

FARES PLEASE!

February 2010

News from the Ballarat Tramway Museum



Photo: Peter Winspur

Australia Day 2010

Len Millar carefully guides tram No 671 past dozens of parked cars on Australia Day. Standing alongside him is our latest young recruit Eddy Radics. Already initiated into the greasy delights of working under trams, Eddy hopes to train as a driver later this year. We expect Len was pointing out the joy of experiencing cars reversing out with little notice.

In this Issue:

- An Invitation to join us for a Strategic Planning and Information Workshop
- Thirty Five Years Ago – The Official Opening
- Horse Tram No 1 to run during the Heritage Weekend
- The former Sandringham Ticket Cabinet

Ballarat Trams are Ballarat History

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Photo: BTM collection 19/12/09

Above:

Members of the *Daylesford Spa Country Railway* chose the Museum for their end of year get together. They were joined by a good number of our workers.

Below:

Richard Gilbert is seen enthusing three young ladies at the Australia Day Expo.

Photo: Peter Winspur 26/1/10



Photo: Austin Brehaut 13/2/10

Above:

Paul Mong applies the finishing touches to the new display room. Fitting out should commence very soon.

An Invitation to a Strategic Planning and Information Workshop

In 2004 and 2007 the Museum held Strategic Planning sessions which have been very successful in guiding it forward over recent years. It is now time for the Museum's Strategic Plan to be revisited and updated. To enable this, a workshop day is planned for Saturday 20 March 2010 at the Bungaree Historical Society Rooms opposite the Bungaree General Store.

If you are free on the day and a member of the Museum, the Board would value your input. We also intend to bring you up to date in what is happening in respect to the Museum and the future steps that are needed to ensure we maintain a safe, viable and sustainable operation.

The planning for the day at this stage is:

10.00 to 10.30 Discuss the current strategic plan and review Tick off completed projects or the ones which are no longer relevant

10.30 to 11.30 Brainstorm new ideas, directions, objectives
11.30 to 12.30 Specifically review the planning for Bungaree and the Depot properties
12.30 to 1.30 Lunch
1.30 to 2.30 Review our possible projects overall; be realistic about them, what we can and can't do. Consider those projects which would be good to do.
2.30 to 3.00 Wrap up

In order to arrange catering etc, your RSVP by Monday 15 March would be very much appreciated. This will also enable a package of materials to be sent to you prior to the day or made available for collection at the depot beforehand.

Please advise Warren Doubleday by email: tramwad@alphalink.com.au, by mail to PO Box 128 Flemington Vic. 3031, or by phone on (03) 9376 6882.

Thirty Five years Ago – The Official Opening

For the last of our series of articles we revisit the Official Opening of the "Ballarat Tourist Tramway" on 1st February 1975.

"*Fares Please*" for March 1975 devoted only one paragraph to the event, but "Trolley Wire" for February contained a wonderful description of the day by late member Bob Prentice. Reading it reminds us of how different the precinct is in 2010 and also how the wonderful descriptive language employed by writers schooled in

earlier times is gradually disappearing.

The Museum's collection of photos of the day is very small and this brings attention to how dependent we are on the generosity of Members and friends who have over the years donated their original records and photos or copies of them.

If you can assist to enhance the Museum's collection Warren Doubleday, our archivist, would be very happy to hear from you.

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Begonia Festival

The Museum will again be participating in the Ballarat Begonia Weekend to be held over the Victorian Labour Day weekend (6-8 March). Continued support from the Begonia Festival will see free rides during the weekend. A major change will be the return of the traditional Parade to Wendouree Parade. It will be held from 3:00 pm on Monday 8th.

For further information visit:

www.ballaratbegoniafestival.com

Heritage Weekend

The Ballarat Heritage Weekend has now become a fixture on the calendar. It will be held over the Mothers' Day weekend (8-9 May). We very pleased to announce that this year No 1 Horse Tram will operate on both days from about 11:30 am. Electric trams will also run. The event will be free due to the continuing generous support of the City of Ballarat.

