

FARES PLEASE!

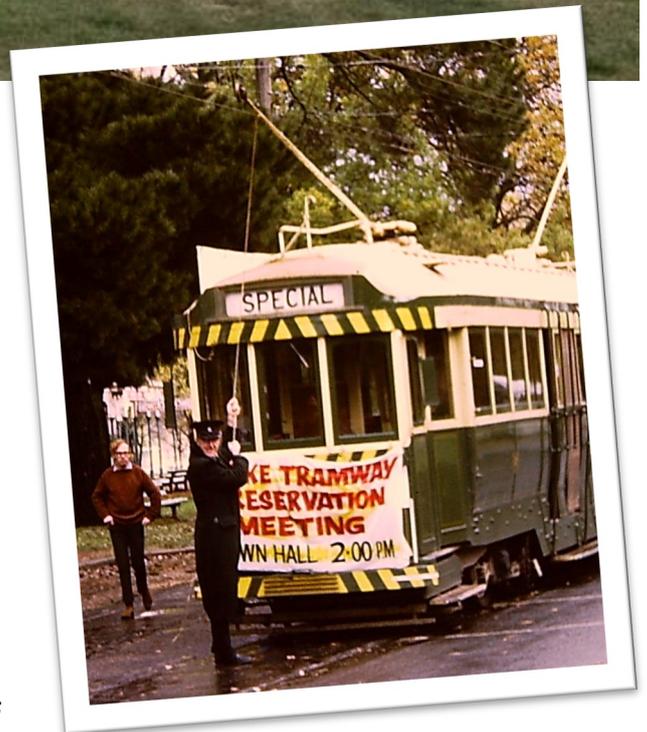
April 2021

\$2.50 incl. GST

News from the Ballarat Tramway Museum



Ballarat, 2021. Photo: Virginia Fenelon



Ballarat, 1971. Photos: Chris Phillips



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Top left: Simon and Karl busy in the workshop preparing to repair the overhead electrical wires.

Top right: Bill and Mick at work under No. 18

Photos: Alastair Reither

Bottom: Tree protection barriers and mats behind the depot in Gillies Street.

Photo: Warren Double-day



President's Report

Well what a start for the first quarter of 2021! It has been a very busy time around the museum and I would like to thank all our volunteers who have assisted over this period.

September, and we have been successful in getting sponsorship from the City of Ballarat and VLine to make this a truly memorable day.

Over the past few weeks work has begun on the museum extension. The start was delayed by eight weeks due to some concerns by Heritage Victoria about tree protection zones during construction. This has now been sorted out. The new completion date will be around mid September just in time for our Tram Celebration



Track for the museum building being delivered to Wendouree Parade. Photo: Paul Mong

In the previous edition of “Fares Please” I highlighted 2021 will be a big year for the museum being our 50th year. We will be holding a lunch in May to celebrate, at the Royal Mail Hotel in Sebastopol. If you could please fill in the invitation for our dinner in May and send it back in so we can confirm numbers that would be appreciated. We will be holding a big event on 19

Day and the COTMA conference. I would like to thank the City of Ballarat staff who have assisted us throughout the whole project.

Behind the scenes in the workshop the following jobs have been undertaken.

- Tram 38 Brake rigging repaired

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pay our respect to their Elders, past, present, and emerging.

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- Tram 1029 painted externally
- Tram 2 seats being installed
- Tram 12 patterns being made for the truck
- Tram 40 roof repaired and painted
- Depot fan overhead adjusted and new span wires installed
- Planning has begun for the Forrest city signals to be re-installed

Work has also continued on our Safety Management System which is about to be submitted to the Office of the National Rail Safety Regulator (ONSR). Special thanks again for all our volunteers who have assisted without your support none of this could be achieved.

