

FARES PLEASE!

June 2014

News from the Ballarat Tramway Museum

Volunteers at Work!



Driving and conducting the trams in Wendouree Parade is not possible without someone engaging in track maintenance. About 500 metres of the Museum's track is approaching the end of its life. The rails are possibly over 100 years old and have served Ballarat well. Over recent years our volunteers have repaired more broken joints in this section than they care to recall.

The news that the City of Ballarat Budget for 2014/15 included \$100,000 to "repair the heritage tram tracks at Lake Wendouree" was very well received by the Museum. We already have the replacement rails and this allocation will enable a start to this essential renewal program.

Above: Our track gang at work, (*from left*) Alan Snowball, Greg Robinson, Roger Gosney and Barry Richardson (*Photo: Peter Waugh 10/6/2014*)

Ballarat Trams are Ballarat History

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“Australia’s Biggest Morning Tea” on the Trams

In May, Australia’s Biggest Morning Tea was held at the Tramway Museum. Pamela and Peter Waugh hosted two morning teas, as part of the Australian Cancer Council’s most successful fundraiser. This year was the 21st anniversary of the event which has raised over \$110 million since it began in 1994.

On Thursday May 22 and Saturday May 24, friends of Pamela and Peter were invited to take part in a sumptuous morning tea served on tram 671. Pamela had prepared plates of cakes, biscuits, and other treats. Vegetarians and people with gluten intolerance were looked after in style as well. Peter brought in an espresso machine and was kept busy supplying lattes, cappuccinos, and hot chocolates. There was also a raffle with a range of prizes including orchids and hand knitted socks. Motorman Roger Gosney did the honours as “barrel girl” pulling the winning tokens out of his conductor’s bag. Guests also donated items which were sold on a special trading table.

Following the morning tea, guests visited the museum, and then went for a short ride with Roger on one of our historic single truckers. Some guests had come from Melbourne and Geelong for the event. For many of the locals, it was their first visit to the museum. It was a successful event which highlighted our historic collection and it strengthened our links with the local community. Donations collected raised \$517 for the Cancer Council and \$200 for the BTM.

Members of the tram crew on Saturday, Ryan Vanderzweep and Greg Fitzgerald, also enjoyed the event, and there were plenty of cakes left over when they finished at 5.00 pm. Dave McCartney and Alan Snowball weren’t forgotten either! Roger had a birthday party tram charter immediately after the Saturday morning tea, where again he was well supplied with party food. He was seen leaving clutching a bottle of homemade tomato sauce.

All the guests said they will be attending the event again in 2015.

Around the Museum

The depot was a busy place in early June, especially during the week when it is normally fairly quiet. On Tuesday 10 the track gang (Alan, Barry, Greg, Peter, and Roger) dug up a two metre section of track near the playground where a broken joint was causing problems. When the hole was dug it was discovered that the sleeper had rotted out, nothing more than a brown stain in the dirt, and the fish plate joins had worked loose. The sections were welded back together, and new metal plates welded underneath the joins to give them more strength. On Wednesday the hole was filled with strong reinforced concrete.

While Richard, Alan and Barry worked on the concreting, the rest of us started demolishing the substation wall as before the planned solar panels are installed the opportunity is being taken to raise the substation floor to protect the equipment from possible flooding.

Paul had all the electrical connections removed, and we were able to move the transformers and circuit breakers out of the substation.

With an early start on Thursday, we were ready for the concrete truck which delivered over three metres of concrete, all of which had to be carried in by wheelbarrow through the back door of the shed. With the expert assistance of Paul’s brother Geoff, the new slab was laid. Paul worked on Friday to put castors under the transformer and build a wooden railway track into the substation.

This solved Saturday’s problem of getting a very heavy transformer up onto the new slab and into position. While Paul reconnected the electrical systems, the crew, with help from Alistair, worked to replace the substation wall.

With expert timing, everything was back in place by 12.15, for Roger Salen to take out the Saturday afternoon tram at 12.30. We all went out to watch the tram ride smoothly over the new track repairs.