For further information visit:

www.ballaratheritageweekend.com

Display area upgrade

Work is continuing on the upgrade to the display room. Following the complete rebuilding of the structure, along with the installation of power cabling and lighting the final fit out is about to commence. A large glazed door has been installed at the front of the area of a size suitable for disabled access. Funding announced by Justin Madden, the Victorian Minister for Planning under the Victorian Heritage Grants program will be used to assist in establishing the display.

The theme will be "Telling the Story - Ballarat's Trammies"

From the Workshop

The recent return to service of No.14 from overhaul has meant that for the first time in a number of years all seven ex S.E.C. single truck trams are available for service. The problem now is to rotate their usage so that they are all getting some regular running, not a bad dilemma to have! Only No.38 of the running fleet is currently out of use, waiting for all of its under gear parts to be refurbished and the trucks to be re-assembled.

No. 27 has been taken out of service for a repaint, following an offer from one of the workshops staff to tackle the job. It will be painted in the authentic shade of green this time, based on an original pre war "Pay As You Enter" sign which the late Wal Jack obtained many decades ago. This is a darker, more olive green than that applied in 1985, when it was last repainted. In the intervening twenty five years the tram has amassed some 25, 133 kms in service, so it is understandable that it is looking a little careworn.

Sebastopol cross bench car No. 22 has had most of the timber removed that is in need of replacement, and a dozen new side pillars have been supplied by one of our member's joinery to replace those on the south side, which were beyond saving. The first job has been to replace the bulkheads at each end in order to give the body some strength before the serious work can take place.

Ballarat Tourist Tramway Opened

This article written by the late Bob Prentice first appeared in "Trolley Wire" in February 1975.

The Ballarat Tramway Preservation Society Ltd. proudly announces that their Tourist Tramway, operating in Wendouree Parade, was officially opened during the afternoon of Saturday 1st February 1975, by the Chairman of the State Electricity Commission of Victoria, Mr. J. C. Trethowan, B. Com., FASA.

The Opening Day planning committee, chaired by Bill Jessup, met on a regular basis for some months prior to the opening, and the success of the day was due to their thorough way of proceeding. During the week preceding the festivities the general arrangements were spearheaded by Geoff Cargeeg and Peter Rees, and through their diligent efforts (with day to day assistance from others) the official dais, sales department tent, and the trams were ready for the great day.

Saturday dawned redolent, and portended the weather conditions for the rest of the day.

As the hours passed, a sense of mounting excitement was evident as more and more representatives of tramway and railway Preservation groups throughout Australia were greeted at the dais and depot precincts. To the Association of Railway Enthusiasts fell the honour of being the first society to charter a special tram (No. 40) from the B.T.P.S.; the A.R.E. members travelled to Wendouree by a special diesel railcar.

During the morning, a film crew from ABV Channel 2 'took footage' for *Weekend Magazine* of "Mr. Fuller teaching Mr. Croft to drive" and of "Mr. Inglis being instructed".

Whilst these incidents were happening, trams 26 and 27 provided a service in Wendouree Parade. At 1.00 pm the last round trip left the Gardens Loop, and by



Waiting for the ceremony to begin
BTM collection

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Holding the banner: The late Bill Jessup and Frank Hanrahan

Photo: BTM collection

1.20 pm all trams were at the depot being prepared for the opening ceremony.

At 1.30 the two bands assembled at the dais and commenced to entertain guests and picnickers with suitable renditions of martial and popular music. By 1.50 pm the last tram arrived at the opening ceremony site the official trams being Nos. 40 and 14 and the public trams Nos. 26 and 27.

Our Secretary, Clyde Croft, acted as Master of Ceremonies for the day.

He welcomed everybody to the festivities and then introduced the Mayor of Ballarat, Sir Arthur Nicholson, who, during his speech, tendered the Council's congratulations to the Society for the enterprise in having the section of tramway in question, preserved and the re-instatement of services for passenger traffic. Sir Arthur concluded by wishing the Society's project every success.

