of faults and adjustments was found to be in excellent shape. The actual testing in Wendouree Parade followed a few weeks later once all of the roadworthy items had been completed. It is pleasing to note that the tram still exhibits its characteristic rumbling noises but is now devoid of the very harsh growl that was caused by the worn armature bearings in one motor. Work has continued steadily on the numerous painting and lining details that need to be completed for a final return to service which we hope is now only weeks away.

In the meantime the weekday crew undertook to resurface the floor in the drop ends of No 33. Due to the rough state of the floorboards it was decided to overlay them with a layer of marine ply to provide a more even surface without having to commit to the major task of complete replacement which can be better accommodated during a future overhaul.

With No 40 now mobile again work began almost immediately to bring No 14 into the workshop and prepare it for lifting and removal of the truck. This tram is the next

in line for our ongoing round of motor overhauls and will also have the wheels turned to bring them back up to standard. The tram has been lifted, the truck removed, the brake rigging has been dismantled and the motors have been removed. The various items will shortly be sent off to our engineering contractors for the work to be undertaken.

The overhead troughing for 7 road has been constructed and installed and the trolley wire has been strung in position. This finally completes the overhead in the depot and at long last allows trams to be driven in and out of every road without the need of towing, pushing or wandering leads.

Last year the museum was fortunate in obtaining a grant from the City of Ballarat Community Grants Program for the purchase of manual handling equipment. This equipment was purchased during June and thanks to the support of local suppliers we were able to obtain quite a bit more than what had originally been planned for. These additions will make the day to day work of maintaining and repairing the trams a little bit easier for everyone involved.

In an effort to improve the overall facilities both within the workshop and around the depot, a major clean up has begun with several loads of scrap and redundant or broken equipment being dispatched. Once this work is completed the focus will move to reorganising the layout of work areas and storage to make better use of our limited resources and reduce wasted time and effort. This project will be ongoing for the next couple of years but will hopefully result in a much more pleasant working environment for all our volunteers and staff.

Garry Wood

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The Two Bottle Box

In a time, long ago, it wasn't so abnormal for a little alcohol to mix with those operating public transport. There was some sort of happy marriage between transport workers and hostelrys and given the lack of comfortable working conditions, some solace was obtained by the back up of a quick 'nip or two' from a bottle to get through the rigours of a shift.

From stories obtained over the years, it appears the SEC tramways also came under some share of this happy working scenario.

In looking at tramway maps of Ballarat, Bendigo and Geelong one can see a number of tram routes terminated outside a pub. Whilst the SEC Rule Book strictly dictates that employees and alcohol are not to mix, in real life crews have been known to slip into the 'local' to refresh before the return trip to town.

Whilst in Geelong, a few months ago, a number of our tramway group called at the Terminus Hotel, at the West Terminus. We inspected an old varnished door with its equally old gold lettering reading 'Parlour'. What bliss. In the days before ladies even dared to enter a Public Bar, they were shunned to drink in the Parlour where a small frosted glass window was lifted and the drinks passed through. It sort of rang of reflections of the 'Speak Easy's' of the American prohibition era.

This we considered, in our visit, was the place where the tram crew could imbibe in some sort of discreet setting. The publican backed our view on this.

In Bendigo there was a pub at the Golden Square terminus and at the Eaglehawk

terminus. Each no doubt at some time provided refreshment to a parched crew.

Until 1966 pubs closed at 6pm and so this call into licensed premises was more about keeping hydrated on the hot summer days, especially in Bendigo. Gavin Young has told us of evening trips to Eaglehawk and seeing the Motorman reaching down to the brown paper parcel standing beside the controller. At one stage Gavin drove the tram back 'to town' whilst the crew enjoyed a drink.

In Ballarat there was Meagher's Hotel at the Victoria Street terminus and the Royal Mail Hotel at the Sebastopol terminus. In 1927 a Motorman was sacked after repeated warnings "after taking intoxicants at the Royal Mail Hotel when on duty".