Regards

Paul Mong,
President

New members

We welcome the following new members and Junior Supporter:

- 1006 Marianne Brennan of Abbotsford
- 1007 Herman Potjieter of Abbotsford
- 1008 Plum Talbot of Carisbrook
- 1009 Chris Wurr of Kangaroo Flat
- 1010 James Menzies of Redan
- 1011 Jason Schram
- 1012 Brooke Schram
- 5102 Jack Schram all of Colac

From our visitors:

Erica Szentpaly reviewed the Museum after visiting at Easter: "So full of history, and to be able to travel on a 100+yr old Tram is amazing. Considering the Tram, Restoration and the Museum is all done/run by volunteers and donations it is truly amazing. The pride and dedica-

tion of the volunteers is commendable. Will definitely be going back again and again, always learn something new when I go back"



Cabin of 1029 nearing completion, April 2021.

Photo: Alastair Reither

COVID 19 Update

While restrictions on individuals have been eased, this is only because of the increased cleaning and controls put in place by businesses like the BTM. We have to maintain a safe environment for both our volunteers and our visitors. At this time, April 2021, facemasks are still required for riding on our tramcars, so keep one in your pocket for your next visit. In the meantime, do all you can to stay safe.

A Visit to Geelong

By Dave Macartney

On 2 April, 1955, the Australian Electric Traction Association ran a trip to Queenscliff and Geelong. This was a precursor to the A.E.T.A. Easter Conventions, which were feature of the hobby over the next twenty years or so.

Devlin were the crew, with the accompanying photos from the camera of Geoff Grant.

The tour proper started from the depot, with No. 39 flanked by Butter Box No. 1 and Pengelly No. 17. Despite the tram being festooned with “Chartered Tram” and “A.E.T.A. Special Car” auxiliary boards, the Geelong public insisted on



Geelong Tram Depot, 2 April 1955. Photo: Geoff Grant

Some fifty passengers, some from interstate, joined 280 H.P. railcar No. 80 from Melbourne to Queenscliff, this being the first time one of the big railcars ventured over the line. The Army narrow gauge tramway installation was inspected before returning to Geelong to ride the whole system during the afternoon. Car No. 39, recently converted to one man configuration was selected. Inspector Irvine and Motorman

trying to get on board whenever the tram stopped.

Eventually the tour arrived at the North Terminus, at the foot of the railway flyover. To the left of the tram, Keith Kings and Noel Gipps seem to be in serious conversation, while to the right John Alfred is improvising a little soft shoe shuffle for his own amusement.

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Geelong, North Terminus, 2 April 1955. Photo: Geoff Grant



Belmont Terminus, 2 April 1955. Photo: Geoff Grant



Eastern Park Terminus, 2 April 1955. Photo: Geoff Grant

Fast forward to Belmont, at the other extremity of the system, and John is off at high speed to get his photo. John was a Sydneysider, and the rather staid A.E.T.A. must have wondered what had hit them. Note that the participants in those days always turned out with collar, tie and jacket.

At the Eastern Park terminus, No. 39 was joined by service car No. 3 for another photo opportunity before the tour wound up back at the Geelong Railway Station.

A year later No. 39 was transferred to Ballarat, becoming their No. 41.

After the closure of Ballarat, the tram went to Horsham for a proposed tourist tramway along the banks of the Wimmera River. These days it is part of a restaurant in Horsham.



*Geelong Railway Station, 2 April 1955.
Photo: Geoff Grant*

TRAMCAR CLEANING

1950s STYLE

By Alan Bradley

A recent addition to the Museum's collection is a set of Meeting Minutes of the three SEC Tramway systems about their tramcar operations and maintenance for 1951, 1952 and 1954. This section on "Tramcar cleaning" is reproduced unchanged.

REMARKS:

"Ballarat considered that the incidence of common colds among depot employees was unusually high, and because of this they had now commenced a system of disinfecting, although for many years disinfecting had not been carried out in that Branch. When a tramcar comes in for servicing, the doors are closed and the car is sprayed internally (back of seats, under seats, etc.) with "Eucopine" by means of a "Rega Atomiser." "Eucopine" costs 12/6d. per gallon, and 1/4 gallon is sufficient for five trams. At this stage, it was impossible to say whether or not it would be beneficial.