Acclamation

Mr. Croft then introduced Mr. J. C. Trethowan, who referred to certain highlights of S.E.C. ownership of the tramways, and his early association with the Ballarat trams and tramway, being, as he said 'born and raised in Ballarat' and 'began working with the commission as a revenue clerk'. He declared 'the tramway well and truly opened' to the acclamation of the gathered host.

The Society's President, Mr. M. Calnin, JP, responded - he mentioned the activities of the society generally, acknowledged the S.E.C.'s generosity in donating trams to the B.T.P.S., and the Ballarat City Council in assisting with the retention of the tramline along Wendouree Parade in the park reserve.

Again, acclamation.....

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The official guests were then invited to board Nos. 40 and 14 and these trams moved through a streamer held by the Ballarat Vice-president, Frank Hanrahan, and Melbourne Vice-president, Bill Jessup, and preceded by the pipe band for a short distance down the track to the skirl of the pipes and the beat of drums, set out on the official run. No. 40 was driven by Mr. Trethowan and crewed by Clyde Croft and Richard Gilbert; whilst No. 14 was driven by Sir Arthur Nicholson with Peter Winspur and conductor Geoff Cargeeg.



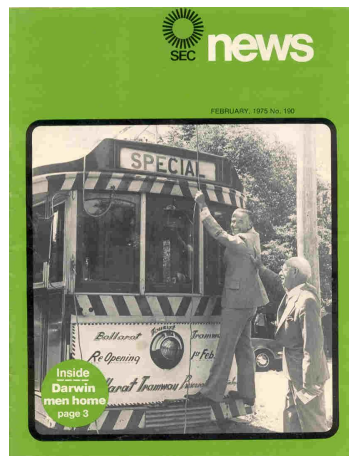
Breaking the banner

Photo: BTM collection

After running to Carlton Street and returning to the Gardens Loop, the official guests were requested to alight, and as they moved to the Gardens Kiosk, Nos. 40 and 14 entered public service in conjunction with Nos. 26 and 27; the trams operating in pairs.

Inside the kiosk, the guests were invited to be seated, and soon cups of tea or coffee were distributed... sandwiches and cakes consumed; the excellent catering by our good friends Arthur and Mrs. Maxwell, was interspersed by short discourses from Maurie Calnin and Richard Gilbert.

Your writer reflected, as he gazes out of the kiosk, watching swans and other water-fowl floating past on Lake Wendouree, with a backdrop of yachts sailing further out from the shore -- "what a peaceful scene... what a magnificent setting for a tourist tramway...."



SEC News for February 1975, showed State Electricity Commission of Victoria Chairman Charles Trethowan and the Mayor of Ballarat, Sir Arthur Nicholson with the former SEC Tram No. 40.

BTM collection

"Trolley Wire" is a full colour quarterly magazine published by the Sydney Tramway Museum. It features news from all the Australian tramway museums as well as historical articles about Australian tramways. It retails for \$9.90 and is available at the Ballarat Tramway Museum, the Railfan Shop or by contacting P O Box 103 Sutherland NSW 1499

A link with tramway history

Our meal room cabinet/bench in the tram depot has a unique connection with tramway history. It was part of the Victorian Railways tramway service based at Sandringham.

The cabinet has many compartments, each with a numbered door, and correspondingly there are similar doors on the other side. This cabinet was used for the storage of tramway conductors and bus drivers ticket 'outfit tins'. The cabinet was located in the station office at Sandringham and formed a dividing counter between Stationmasters area and the 'Sign On' area for the tram and bus crews as well as the train drivers and guards.

The tram conductor, or bus driver, would collect his 'outfit tin' from the numbered compartment to which he was allocated, and it would have been replenished with extra tickets, if required, along with daily record sheets. This function was completed by the station Booking Clerk. At the end of the shift, the tin and cash were handed over the counter to the Booking Clerk for reconciliation. When the transaction was completed, the newly made up tin would be placed in the appropriate compartment from the 'office side'.