Peter Waugh

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Morning tea anyone!
A mouth-watering selection for the
Biggest Morning Tea.
Photo: Peter Waugh 24/5/2014



Ballarat Heritage Festival
The Museum's stand.
Photo: Peter Waugh 10/5/2014



Above: The section of rail needing repair. Some years ago the Museum had inserted a section to repair the original join.

Photo: Reece Carter 10/6/2014



Above right: Geoff and Paul Mong putting the final touches on the new Substation floor.

Photo: Peter Waugh 12/6/2014



Right: Adam Stephenson shaping another section for No 12.

Photo: Alastair Reither 21/5/2014

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Ballarat Heritage Festival

The BTM had a display at this year's Ballarat Heritage Festival held on the Mothers' day weekend. Based in the central city area, thousands of people visited the festival activities. Photographs from our archives were featured in the festival brochure and in some of the heritage information boards. Our stall was in the Hooper Room at Ballarat Mechanics Institute. We shared the space with the Central Highlands Historical Association, the Ballarat Historical Society, the Collector's Museum, and a group of video artists creating the "Marvellous Machine" and also a collection of busts of Ballarat people made with 3D printing technology.

Numbers visiting our stall were in the thousands, at times five and six people deep, beginning at 9.30 and lasting till 5.00 both Saturday and Sunday. We had on display a large collection of historic photos, historical items, "Missy" modelling the uniforms, three video screens featuring old film footage of the tramways, a kid's activity area and a large collection of items from our museum shop.

There was a lot of interest in the old movie films, and the old photographs. Many people shared their memories of the Ballarat trams. Joy Waller, of Ballarat, has forwarded a number of slides showing the last tram in Lydiard Street, which are valuable contributions to our collection. One gentleman has a complete conductor's uniform in his wardrobe, presented to his father, a former Mayor of Sebastopol. Two people had small Bakelite EScO tokens (c.1913), about which they wanted more information.

Many people remembered the trams, with everyone commenting that the tramway should never have been closed, and that the remaining track should have included Sturt Street.

Many people thanked the BTM for having preserved such an important part of Ballarat's history. Many people told me that they often bring visitors to the gardens to ride on the trams. A lot of parents told me that they often visit the Museum as part of a visit to the gardens and playground.

Sadly, a lot of people told me that while they knew about the trams, they did not know about our museum, and the range of information it held.

For me, setting up the display was made much easier by the work that had already been done in having the three display packs prepared. This certainly helped in creating a high quality presentation.

Peter Fitzgerald and I were kept busy answering questions, listening to stories and memories, and selling over \$400 of books and other souvenirs. A number of people were interested in joining the BTM, and I hope to hear from them in coming weeks.

It was a great chance to be involved in the Heritage Weekend, and a highly successful use of our time and resources.

Peter Waugh

Ballarat Tramway eNews

Next month the Museum is launching a new publication *Ballarat Tramway eNews*. While primarily aimed at friends of the Museum, members are encouraged to sign up. The newsletter will be about one page in size and will have plenty of short items often with links to supporting stories. It is planned to be issued approximately monthly. It will go out using *Mailchimp* and people can easily update their preferences or unsubscribe at any time. If you are interested please drop a line to btmpeter@outlook.com and ask to be included in the subscription list.

Local History Grant

Each year, the Public Record Office Victoria (PROV) offers funding in the Local History Grants Program to support community groups to preserve local history and heritage.

The Museum is fortunate in being one of the 2014 MAP Museum recipients.

The grant is \$5,000 towards the provision of interpretation panels on *Ballarat's Trams Heritage: Horsepower and Electric Power*

The new panels will be erected during the already commenced revamp of the substation and the Horse Tram display.

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Tramway Man, No.19, Ballarat, 1963.

Earlier this year we had a visit from Ken Prato, who worked as a conductor on the Ballarat Tramways during 1963. He liked to spin a yarn, so Peter Waugh asked him to write down his stories. This is the result.

