

FARES PLEASE!

December 2016

News from the Ballarat Tramway Museum

Santa Rides the Trams



Photo: Peter Winspur 10/12/2016

Season's Greetings

Inside: Wartime Christmas – 75 Years Ago

Ballarat Trams are Ballarat History

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Around the Museum

The weekday availability of a goodly number of local members, most of whom attend “Tram Tuesdays”, has seen a boost to the number of jobs large and small which have been completed over the past year or so.

We are also currently employing Jan and Andrew Martin under the work for the dole scheme. They are usually in on Tuesdays and Wednesdays. In addition to numerous administration tasks, Jan is in the process of writing a large number of work procedures. Ian, a tech guru, in addition to lending a hand with spanners and shovels or a conductor’s bag, is upgrading and networking the Museum’s computer systems.

With the depot open on Tuesdays and Wednesdays it has been easier to handle group visits and even possible to sometimes offer tram rides to visitors who arrive on spec.

In addition to the display in Tram No 39, there are now superb descriptive panels alongside the horse tram. New story panels and a large donated flat screen television are also being installed along the wall on the south side of public area. It is intended to run various short films from our archives.

In the workshop

The installation of new windows in the saloon of Tram No 12 completely changed the exterior appearance of the tram and is another step towards the completion of the project to restore the tram’s body.

Tram No 18’s truck is still in a hundred or more pieces. One of the armatures was found to be in need of major work and it is intended to replace it with one of our spares. New bearings and work on the motors will more than use up the \$10,000 grant received for this project. Our Tuesday team are gradually rehabilitating the truck. Meanwhile, the freshly painted body is waiting on the jacks to be reunited.

Tram No 28 is back in service with a completely new air tank for the braking system. It has been decided that as the air tanks in our other trams reach the end of their lives, it will be far less costly to install tanks which are

readily available than to attempt to repair the old ones.

When our trams were in revenue service they did not remain exactly the same as small changes happened to them over the years. A good example from Melbourne was the replacement of all the air operated windscreen wiper motors with incredibly noisy, slightly larger versions. We in Ballarat still have the luxury of the earlier, very quiet, ones. Of course, in the early days motormen had no wipers to worry about. It is rumoured that the use of half a potato was a good way to stop the rain beading on the glass. Before that, trams such as No 12 did not even have windscreens!

New Signage

The Museum’s program to replace and enhance all its signage continues with the acquisition of long overdue replacements of the two ‘Museum’ signs and two more ‘Tram Ride’ signs. This is an expensive project and in addition to requiring Council permission for some of the additional signs we are testing the portable signs to ensure that they are practical before replacing all of them.

“Springfest” and the annual “Tram Pull”

On Sunday 27th November, good weather saw one of the biggest crowds for years for the annual market which extends all around the lake.

Another successful ‘Tram Pull’ was conducted. Organised by *Rotary, Young Ambition* the competition raises money for good causes. It is always a lot of fun. Following the presentation of the cup to the winners, CB Training Centre, a cheque was presented to Paul Mong, the Museum’s vice president, to recognise our contribution to the 2015 event. The Museum would like thank *Rotary, Young Ambition*, and particularly Alister Morrison for their support of the Museum.

Even with the interruption of the “Tram Pull” patronage for the day at 730 exceeded all expectations. Only in 1998 and 2001 have we carried more. It is the only day of the year when our conductors get the opportunity to act like ‘real’ conductors selling a variety of tickets in very busy conditions.

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The Museum's Good Samaritan

During the busy 'Springfest' day a lady's purse and mobile phone were left on the tram. Conductor Neville Britton rang a number on the phone with the same surname. It was the bag owner's daughter. She rang another person who was with the owner who later caught up with the tram to claim the bag. The lady was all the way from Western Australia.

Later Neville received the following text: "Thank you so much for saving my Mothers belongings. You are a special person. Blessings to you and yours and again thank you:)". Neville replied; "I'm pleased we could assist. Regards Neville Britton for the Ballarat Tramway Museum". Neville 'pulled' 307 tickets on the day. We suspect he went home tired, but happy.