The date of construction or installation of the cabinet is not known, but there is a good chance that it dates from the commencement of the tram service to Black Rock on 10th March, 1919, the station building having been built in 1903. The tram service was extended to Beaumaris on 1st September, 1926. The extension served a sparsely settled coastal area and the trams travelled along dirt

in one place, passing sand dunes, tee tree and the occasional house.

The line was a developmental one and despite the push to sell land for settlement, the cost of operations could not be sustained and the Beaumaris extension was closed on 1st September, 1931. Today the area is one of the most expensive and exclusive residential areas along Port Phillip Bay.

After closure, the residents along the ill fated extension were left without public transport, as the Victorian Railways took until 28th May 1938 before a railway operated bus service was provided. This is where the bus drivers come into the story with the 'outfit tin' cabinet.

However, the locals were to suffer again from 2nd February 1942 when the bus service was cancelled because of the war effort and the consequent manpower shortage and fuel rationing. Some relief to their transport woes was provided by a Mr. A. Glance who had commenced a bus service between Mentone and Black Rock. This route ran north of Beaumaris and Mr. Glance was able to commence a peak hours service over the former tram route commencing from 30th November 1944. From 4th December 1944 Mr. Glance was allowed to run his service through to Sandringham via Beach Road, this avoiding having to terminate at Black Rock and connect with the tram.

The Victorian Railways resumed running the bus service to Beaumaris as from 13th May 1946. These services ran through to Sandringham via Beach Road, so that the tram was able to run the more inland route.

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In the era of tramway closures in Australia, the Black Rock tramway succumbed to the fashion and was closed on 5th November 1956. The bus service was then altered to run over the tram route between Black Rock and Sandringham. The 'private' Mentone to Sandringham bus continued to run via Beach Road.

The tram conductors had finished but the cabinet continued to be used by the bus drivers until this service was taken over by Melbourne Bus Link during the privatisation process in the early 1990's. The cabinet then became solely the counter for the train drivers and guards to sign on at, and to rest a cuppa on whilst chatting with the station staff.

In the mid 1990's the provision of 'control rooms' at suburban terminal stations to allow monitoring by CCT security cameras of stations along the line and a central point for 'Announcements' to be made over station public address systems, saw a major re-design of station offices.

The cabinet was facing the axe - literally - when Richard Gilbert, based at Sandringham, negotiated the acquisition of the cabinet for the Ballarat Tramway Museum. The cabinet was duly collected one night after the evening peak hour, placed on a small truck and delivered to the Ballarat Tramway Museum. Today it continues to be used for the purpose it was constructed for, with the top being utilised as a desk, and a place to rest a 'cuppa' on during a chat. The compartments are used to store all manner of log books, brochures, stocks of photos and members belongings.

This very practical and well designed piece of furniture, possibly 90 years old, survives at our tram depot and provides a small link with tramway history from elsewhere.

Now that's not the end of the story. We have one more link with the Victorian Railways tram service to be told in a future issue of *Fares Please*.

Richard Gilbert



The former Sandringham Ticket Cabinet Photo: Richard Gilbert 28/12/09

10. FARES PLEASE!

Local Attractions Expo

The Museum participated in the Ballarat Tourist Association's Local Attractions Expo on Australia Day. It was staged near the main entertainment area in the Gardens on the edge of Lake Wendouree.

Marquees were provided by Council. The Expo gave members of the Association the opportunity to promote their various businesses.

In addition to some souvenir sales, the Museum made several worthwhile contacts during the day. Over 750 people were reported to have visited the Expo. Most were from the Ballarat district supported by a few day trippers from Melbourne.

Operations

Even though the weather has been generally mild during the recent summer holidays, patronage has continued to be extremely disappointing.

Anecdotal evidence supports the research during the Australia Day Expo that most visitors to the Gardens are local people rather than tourists.

Until Lake Wendouree is full again and until "swans and other water-fowl" are "floating past on Lake Wendouree, with a backdrop of yachts sailing further out from the shore" it appears that the outlook will remain bleak.

Right: A visit by the Dingley Seniors on 10th February 2010 kept John Clowes, Austin Brehaut and Richard Gilbert busy.