Geelong considered that the main objective of any disinfectant was to destroy vermin, though it was agreed that it had a psychological effect on the passengers. At present no regular disinfecting of tramcars takes place in that Branch.

The present practice in Bendigo is for the car cleaner on duty on Sunday mornings each week to spray the floors, seats and ceilings with neat 'Formalin'. This is done by means of a hand fly-spray and the saloon doors are closed for approximately six hours before the trams are put into service.

Geelong raised the point that "Formalin" is bad for asthma sufferers. There was also some doubt as to whether it would be effective in destroying ver-



Tram 13 in Sturt Street, c. 1950s.

Photo: Ian Saxon Collection

min. Apart from this, it was agreed that "Formalin" is a very satisfactory disinfectant. It was decided that inquiries should be made from the Department of Health regarding these two queries, as it was definitely desirable that some form of disinfecting be carried out."

ACTION:

"Works Division to make inquiries from the Department of Health regarding the possible effect of "Formalin" on passengers suffering from asthma, and also regarding its effectiveness in destroying vermin."

Comment: In 1954 disinfection had not been carried out in Ballarat "for many years". In 1919 during the Spanish flu pandemic Ballarat's trams were fumigated with sulphur after each service. Once again disinfection is common everywhere due to the COVID-19 pandemic, and offices and city streets have never been so clean for many years.

Of the two cleaners mentioned, EUCO/PINE Disinfectant Cleaner is still commonly used today. Formaldehyde (or formalin) is widely recognised now as a "probable human carcinogen."

Trams to Mosman Wharf

Chris Phillips



This photograph, published recently on a Facebook page shows the Mosman Wharf in June 1901. The photo is from the collection of the State Library of NSW. Why is this of interest to the Ballarat Tramway Museum Inc.?

The trailer coupled to the nine window NSWGT 'C' class is a former North Sydney cable car trailer. Our Tram 12, currently under restoration, started life as a North Sydney cable car trailer and may have even seen service as an electric trailer before being purchased by the Electric Supply Company of Victoria. Also in the photograph is a six window 'C' class tram.

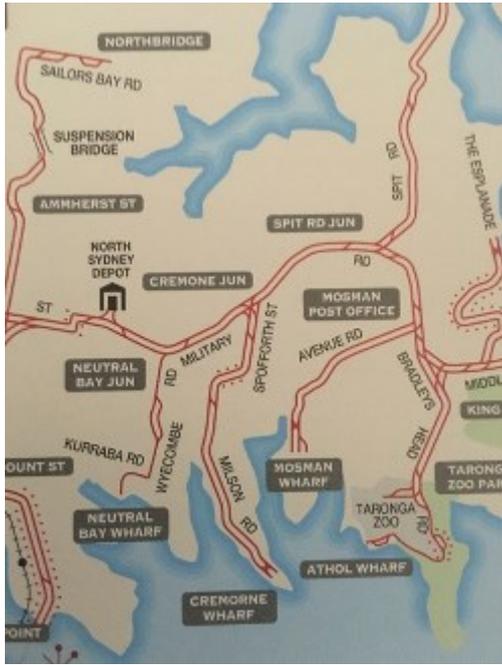
The Mosman line from Military Road to the wharf ran down Avenue Road, which was quite narrow by Melbourne standards. When I visited my

grandmother in 1960, who lived in Avenue Road the tram lines were still in place. The tracks were not in the middle of the road as I was accustomed to in Melbourne. The line to the wharf was next to the cliff face on the very side of the road and the line away from the wharf was in the centre of the road. Probably a tram drivers' nightmare. At the terminus was a scissors crossover and a siding that curved around the cliff face. It was originally a balloon loop, but in 1960 it was dead end curved siding.