Our New Venture - Weddings

Saturday 5th November saw the first time the Museum had conveyed a bridal party to *Pipers by the Lake* for their wedding breakfast utilising Tram No 671, our *Pipers* tram. This was followed up with another on 10th December. This time the tram was shadowed by a drone carrying a movie camera. *Pipers* will now be able to enhance their publicity material. There are several further bookings for next year.

Cuthberts 939

The feedback the Museum has received from all who have participated in functions on *Cuthberts 939* has been wonderful. From quiet 70th birthday parties or degustation dinners to slightly louder hens nights, it is proving a great way for up to twenty-four people to celebrate.

Group visits

There have been numerous groups visit in the last two months ranging in age from the "Happy Wanderers" seniors to Mount Helen Preschool children. The increase in the number of local volunteers who are available on weekdays is the only reason this has been possible.

Santa's Visits

Santa (aka Roger Salen) found time in his busy schedule to visit the Museum and ride on the tram twice. The first visit was on Saturday 10th

December. Unfortunately, the promised large numbers of families for the Ironman event registration day did not eventuate.

On Tuesday 13th December Santa entertained BotaniKIDS as they participated in a tram ride. (Ballarat BotaniKIDS are a group under the auspices of the *Friends of the Ballarat Botanical Gardens*. It encourages children to enjoy, explore, play and learn in the beautiful setting of Ballarat's Botanical Gardens).

Following the BotaniKIDS visit Santa agreed to spend more time with us and thanks to the wonders of publicity through social media, namely Facebook and *Ballarat Tramway eNews* he entertained a very large crowd of happy children.

Another Sunday Road Closure

For the third year Sunday 11th December saw a total closure of Wendouree Parade through the gardens until after 4:30pm. Running the tram was not possible. The Ironman Triathlon is a huge event attracting thousands of participants and spectators.

The day was glorious and Ballarat residents and visitors were effectively locked out of the gardens precinct all day. The closure of Sturt Street and Gillies Street until early afternoon and parking for the event made the Museum well nigh inaccessible. The Museum was open and a few managed to visit. Total revenue for the day was \$10 plus a few dollars in donations.

Summer Running

The enthusiasm of the tiny group of local volunteers will see trams running from 10:00 until 5:00 from Boxing Day until the middle of January or beyond. From then until the end of January we expect to run from noon. As well a tram will run on Christmas afternoon.

We would be more than happy if some of our less regular traffic staff could be available to help during the month.

On Sunday 22nd January we have booked Mat, our horse man, to run No 1 from 11:00 until 4:00. Fares for the day will be \$8.00 and \$4.00. This allows rides on both the electric and horse trams. We are to test on line pre-purchase of tickets for the day.

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Photo: Peter Waugh 5/11/16

Above: Trams 26, 27 and 28 all celebrated their 100th birthday this year.
They now represent three S.E.C. eras since they arrived in Ballarat in 1930.



Photo: BTM Collection 5/11/16

Above: Peter, Pam, Roger, Paul, Chris and Arthur with the COTMA Achievement Awards.

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Annual General Meeting

The Annual General Meeting was held on Saturday 5th November. Some thirty members attended. After some thirty-five years attending board meetings and over forty years active participation, Warren Doubleday has decided to semi-retire. His position on the Board has been filled by Virginia Fenelon who will bring a different, but valuable set of skills. Virginia was part of the team which drew up the Museum's Business Plan. We welcome her. Warren's participation is set to continue as he was happy to remain as Museum Services Manager (or archivist). Warren will also continue to provide technical advice and assistance as required.

Following a recommendation from the Board the meeting agreed to increase fees from July 2017. This year's large increase in the cost of postage has had an impact on the cost of servicing our members. A discount will be available to those who elect to receive *Fares Please!* electronically.

Another recommendation from the Board was that Warren Doubleday's contribution over the past forty-five years be acknowledged by bestowing a life membership. This was supported by the meeting with acclamation. He joins Richard Gilbert and Dave Macartney.