I began working for the SEC [State Electricity Commission] in Ballarat during April 1963. The SEC was responsible for the running of the tramway system [s] in Victoria. My job was to be a conductor on the Ballarat tram circuit, a somewhat different type of job to what I had been used to during the seven years I had been in the workforce up until that time. I was 22 years old, having recently been retrenched from working as a truck driver/storeman for a hardware company, which had been quite an active physical job by comparison. Due to an ongoing credit squeeze, which had slowed the local economy, there was not a lot of employment opportunity available for semi-skilled people at the time. The only other work available for me was to move to Melbourne to work for the Victorian Railways. I wanted to continue living in Ballarat so I accepted the Tramway position. My previous job had paid 16 pounds/week wage. This one paid the same, but with penalty rates for weekends, and extra money for broken shifts it actually averaged some 2 pounds more for the forty hours.

It was an easy, pleasant job, involving a close relationship with the public, which I quite enjoyed, having spent most of my working life up until then in the retail shopping industry. The major task was to sell tickets to the passengers who boarded the tram.

Each morning we were issued with a bag containing coins for change and a small pack of paper tickets of varying denominations, 1d., 2d., 3d., etc. When our shift finished each day, the money accumulated from ticket sales had to be reconciled against the tally of tickets sold. Any shortfall was deducted from our weekly wage. Any money over each day was never allowed to be deducted from previous shortfalls, thus preventing any chance to manipulate the system.

On one occasion, a conductor, Herb, had taken two pounds from his cash tin to wager on a racehorse. The horse won, paying him the equivalent of around three weeks wages, but he hadn't yet collected the money to repay the cash. With such a large shortfall, he was called to the office to explain. He was able to convince the inspector that he'd simply cashed a couple of pounds for change and left the money in his other tunic pocket. He was able to collect his winnings and repay the missing pounds before he went home.

Other tasks were:

1. Change the setting of the points on the track with a metal bar [the point hook] at intersections where the tram had to change direction. [i.e. when turning left from Sturt St into Lydiard St Nth].
2. Help mothers who had prams to load onto the tram.
3. At the end of each run, when the tram had to travel back the other way, the overhead pole connected to the electricity supply had to be swung 180 degrees and re-connected.
4. Also at this time, the doors which had been open on one side of the tram had to be closed and those on the opposite side opened for passengers to board for the return journey from the other side of the road.
5. Alert the driver by ringing the bell via an overhead leather cord when it was safe to resume the journey after loading passengers.
6. Ring the same bell if a passenger needed to alight at the next stop.

It was also the responsibility of anyone who left a tram parked facing East [downhill] outside the main office near the corner of Sturt and Lydiard Sts. to make sure the points, which would turn the tram uphill into Lydiard St. if the parking brakes failed, were indeed turned that way. This instruction was the aftermath of an incident from 1953¹ when an empty tram had escaped from its parking spot and careered downhill to the bottom of the

¹ Editor's note: Actually 8th May 1954

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Sturt St. hill, where it had jumped the tracks and travelled across the roadway, smashing its way through the wall of the Buck's Head Hotel, which stood on the corner occupied by the Priceline Pharmacy at the present time. I was walking through Bridge St. on my way to school that morning and actually saw the tram embedded for half its length inside the wreckage of the hotel. The grooves gouged by the tram's steel wheels were visible for many years in the bitumen roadway.



No 24 “visits” the Buck’s Head Hotel. The hotel stood on the corner of Grenfell St. The “Priceline” Pharmacy now occupies the site.

Photo: BTM collection

The main office of the tramway enterprise was on the north side of Sturt St., directly opposite the Town Hall, in the building currently occupied by a Thai restaurant.



The late Dave Kellett poses in front of No 14 in the early 1960s. The tramway offices were in the three story building immediately behind the tram.