The map, from Hugh Ballment's Illustrated Tramway Atlas, shows the various North Sydney tramways that connected with ferries to Circular Quay

The next photo shows a 'C' class tram descending

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North Sydney tramlines,

from Hugh Ballment and Carl Segnit, "An Illustrated Tramway Atlas of Australia and New Zealand."

(Available from our shop)

Avenue Road toward the wharf. Note the trolley pole is on the right hand side of the tram rather than in the centre of the roof – an early Sydney experiment!] In 1960 the track to the wharf was in this position and when the line was duplicated the line to Military Road as placed in the centre of the road.



C-Class tram in Avenue Road. Photo: Photo Transpress NZ

The wharf area at Mosman was quite crowded as shown in this photo taken in the early twentieth century. This photograph shows a pair of 'E' class trams sitting on the balloon loop with a siding. By the time this photo was taken the C class trams and trailers had been replaced with the coupled E class sets. By this time the trolley poles were in the correct place in the middle of the trams.

The Mosman Wharf line closed in November 1955 and the remainder of the North Sydney

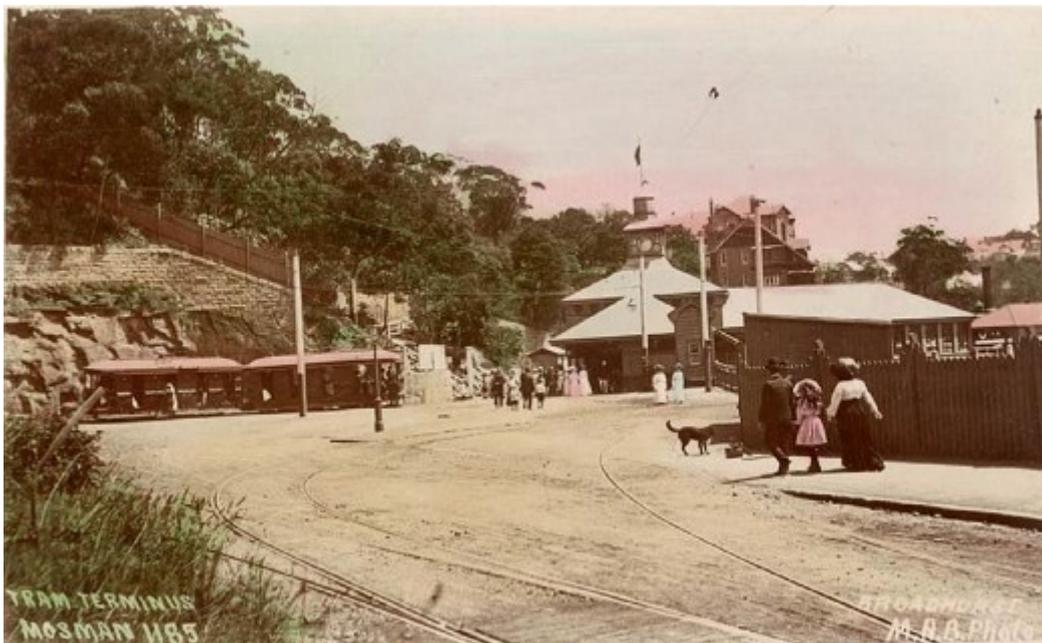
Tram system closed in June 1958.

Our North Sydney trailer was purchased in 1905 by the Electric Supply Co. and converted into an electric tram for the opening of the Ballarat Electric tramway.

Mosman Wharf, c. 1912.