Our New Life Member

Warren Doubleday joined the Society in July 1971 and it was not long before he became active including as a Board member. In 1974 work took Warren to South Africa, northwest Australia and later to Portland. We are sure that his mind was never far away. In December 1980 he was appointed Engineering Manager. Until this year he has remained as either manager or assistant manager. In 1990 Warren was re-elected to the Board and served until he retired this year. He will continue as a consultant and as Museum Services Manager.

In addition to his leadership in the engineering area, Warren, almost singlehandedly, created the documentation required to apply for accreditation as a museum. Success led to the Society becoming one of the first museums in

Victoria to be accredited under the Museum Accreditation Program (MAP) managed by Museums Australia (Victorian branch).

When Rail Safety Accreditation arrived in the late 1990s, Warren played a critical role in ensuring the Museum could supply the appropriate documentation to become accredited and continue operating. In 2006 a new Act of Parliament required him (and others) to do it all over again. This time it took two years of hard work. When Tram No 939 arrived, it became the most complex vehicle in our fleet. For it to be accredited to run in Wendouree Parade required another twelve months of work. Without Warren, it would have been almost impossible to achieve this aim.

There is now an ongoing commitment in remaining accredited as a museum and next year ours is due to be reviewed and updated where required. Warren will be there to ensure this happens. Meanwhile, in his spare time he continues to catalogue thousands of items into the Museum's database.

COTMA Awards

At the recent Council of Tramway Museums of Australasia Conference in Christchurch NZ, the Ballarat Tramway Museum was awarded two Achievement Awards. The first was for the installation of the Solar Panels on the depot roof and the second for the conversion and refurbishment of an ex Melbourne restaurant tram to a function Tram - *Cuthberts 939*. The Museum nominated two its volunteers for the COTMA Volunteer Achievement Awards - Roger Gosney and Peter Waugh. The Awards were presented to these hard working volunteers at the Annual General Meeting.

Membership News

The Museum welcomes the following new members and Junior Supporter:

- 917 Mrs Jan Martin of Ballarat East
- 918 Mrs Chrissy Stancliffe of Bacchus Marsh
- 5087 Miss Danika Waugh of Redan

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Wartime Christmas, 75 years ago

By Alan Bradley

Early in December 1941 Australia had been at war against the Axis powers for over two years. Many Australian men were either overseas fighting, or in military training camps. Petrol rationing allowed motorists only 1,000 miles per year, so there were fewer cars on the road. On 1 December 1941 tram No. 24 derailed and smashed into a tree (see “Fares Please” October 2016).

Meanwhile the German army was advancing on Moscow, but a Soviet counter-offensive on 5 December 1941 pushed the Germans back. On 7 December the Japanese attack on the US Naval Fleet at Pearl Harbour marked the beginning of the Pacific war, and an immediate threat to Australia. The “Sun News-Pictorial” (which was widely read in Ballarat) proclaimed: “Now that the war of nerves is over and the shooting war has begun, that Yellow Peril, of the existence of which thoughtful people have been aware ever since Australia became a nation, is no longer a remote danger, but an immediate menace”.¹

Prime Minister John Curtin’s Federal Cabinet made plans to place Australia on a war footing.

These included further cuts to the use of petrol, the prohibition of late shopping, and the banning of neon and other electric signs (to save coal). On 12 December thousands of Ballarat citizens flocked into Sturt Street to enjoy the novelty of the first partial blackout. The most unusual feature was the absence of illuminated shop windows, but the gloominess was dispersed by street lights. The Town Hall lights were illuminated until 9 pm, then switched off.²

The Christmas-New Year holiday period coincided with this period of national emergency. John Curtin asked the nation to forgo Christmas holidays, and not to give Christmas presents.³ The “Ballarat Courier” wrote: “The shadow of the war overhangs everything, and the Christmas holidays will consequently be shorn of much of their peacetime glamour”. On Christmas Eve shops were still crowded during the afternoon, but the shops closed at 6 pm. Some traders thought that early closing had not affected their business, as people had made allowance by shopping earlier in the week. People were still buying presents, even with the war on.⁴



Above: No 13, still running today, was photographed by Wal Jack climbing the Victoria Street hill in January 1942.