Late in the SEC era the Tramways Superintendent twice 'raided' the Royal Mail. No one was caught as Inspector Dave Kellett had given a 'tip-off' that the raid was coming. Dave Kellett told Alan Bradley, the author of our book 'The Golden City and its Tramways', that 'Meaghers Hotel at Victoria Street was too far away from the tram to be popular but 'down at Sebas' you're right in front of the pub, you used to jump the gutter and you're in'.

In the horse tram days the Vines Hotel was a changeover point for horses and that was before the First World War when there was 11.30pm closing of hotels. One could imagine in those cold winter working conditions a nip of brandy would keep the spirit alive.

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When some of us from the Ballarat Tramway Museum attended the 30th anniversary dinner of the former SEC employees, appropriately held at a pub, Richard and Gavin took along a few memory jogger props such as cash bags, tickets and a Conductors' Revenue Tin. As we fronted the 'sign in' table, the organiser, a former SEC tram driver, exclaimed – 'A Two Bottle Box'- yes, he said, 'that Conductor's Tin holds two large bottles. We often had supplies for a late shift'.

It confirmed our thoughts as we all enjoyed a salubrious night of nostalgia and a few stories of refreshments on the job.

Richard Gilbert



The Vines Hotel, where horses were changed over and some drinks were no doubt passed over.



Brewer James Coghlan, of Warrenheip became Chairman of Directors of the Ballarat Tramway Company. The six monthly meetings of the Shareholders were held at Craigs Hotel. Horses were stabled at The Redan Club Hotel on the Skipton Street line, the Princess Royal and Vine Hotels on the Soldiers Hill line.

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Having Fun in Retirement

By Roger Salen (Antique Tram Driver).

I have always been a rail enthusiast, so when after 32 years as a teacher I hung up my chalk and stumbled across the preserved remains of Ballarat's tramway run by the Ballarat Tramway Museum I asked if I could join and work on the trams. To my delight the answer was *yes*.

To become a driver I was first trained to be a conductor, in which role I worked for a while to get to understand the system. I was then trained to be a driver. As I am over 60 I have to pass a medical examination each year, although this is not too difficult if one has all the necessary bits and they work reasonably well.

Apart from the fun of driving, the most enjoyable part of the job is meeting people from all parts of the world who are on holiday and in the mood to enjoy themselves. Since we are a museum we try to reproduce the way trams were run in "the old days", we dress in appropriate uniforms and issue genuine copies of the old tickets from real old ticket holders and carry leather money bags. It's great to be a museum piece.

The commitment is not onerous as we can specify how often we want to work and a roster is issued every month. Some of our members prefer to be back-room boys (persons) and work in the workshop so we crew members have our toys to play with.

If you are interested in this great hobby, you can get details from:

Ballarat Tramway Museum, PO Box 632, Ballarat, Victoria 3353, or phone (03)5334 1580 or e-mail info@btm.org.au or look on website www.btm.org.au

Our Hobby

The preceding article was published earlier this year in "*The Victorian Senior*".

The following recent emails help to make all our efforts seem worthwhile.

Good morning

We wanted to express our sincere appreciation for the wonderful tram ride we experienced on Thursday 29 June 2006. We would especially like to thank the driver on the day, as he went out of his way to welcome us and make our journey as comfortable and friendly as possible. We would like to complement you on the service you provide. It was one of the highlights of our trip to Ballarat.

Yours sincerely

*Philip, Gabrielle and Jemma Lenarduzzi
(Moss Vale)*

(Received after a normal school holiday weekday at the Museum)

Dear tramway guys,

Thank you very much for such an enjoyable day. Special thanks to Roger for being our driver and being so good with the kids. My son, Georas, still can't wipe the smile off his face and can't wait to ride the trams again. I shall definitely recommend you guys for an unusual yet memorable function with a twist! I can't speak highly enough of the service received.

Once again, thank you very much,

All the Macauley's

(Received after the Macauley's celebrated their son's third birthday on Tram No 28)

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Miles, Miles and some Kilometres

Recently while cataloguing some SEC 1970's rosters, I found an interesting note made by the Tramway Superintendent, Les Denmead, that the March 1970 roster reduced the operating tram miles per week by 15.5%. The pre March 1970 timetable normal weekly miles run (ie. by the formal roster and timetable) was 9479 miles and the new timetable was 8004 miles. To remind you, there are 1.61 kilometres in each mile.