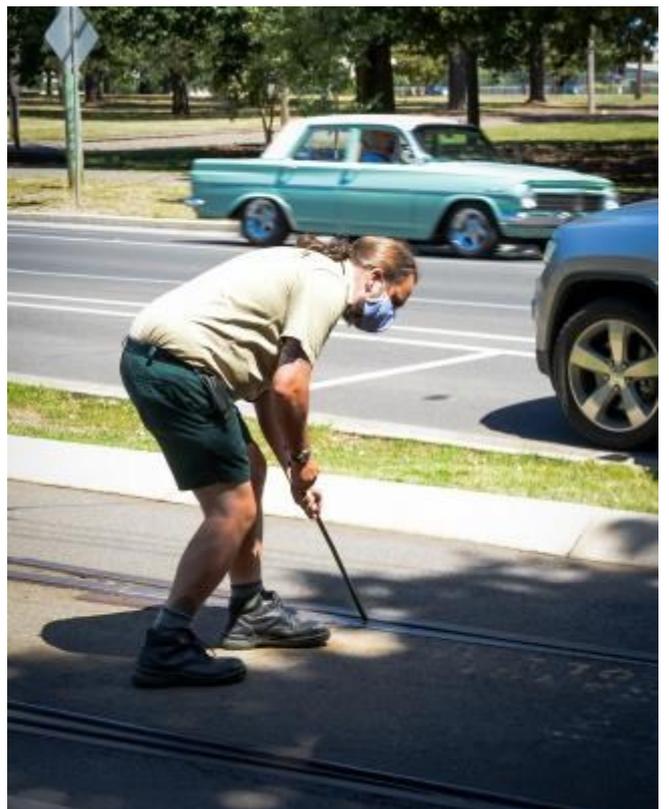
Photo: New South Wales Postcard Collectors

Society





Building the new extension, March and April 2021. Photos: Paul Mong

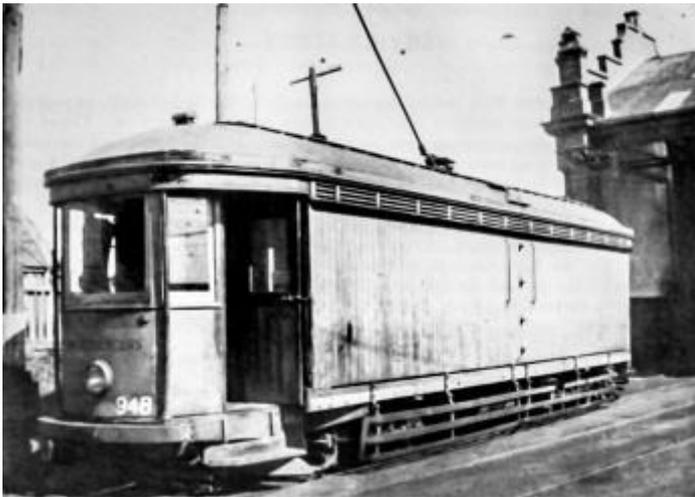


Visitors, and John Whiting changing the points, April 2021. Photos: Peter Waugh



An most unusual tram

Sydney tram N 948 was an unusual tram, as it carried passengers who did not want to travel! It was built to carry prisoners from the Long Bay Prison to the Darlinghurst Court House.



N 948, the Prison Tram. Source: Unknown

The tram, built in 1909, was fitted with six prison cells. The cells were on one side of the tram and opened onto a long corridor. The cells only had windows into the corridor. Prisoners were locked in chains, locked into the cells, and were watched by the guards on board. Four of the cells were for men, and two were for women. There were folding seats for the police and guards at the end of the corridor. There were special sidings built at the prison and the court to load and unload the passengers.

In 1946, a famous Sydney criminal, Darcy Dugan and another prisoner, were able to escape by cutting a small hole in the roof, climbing out, and jumping from the moving tram. The tram driver was alerted by passing motorists, but the prisoners got away. They were both recaptured the next day.

The tram did four trips per day between the court and the prison. At each end of the tram was a sign with the words “NO PASSENGERS.” It was in service until 1950, and in 1951 was given to the Australian Electric Traction Association, becoming the second tram in the Sydney Tramway Museum collection.

There were prison trams in other cities, including Montreal and Berlin, but these were converted from other trams, so N 948 is the only tram especially built to carry prisoners.



N 948 at the Sydney Tramway Museum.

Photo: Hpeterswald, Wikimedia Commons

In Ballarat, a prison tram was not needed as the gaol and the court house were built next to each other, and prisoners walked through an underground tunnel between the two buildings.