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Above: Tram No 24, shown wrecked against a tree in the October 2016 issue, lived to see another day. Wal Jack captured it in Barkly St, Ballarat East, on 28/12/1943.

Christmas Day 1941 saw religious services, tennis cricket and bowling, and a band playing in Sturt Street in the evening. The attendance at the Lake and Gardens “was about what is generally regarded as a good Sunday’s gathering”. Many railway services to other resorts had been curtailed, so Ballarat was a popular destination for railway travellers.⁵

On Boxing Day families braved a hot wind and flocked to the lake, mainly to View Point and the Gardens. Large organised picnic parties from country districts were missing, mainly because of petrol restrictions. “Tramway officials reported heavy traffic, especially early in the day and after five, when the heat lessened”.⁶

But even the holiday period didn’t remove the need to remember the realities of wartime. The “Ballarat Courier” of 27 December 1941 included the National Safety Council’s “Lookout in the blackout: Wartime safety hints for pedestrians”. The 10 points included:

7. Never step out onto the roadway to signal a bus or tram to stop. Stay on the footpath or verge until the bus has drawn in and stopped. To signal a bus or tram driver to stop wave your handkerchief or a paper.

8. Make sure that your bus or tram has actually stopped before attempting to alight.

Due to fears of a Japanese attack on coastal cities, plans were made for emergency evacuation of Melbourne school children to the country. One plan involved evacuees travelling by train to Ballarat Railway Station and travelling either to Sebastopol Town Hall by tram, or to Wendouree Station then to the Progress Association Hall.⁷

Many tramway passengers in those days clearly did not wear watches:

*“Citizens who use the trams, and with the petrol restrictions becoming tighter and tighter more of them are doing so, should remember to look at the special electric clock over the tramways office in Sturt Street. The City Hall clock is not exactly famous for accuracy and the fact that tramway passengers frequently missed trams through relying on it prompted the tramway authorities to install the electric timepiece and thus avoid repetition of complaints that trams frequently start before their scheduled time”.*⁸

On New Year’s Day 1942 the Botanic Gardens was crowded – “it seemed that half of Ballarat was there and a good portion of the country as well”. There was a five minute tram service to the Gardens, and the single truck trams were packed (Ballarat had no bogie trams until

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1945). There were plenty of cars there (with some motorists conserving petrol for the occasion), and plenty of horse drawn vehicles of different types. The lake steamers were packed all day for trips to the Gardens from View Point. Attractions for visitors included the zoo, and even a miniature railway.⁹

After this Christmas holiday period, 75 years ago, the year 1942 saw the fall of Malaya and Singapore, the bombing of Darwin and the battle on the Kokoda Track. Conductresses began working on trams in Ballarat Bendigo and Geelong, and trams were equipped for "brownouts". By Christmas 1942 the tide of the war had turned, and Australia was no longer under direct threat of Japanese invasion.

Who could have predicted during Christmas 1941 that some of the same trams that took them to the Gardens would, 75 years later, still be carrying tourists on that same track?

References:

1. "Sun News-Pictorial" 8/12/1941
2. "Ballarat Courier" 12/12/1941
3. "Sun News-Pictorial" 8/12/1941
4. "Ballarat Courier" 25/12/1941, 30/12/1941
5. "Ballarat Courier" 25/12/1941
6. "Ballarat Courier" 27/12/1941
7. "Ballarat Courier" 27/12/1941.
8. "Ballarat Courier" 31/12/1941
9. "Ballarat Courier" 3/1/1942

Note: A close examination of the photo of Tram No 13 on p.6 reveals a hood or mask over the headlight. None appear to survive but the Museum possesses a drawing from October 1941. A replica was made for the *Australia Remembers Exhibition* in 1995.