Photo: The late Travis Jeffrey

The working day was divided into many shifts, as the trams began running at 6:00 AM., and continued until about 10:30 each evening. After around 7:00 PM. Only the

small driver-only trams continued operating so conductors were rostered off from then. Generally, a conductor would find himself starting from six in the morning until early afternoon on a Sebastopol/Lydiard St. Nth. Tram, or perhaps start as late as 11:00AM., and work until early evening on another route. There was a permanent rotating roster on the wall in the main office which allowed workers to calculate their work schedule as far ahead as they liked.

Everyone had two days off each week, not always consecutively, but, as compensation for this, every four/five weeks the roster provided for two days off at the end of one working week, followed by two days at the beginning of the next, which created a four day break every month or so. There was also a system in place whereby friends could arrange to swap shifts with each other, via a written change-of-shift form signed by each of them. This could be swapping days or perhaps swapping from a late until early timeslot within a particular day. The whole system worked really well.

In the depths of a Ballarat winter, working in a cold, draughty tram, especially round windy Lake Wendouree, required plenty of clothing, including a thick, woolly, military-style greatcoat, worn over the woollen tunic we each wore. The first trams each day began before dawn from the large storage depot on the northern side of the lake. I found if I rode my bike to work on those days I became too hot and sweaty, leaving me clammy for the rest of my shift, so I developed a program of walking the one hour trip, leaving home around five in the morning. This proved to be a much more comfortable procedure. At the end of those days we were allowed to ride on whatever tram would take us nearest to our home.

There was a total of about sixty workers on the roster, some younger, as I was, also quite a few older WW2 veterans. We were mostly a happy group with the exception of one older bloke who regularly bullied smaller younger people. On one memorable occasion I saw him throwing his weight around in the recreation room when one of

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the veterans came by, thumped him in the ribs with his elbow, and said sternly: "That'll be enough of that!" The bullying stopped immediately. Danny O'Leary was renowned for his toughness, having been a boxer before his war experience. Nobody messed with him. On that occasion he advised the recipient of the bullying: "Next time, just thump him in the ribs with your money tin". This tactic proved to be successful for that bloke, as he was never bullied again.

The only other aggro we experienced was from the older students from the North Ballarat Technical School who rode the Lydiard St. Nth. tram each day. They would sometimes gang-up on a smaller, younger tram worker. On a couple of occasions Danny threatened some of them with a metal point-hook. This would have got him in trouble if an inspector had found out, but no-one would dob in someone as popular as Danny was.

Another group of nuisances were the students who pretended to reach in their top pocket for a daily pass to show the conductor. At that time of day, with a tram jammed full of school kids and CBD shop and office workers, the conductor was under a lot of pressure and would frequently presume the card being reached for was genuine, when, in fact, many times it was simply a ruse to avoid paying a fare. This only became awkward if a ticket inspector boarded the tram to check people's tickets. Any conductor who had missed a passenger was in serious trouble when that happened. If it happened too often he had to front the boss in the main office to explain himself.

TYE 3-210	
STATE ELECTRICITY COMMISSION OF VICTORIA	
PROVINCIAL TRAMWAYS	
SCHOLAR'S MONTHLY TICKET	
SCHOLAR UNDER 18 YEARS	
EXPIRES	
NAME.....	
ADDRESS.....	
SCHOOL.....	
THIS TICKET ENTITLES ABOVE SCHOLAR TO TRAVEL TO AND FROM SCHOOL WHEN SCHOOL IS IN SESSION. NOT TRANSFERABLE TO ANOTHER PERSON. DEFACED OR MUTILATED TICKETS WILL NOT BE ACCEPTED. ISSUED SUBJECT TO THE BY-LAWS.	
17'6	A 002649

The workload for a conductor was not very onerous, usually only one or two busy trips each day as people were starting or finishing work or school. These could be really hectic, creating quite a struggle to fight his way through a crowded tram trying to catch each passenger before they reached their destination. For the rest of the day there might be no more than a handful of people on board, which created quite a lazy time.

The culture regarding drinking alcohol and driving was much more relaxed during the 1960's which, of course, was reflected in a higher per capita road toll. This laid-back outlook extended into the tramway industry of the day. The terminus at end of the Sebastopol line was outside the Royal Mail Hotel.