The Ballarat Gaol and the Court House in Lydiard Street. Photo: Peter Waugh



Tram 41, former Geelong 35, which took the A.E.T.A. members on their tour of Geelong in 1955, now at a restaurant in Horsham. Photo: Peter Waugh, 2019.



*Recovering rails from the closed Bungaree Loop at Wallace, for use in the museum extension.
Photo: Alastair Reither*



LUNCH AT THE ROYAL MAIL HOTEL

Saturday, 29th May, 2021

In commencing our year of events to celebrate the 50th year of the Ballarat Tramway Museum we invite our members, their partners and friends, to attend the luncheon to be held at the Royal Mail Hotel, Sebastopol on Saturday, 29th May, 2021. On this date, 50 years ago the Ballarat Tramway Preservation Society was formed, which eventually became the Ballarat Tramway Museum and has seen enormous progress in that time.

The Royal Mail Hotel has been a focal point of the former Ballarat Tramway system and has been there since before the trams commenced running. It is from there the last tram left on 19th September, 1971.

The tramway systems of Ballarat, Bendigo and Geelong had similarities, these being at least one tram route ended at a cemetery and at least one tram route ended outside a pub. This last point of comment leads to many stories of rollicking times with pub patrons arriving and departing by tram, and never let it be said that a tramway man on duty would be found inside such a den of refreshment.

All this conjecture, memory and stories will be re-told at this celebratory gathering and this will be a jovial event with plenty of banter, a lot of it created by our own experiences in working on the trams over the years. This will be a great event to kick off our year of celebrations.

Our event commences at 12.15pm with a set menu and a wide range of drinks to choose from.

A complimentary drink is provided with the meal. There will be a keynote address given by Clyde Croft, who was a foundation member, one of the first 56. His main contribution was setting up the tram driver training program and the formal legal entity in the form of a company in 1973.

He was Secretary from 1973 to 1975 and oversaw the qualification of the first drivers and commencement of operations in 1974.

At 2.45pm you are invited to attend at the Tramway Museum where several trams will be in operation. You will also have the opportunity to view the progress of the construction of the new museum display building.

A specially chartered coach is being provided to meet the 10.14 am train from Melbourne to run to the Royal Mail Hotel, the Tramway Museum and return to the railway station to connect with the 5.20pm train to Melbourne

The Royal mail Hotel is at 290 Albert Street, Sebastopol. It has easy car parking, with one disability access parking space and accessible entry and toilet.

This iconic hotel in Ballarat Tramway history amply serves our needs in all aspects for this great day. We thoroughly look forward to celebrating our milestone with you.



ROYAL MAIL HOTEL LUNCHEON BOOKING

NAME :

NAME of Partner or Friend :

Email address:

Contact phone number:

MENU: All meals are \$25 (including a complimentary drink). Additional drinks and desserts can be purchased at your expense on the day. A vegan meal can be prepared on request.

Battered Flathead & chips, with either: veg or salad

Chicken Schnitzel & chips, with either: veg or salad

Sausages & Mash, with peas & gravy (Gluten free)

Burger & chips (Gluten free)

Gnocchi (Vegetarian)

Any special dietary requirements:

I require the coach transfer - additional \$20pp to the cost of lunch.

Methods of payment:

Direct Credit into the BTM Bendigo Bank Account. Use your name as Reference:
BSB:633 000 Account: 156638066

Direct Debit Card number _ _ _ _ _

Name on card Expiry date:

Cheque or Money Order, made payable to Ballarat Tramway Museum Inc.

Paid at the Ballarat Tramway Museum Depot

TOTAL AMOUNT PAID: \$

Email this form to: cambers72@optusnet.com.au

or mail to: BTPS 50th Dinner, PO Box 315, Nunawading, 3131

CLOSING DATE: Sunday, 2 May 2021

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Building works above, March : Photo Paul Mong, and below, April : Photo Alastair Reither



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:

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