The Wartime "Blackout"

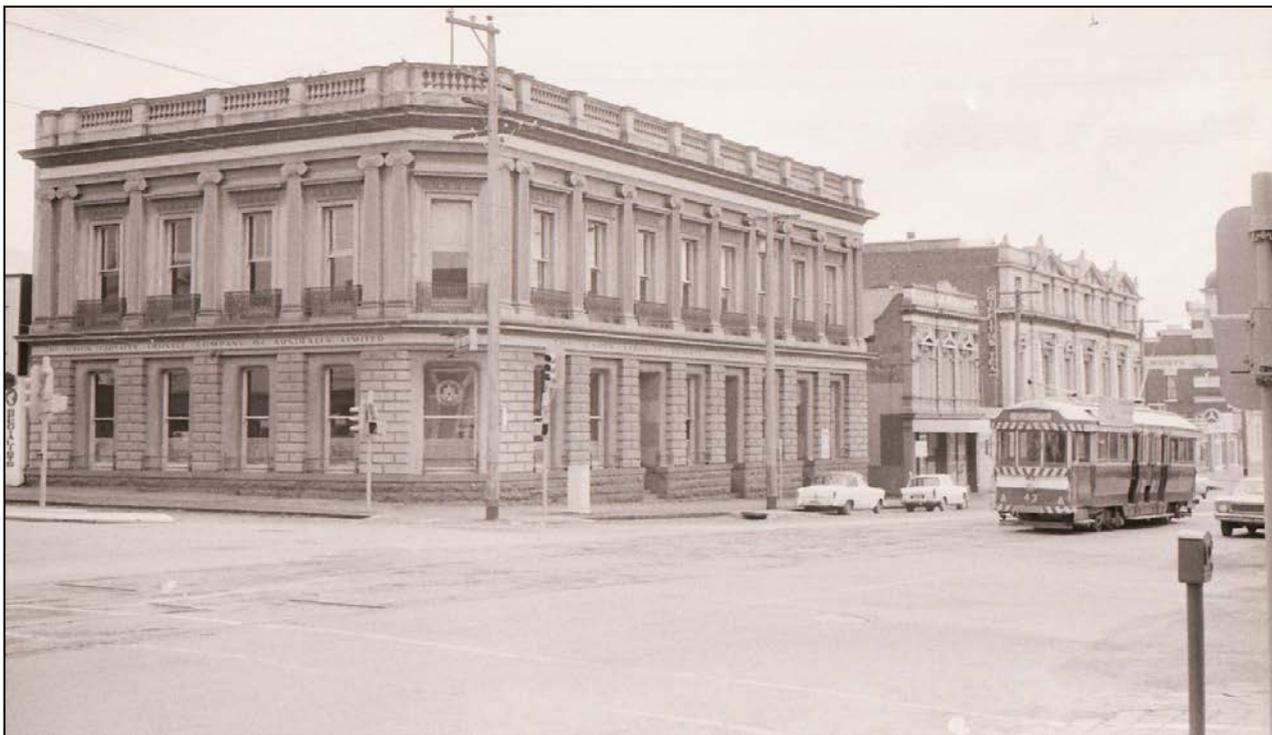
On Saturday 14th February 1942 the following item appeared in *The Courier*.

TRAMS ARE "BLACKED OUT"

Citizens will not have failed to notice that local trams are now "blacked out" at night. The Government has decided that tram services throughout the state shall be operated under "alert" condition, similar to those operating after the first warning signal had been given on the night of the general "blackout". This means, drastic reduction on lighting and also in speed. At the same time it will call on greater vigilance on part of the public, for with the headlights dimmed it will be difficult to see people on the track: particularly those who have a penchant for stepping onto the track from the street gardens and trusting to luck—and to the alertness of the tram driver. The danger will be accentuated unless there is a rigid insistence upon the dimming of the headlights of motor cars. It is understood that the police will be watching the motor traffic to guard against glaring headlights. Naturally with trams travelling at a reduced speed, it will not be possible, to maintain the normal timetable. However, the schedules are now being reviewed, and the public will be notified in ample time of any changes are contemplated.