The door to the Bar was conveniently located!

Photo: Peter Bruce c.1970/71

There were people who would call in each trip for a beer before heading off on another run. The other end of the line for that circuit was outside the cemetery at the top end of Lydiard St., the whole trip taking one hour and twenty minutes to complete. If the driver drove a bit harder on the way down to Sebas he could get there several minutes earlier. By leaving a few minutes late for the return trip and catching up the time along the way, he and his conductor mate could spend some fifteen minutes or more in the pub, sloshing beer down. Not everyone did this of course, but there were quite a few serial offenders. A couple of friends, if they found themselves rostered to work on the same Saturday, would swap shifts with other friends to get themselves on the same early Sebastopol tram together. When the pub opened at ten in the

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morning they would begin a regular calling in each trip until their work finished around 1:30 PM. Those who didn't stay as long in the Royal Mail would sometimes take a bottle with them in their cash tin, which they would drink at the other end of the run, behind the cemetery fence.

Some conductors were invited by their driver mates to have a go at driving the tram during these light-hearted times. This would have cost each of them their jobs if they'd been caught by an inspector. By the time these conductors were ready to undertake a driving course they were already quite experienced at the task. Sometimes their instructors would remark how naturally they had taken to the job.

Another beer-drinking episode would take place during the late evening shift[s] around the lake, when there were only one-man, driver-only trams, operating. With almost no passengers, some of the drivers would while away the time with a bottle of beer stashed in the knot-hole of a special tree. These round-trips were of one-hour duration, so if the driver got to the terminus at the loop at the botanical gardens a bit early he could have a drink before starting the next circuit. Some mates would work together to create a stash of bottles in the tree. If anyone took a bottle he was obliged to bring a replacement next time round. Meagher's Hotel near the Victoria St. terminus would always be willing to sell beer after hours for this purpose. [It was, of course, the era of six-o'clock closing in Victoria]. The rectangular metal container which held the cash and ticket supply was exactly the right size and shape for two bottles of beer.



The "Two Bottle Box"

When I began working on the trams I had come from a physically active job which had kept me really fit and healthy. After two months of this easy life-style, coupled with drinking beer and eating too much take-away food, I could not do up the front buttons on my tailor-made uniform any more. My weight eventually increased from around 65 kilos to eleven and a half stone [80 kilos]. I decided to leave the trams and find a more active job which would be better for my overall health. I had completed my driver-training course by then so I had experienced the whole spectrum of the work, which I had enjoyed for about eight months, but it was time to move on. I went back to the delivery-driver industry carting soft drink crates to shops and pubs around Ballarat, which helped get me fit again. I used to see old friends from those days but they have mostly passed on so that era of my life has passed on with them.

When the Tramway system was closed in 1971, it had certainly reached its use-by date. Very few passengers wanted to ride on the slow, cold and rattly trams any more. Also, new suburbs were being developed which the old tramway network did not reach. Buses were certainly smoother, faster and more comfortable, with more flexibility in their routes. There was strong sentiment though from many people to keep the line from around the lake and down Sturt St. to preserve the history and retain a track for tourists to use. The SEC had no intention of allowing this to happen. Within a week they had pulled down all the overhead wires which had provided the power for the trams. The metal tracks the trams had run on were eventually pulled up and sold to China as scrap metal. The residents of Bendigo must have had a stronger voice, as they were able to retain a much larger section of track which provides a path for tourists across their city. The portion of track which was left for tourist use along a section of Lake Wendouree is certainly good to have, as is the museum to help keep the memories alive, but Sturt St. is such a beautiful venue that if the whole of the line around the lake had been saved to where it ran

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into Sturt St. at the Ripon St. intersection and down to the CBD as it used to, tourists would have been able to enjoy a beautiful circuit of our town. The line, as it ran alongside the central cultivated section of Sturt St., was never a serious impediment for motorists.