The new timetable, effective 16/3/1970 was the result of the withdrawal or closure of the View Point service on 13/3/1970 and the reduction in overall frequencies. This was part reflected in the uncertain future of the tramway and the difficulties to recruit enough men to run the service. At the time, the Australian workforce was almost totally employed, unemployment was very low and there were generally shortages of labour in some areas.

The sheet that notes the reduction is titled *Mileage and order out of the Depot*. It gives the order of the various Runs out of the depot, time out and total miles of each days work for the tram commencing service with that Run number. For example on weekdays, the first tram Run number out of the depot was No. 13 at 6.09am and did 118.2 miles during the day. The longest set of Runs done by one tramcar on a daily basis, commenced with Run No. 11 on weekdays 147.2 miles, just beating that commencing with No. 1 Run on Saturdays of 146.2 miles.

The sheet also totals the number of trams required for each day:

Day of week	Peak No.	Off peak	Daily Miles
Weekdays	12	7	1262
Saturdays	10	7	1158
Sundays	7	7	535

At March 1970, there were twenty five trams on the SEC passenger roster. Given that the number of trams available at any time was say twenty two, then the average miles per week was 363 or about 585kms/week.

What does a Ballarat tram do in miles per week today?

For the 2004-2005 financial year, the average single trucker distance of those operable tramcars (six in all) travelled was 686km or 426 miles. Tramcar No. 27 did 1425km or 885 miles, a little over two weeks average work in 1970. No. 28 was the lowest mileage single trucker in 2004 - 2005, doing 174.2km, or 109 miles, well under what it could have done in a day had it commenced on No. 11 run in 1970.

Warren Doubleday

Traffic Manager's Note:

Statistics, damn statistics! I have always felt proud of the kilometres run by the Museum's tramcars since they started operating in December 1974. By 30 June 2006 they had travelled what appears to be an impressive 223,826 kilometres on only 1.2 kilometres of track. The single truck trams have been responsible for 185,504 kilometres. Thanks Warren for putting this in perspective!

Peter Winspur

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New Member

The Board and Museum welcomes the following new member:

770 Jeremy Bannester of Ballarat

COTMA Conference

Bookings have opened for the 2006 Conference which is to be held in Melbourne from Friday 17 November 2006. All Museum members are encouraged to attend all or part of the Conference activities. The booking form and conference programs, including that for Partners can be accessed directly over the COTMA web site at www.cotma.org.au or by contacting Warren Doubleday on (03) 9376 6882.

Vale

Graeme Breydon, Chairman of the Emerald Tourist Railway Board and Treasurer of PBPS and the ATR, passed away suddenly on Monday 21 August. Graeme was one of the most active and effective members of the rail heritage movement and he will be sadly missed. Our condolences go out to his family and friends.

17 July 2006

Mr Stephen Butler
President
Ballarat Tramway Museum Inc.
PO Box 632
BALLARAT 3353

Dear Mr Butler and Committee

Re: MIRA Award

I write to congratulate you on the wonderful achievement of a Museum Industry Recognition Awards.

The dedication shown by the committee and volunteers of the Ballarat Tramway Museum has always been invaluable to the Ballarat community. But the level of excellence required to gain this important award goes well above and beyond simple enthusiasm.

I know from experience just how hard you have all worked on the various projects you were juggling throughout 2004 and 2005. Each and every person who contributed to the work of the Tramways Museum deserves their own award, and I hope you will pass on my heartfelt congratulations to all of them.

I wish you continuing good luck in your work, although I think the Tramways Museum demonstrates on a daily basis how far true commitment and passion go towards creating your own luck.

Yours sincerely



Catherine King MP



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

For further information regarding the Museum, its activities and publications please contact: The Secretary, P.O. Box 632, Ballarat, Vic, 3353. Phone / Fax 61 3 5334 1580.

E-mail: info@btm.org.au

Our web page: <http://www.btm.org.au>