Photo: Richard Gilbert

COTMA Conference

Planning for the 2010 Conference is proceeding well. Bookings are due to open around the end of March 2010 and to run till about a month before the conference.

The Conference will be opened on Thursday 16 September and run through to Tuesday 21 September. A pre-conference partly self arranged tour is also proposed. The current thinking is to meet in Christchurch on Monday evening 13th September, visit the Tramway Historical operations at Ferrymead that night. On Tuesday 14th visit the City Tramway and Ferrymead and then travel the following day via the Tranzcoastal train and ferry to Wellington to arrive in time for the conference opening the following evening.

A post conference tour to Auckland travelling via Wanganui and New Plymouth to arrive in Auckland the following weekend is being separately planned with the assistance of Richard Gilbert.

A partners' program is also being planned.

Full details are at:

www.cotma.org.au/conference.html

From COTMA



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Above: A Victorian Railways Tram Conductors/Bus Drivers Ticket Wallet. They were much longer than the SEC ones used at our Museum. They measure 33cm's (13 inches) in length.

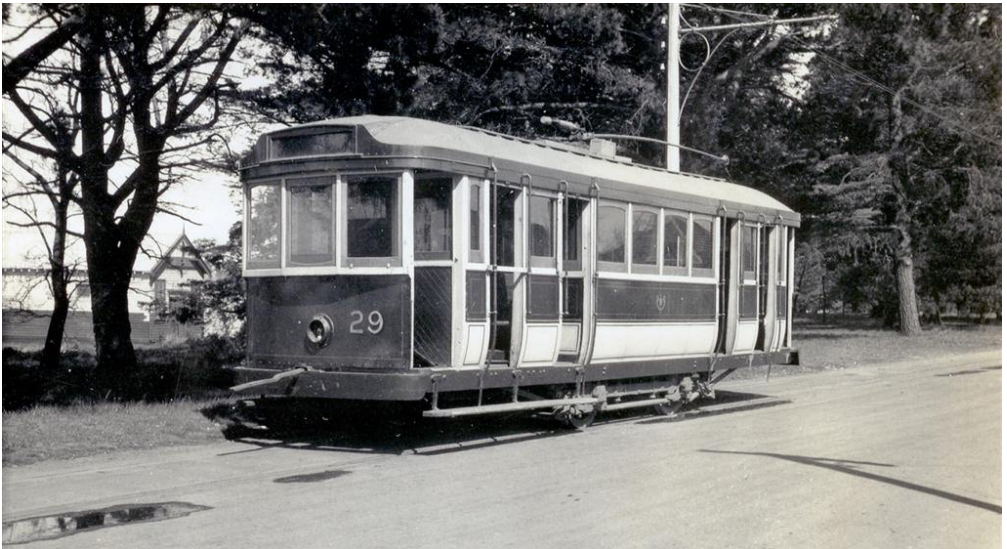


Photo: BTM collection

Above: Photos of Ballarat No 29 are very rare. It was the only former M&MTB "R" class tram (No 152) to run in Ballarat and had a straight frame unlike the other trams from Melbourne which had drop ends. Shown in Wendouree Parade outside the depot this photo was probably taken in 1950 just before the tram was scrapped. It is one of a group, copies of which member Ron Hann has donated to the Museum. They were given to him by the Manager of the Ballarat Tramways (probably Les Denmead) in 1963.

12. FARES PLEASE!



Photo: Dave Macartney (BTM Collection) 23/1/10

Travelling by Tram

Tram No 26 has proved to be a great way for bridal parties to arrive at their wedding breakfast at “Pipers by the Lake”.

On the occasion shown above, however, the tram was a wonderful background for the bride and groom’s wedding photos.

New Members

The Museum welcomes the following new members and Junior Supporter. We hope their time with us is long and rewarding.

- | | |
|------|----------------------------|
| 805 | Frank Hinde of Wendouree |
| 806 | Mel Reynolds of Clunes |
| 5053 | Matthew Reynolds of Clunes |



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.

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