Ken Prato. January, 2014

Finding personal links to our collection

During May the Museum received an email from a website visitor with a photograph seeking information on what was an SEC employees pass which was attached to a short imperial scale metal ruler. The email gave some information about the person to whom it belonged and what he undertook for the Ballarat Tramways in the 1920's through to the 1930's and beyond.

"I am the WA granddaughter of Vincent Michael Dalton, an ex-coal miner from Eganstown who served in WW1. My mother, his youngest daughter recalled that he began as a tram driver until his hearing loss became worse. (A consequence of war service in Gallipoli and on the Western Front). He then worked as a Fitter and Turner including work on tram wheels. The depot was over the road on Wendouree Parade and he walked there every day from home in 1342 Gregory Street. I am caring for his identity disk 136, which is lettered State Electricity Commission of Victoria, Electricity Supply Department –

Provincial Tramways. . It has a metal rule of 4" copper wired to its top loop. I wonder if anybody can tell me what he would have done with this object and more about his employ in 1920s - 1930s which I believe may have extended 50 years."

We advised that it was an employee's pass for travelling on the trams. When Warren picked up on the note that he was involved in working on the tram wheels, he sent the family a SEC photo of a fitter working on the wheel grinder soon after it was installed in the mid 1930's at the SEC depot. Yes it was Vin!

Vin joined the AIF in the early days of the First World War and served both in Gallipoli and then at the Western Front with the 8th Battalion. Amazingly he survived all these deadly campaigns. The Museum's historian, Alan Bradley, is currently preparing an article for a future issue of *Fares Please!* on the Ballarat Tramways and its involvement in the First World War and those trammies who served. It will include a note on Vin and many other Ballarat trammies.

While chatting with the family, we found another link with the family and our collection. Vin's son Norm joined the SEC in 1940 as an apprentice at the Ballarat Power Station. Norm Dalton worked for the SEC for the next 42 years, retiring as Chief Engineer Power. During the demolition of the Wendouree Parade power station buildings, Norm was given an ESCo "Tramways Traffic Wages Book" which listed the wages paid to the trammies for August 1919 to December 1924. Norm subsequently donated the book to the Museum and it now forms a valued part of our collection.

Although we had recorded the donor of the book, we did not know much of his working life and his family links to the Ballarat Tramways. This information will be recorded in our collection files as it enhances the historical significance of both of these items.

We thank the family for the information that has been provided.

Warren Doubleday

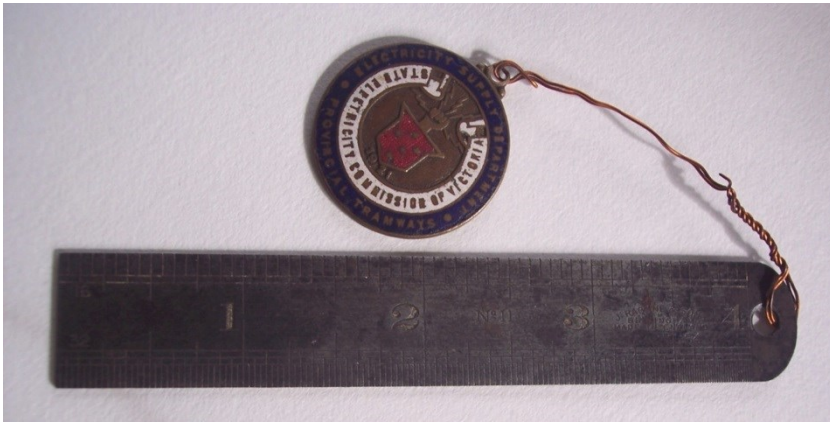


Vin Dalton at work on the wheel grinder.

The exact date unknown.

Photo: BTM collection

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Left:

An Employee's Pass issued by the SEC tramways shown attached to a small metal ruler.

This is the mystery item referred to in *Finding personal links to our collection* on page 9.

Right:

Sunday 19th September 1971 was a glorious day to farewell the trams.

This photo taken at the Lydiard Street North terminus was one of several donated recently by Joy Walker.