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The Museum is always pleased to receive photos, negatives or copies of photos of Ballarat during its tramway era from 1887 to 1971. Recently, foundation member Campbell Duncan donated a series of negatives of photos he took shortly before the Ballarat system closed in 1971.

Top: With *The Union Fidelity Trustee Company of Australia Limited* building dominating the photo No. 43, bound for Sebastopol, waits in Lydiard Street at Ballarat's first set of traffic lights on the corner of Mair Street. Note the street fire alarm in the bottom right hand corner - a once common street furniture item gone from landscape.

Above: Hospital Corner, Drummond and Sturt Streets. Bogie tram No 39 is reversing after possibly coming from Sturt Street West. An odd move, the destination is showing Grey St, Sebastopol, suggesting that the tram would be entering service back to the city from that point. A single truck tram bound for the Gardens waits while a passenger boards. In the middle of the photograph is an ESCo electrical switch box and in the middle of the median strip is one of Ballarat's waiting shelters. Note the many seats provided at this busy location. (Both photos 10/8/1971)

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45 Years Ago

The following are two excerpts from:

Information for Members and Interested Parties - December 1971

The first full scale work party was held last Sunday, 12th December, and a considerable amount of work was completed.

There will be a big work party next Sunday, 19th December, in conjunction with the Co-operative Loan Society meeting. We expect to be allowed into the SEC Depot to remove all our portable equipment. Entry to the SEC Depot is strictly prohibited, except on organised BTPS work parties, which will be carried out on arrangement with the SEC. Our section of track has become clogged with dirt, and we intend to remove this next Sunday. Naturally, the more volunteers that turn up, the easier the job will be. Please bring along a shovel and any other tools suitable for the work.

Last Sunday, our work captured the attention of many people picnicking at the Gardens and we have made arrangements to hand them (our prospective passengers) circulars explaining what the BTPS is doing.

The meeting place for the work party will be at the BTPS depot site at 10.30am. To get there, turn right into Wendouree Parade from Sturt Street West and drive past the stone pillars until you see the first public toilet block on the left. There is a dirt track that runs from there right to our depot site, which is immediately south of the Trout Hatchery. People who can't make it to the work party are asked to turn up at the Gardens Loop at 12 Noon for the Co-operative Loan Society meeting. The work party will be suspended while the meeting is in progress, and will resume immediately afterwards.

Our plans at the moment are divided into three stages.

The first is the construction of the depot. The Board is now considering a tender for the construction of the depot from start to finish. This is a very competitive tender, and the Board expects to let a contract shortly. Because of the urgency of our work, our volunteers will be able to concentrate on the track work, which is the second stage. Member, Ralph Cleary, who has had considerable experience with the track at "Puffing Billy", has given the Society much valued advice on the connecting track, and work has already started. Work parties over the Christmas-New Year period will concentrate on track construction. The third stage is the installation of the electrical equipment, which will be under the supervision of Board Member, Frank Hanrahan. This will take place after the depot and connecting track have been completed, and the erection of the overhead will be part of this stage.

Once this work has been completed, and the legal position clarified, we expect to be in a position to operate test trips, and announce a date for the official re-opening.

Work parties will be held over the Christmas period and throughout January. Melbourne Members are asked to contact Bill Jessup (03) 874 5329, and Ballarat Members Hal Cain (055) 41 7536 for information as to what is being done on the particular days.

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Around the Museum

(clockwise from top left)

Karl ensures *Cuthberts* is spotless.

No 12's new saloon windows.

New signage.

Linesman – another role for Carl.

Transferring the overhead to a replacement pole.

No 18's truck is currently 'in bits'.

Photos: Roger Gosney
Peter Winspur



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Above: Forest Street Primary School visited on 10th November, Ladies from the “Hot Mess Express” had a wow of a time on *Cuthberts 939* on 3rd December and we transported another bridal party to *Pipers* on 10th December.

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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