The Museum treasures all items such as this.



Restoration of No 12

Left: Adam Stephenson and an excellent replica crossbench seat he has fabricated for the tram. Funding to progress this project has seen a dramatic change in recent months.

Below: Further work has been done to provide the framework for the panels since this photo was taken.

Photos: Alastair Reither 21/5/2014



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Tramways reminiscent of Ballarat

Warren Doubleday reports on two tramways in Eastern Germany that are very reminiscent of Ballarat in that they run on the side of a roadway and use four wheelers. Both well worth a visit.

Rahnsdorf to Woltersdorf Schleuse – in an outer part of Berlin, served by the S3 S-Bahn line is a metre gauge tramway that runs from the S-Bahn station at Rahnsdorf, through a forest section initially and then along the side of the road, either just off the roadway itself or alongside the gutter. It is very reminiscent of Ballarat in many ways. Operating normally with a single truckers or four wheel tramcars built by Gotha in the late 1950's; it can operate on busy days with a trailer. The tramcars are electrically and hand braked.

Opened in 1913, the 5.6km long line operates along a roadway that in many places does not allow two cars to pass each other when a tram is alongside. For most of the trip, it runs through a residential area with individual houses and some community or local shopping facilities. It crosses the roadway from one side to the other in two locations, the first on a sweeping curve passing through a busy intersection controlled by traffic light!

The tram is very community oriented with the crews knowing the locals and laminated drawings from a local school in the car windows. You buy your ticket from the driver, by opening the small door to the driving compartment.

The tram terminates at a picturesque location, a working canal lock (Schleuse) with a bascule type lift bridge and a large lake surrounded by many places to enjoy a drink or a meal. For more information on this little tramway, another survivor, search for "Woltersdorfer Strassenbahn" and look for either the tramway's home page or the Wikipedia page and ask for it to be translated. There are also some great You Tube videos.

Die Kirnitzschtalbahn – Bad Schandau – in the south eastern corner of Germany, on the main line between Dresden and Prague (Czech Republic) is the small resort town of

Bad Schandau. It features walking trails through the Saxon Switzerland National Park, the Elbe river, a very busy rail line and the small roadside metre gauge tramway. The 8km long line opened in 1898, runs from a car park just out of the centre of town to Lichtenhainer Wasserfall. Primarily a tourist line, the tram runs against the road traffic on its inbound trip. The tramcars are four wheelers, second hand from other Saxony tramways are again built by Gotha in the mid 1950's. However most trips they have one or two trailers in tow, running around them at either end.

The line climbs up the valley for almost the whole of the trip passing mainly through forested areas, but passing by occasional villages, camp grounds and hotels. On the way back or downhill, the driver stops the tram at every stop. The driver sells the tickets, with passengers travelling from the terminus in the trailers and "road side" passengers being accommodated in the motor car. Similarly to the tramway at Woltersdorf, the roadway itself is quite narrow and it is not generally possible for two motor cars to pass each other when alongside a tramcar.

Drive carefully. On the day of my visit, three tram sets were operating, with the drivers chatting with each other at the crossing loops and apparently swapping a "token". Again plenty of locations for refreshments along the route.

One unusual feature of the tramway is that the depot roof is fitted with solar panels, generating about 20% of the power used by the tramcars. The Ballarat Tramways Museum is planning a similar installation.

Again for more information search for the "Bad Schandau Tramway" and there are some good YouTube videos too.

New Junior Supporter

The Museum welcomes Ned Spelman (5066) of Ballarat as a Junior Supporter. We hope he enjoys his membership and look forward to seeing him on the tram.

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Left:
Bad Schandau
Germany.
Just before the
terminus.

*Photo: Warren
Doubleday 9/5/2014*

Side of the Road Running

Right: Albert Street Sebastopol.
Last day 19/9/1971.
Note the bus stop sign.

Photo: The Bill Kingsley collection



Left:
Woltersdorf
Germany.
Arriving at the
terminus.

*Photo: Warren
Doubleday 21/5/2014*



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>