

FARES PLEASE!

July 1993

Ballarat Trams are Ballarat History

Annual General Meeting

Notice is given that the Annual General Meeting of the Ballarat Tramway Preservation Society Limited will be held at 2.00 pm, on Sunday 24 October 1993. The meeting will be held at the Society's tram depot in the South Gardens Reserve, Ballarat.

Nominations are called for the following positions which will fall vacant on the Society's board of Management on that date:

President
Melbourne Resident Vice-President
Ballarat Resident Vice-President
Honorary Secretary
Honorary Treasurer
Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or Ordinary Board Member, provided that no person who at the time of such nomination is an un-financial member.

Members must be financial to be entitled to be a candidate for election, a proposer, or a seconder

in accordance with the Articles of Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00 pm, on Friday 24 September 1993.

Nominations may be sent to:
The Returning Officer
Ballarat Tramway Preservation Society Limited

PO Box 632 Ballarat Vic 3353,
or may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed "Ballot Material" on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than 500 words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall forthwith lapse.

News of the Ballarat Tramway Preservation Society Limited.

2--Fares Please!

Incorporation

Discussion has been had by members of the Board for some time regarding the possibility of this Society being incorporated under the Associations Act instead of the Corporations Act. At its last meeting, the Board invited our Auditor along to discuss the matter, from a legal and financial point of view.

A number of similar groups including Steamrail, TMSV and some of the Tourist Railways are now incorporated under this Act. The Act was created to allow organisations of a common purpose interest to have a legal identity and the safeguards of a limited legal liability without having to be a full registered company under the Corporations Act. At the time of the Society's formation, this was the only means of gaining a legal identity, and thus giving members a limited liability. Though there is little financial advantage for the Society in being either a company or an incorporated association, there is less paperwork, the ability to have a more user friendly financial statement and directors responsibilities are not as onerous.

The Board has decided to proceed and a statement of the principals of the proposal will be issued prior to the AGM where it is intended that a motion to move to become an

Incorporated association will be put, so as to allow the Board to proceed with the preliminary business of Incorporating our Society under the Associations Act. At a later date, a special general meeting would be held to approve the actual rules of association etc.

The Board decided to inform members as soon as possible of its decision and to foreshadow the move at the next AGM. An information sheet will be produced and distributed prior to the AGM.

The AGM

This years AGM is slightly later than normal to allow for the production of the Annual reports, the principals of the Incorporated Association and not to conflict with Puffing Billy's 'Olde Time Festival' of which a few of our Board members and possibly other members will be involved in. It is planned to send out all the financial statements, meeting details etc. including September Fares Please! in an early October Mailout.

Donation

Ivan Eames of Buninyong donated a former SEC uniform jacket recently for which we thank him. The Society treasures any former SEC tramway material whether it be old uniforms, tickets, books, photo, or anything else.

RIPPING YARNS

(Continuing last months feature, Arthur Maxwell, the SEC's last Senior Traffic Inspector, continues his conversation with Alan.)

The bogie cars: They were good, except for 38. It didn't like the Main Road and Victoria St. points. It 5 past 5 {the evening peak of course! ed.} it would slide off and block all of Bridge St and Victoria St. With all the other types of car you could slip them on with angle irons, but with the {maximum traction} bogies you would have to lift it to straighten it. It still comes off, they tell me up here. I suggested they had put the points in the wrong way, the blades should have been on the other side. The powers that be wouldn't do it then but they finished up doing it.

The depot: I remember when the shed had a lean on it to the right. Pulled it upright with cables, put new posts in the ground, had no trouble since.

The foreman used to have Thursday afternoon off and would have to work Sunday mornings. We used to get up to jokes. In those days we used to have to take the last tram in around to the power station to pay in money. We had a lot of fun in those days, you'd have to work too. Mr Maxwell the engineer used to have a Morris Cowie, and when he put the brakes on and the wheels

By Alan Bradley

would squeak, we knew he was coming. He had it done up and we were mucking around one day and he caught us. He was a hard man, the old Maxie. He was engineer in charge of all aspects of Electricity Supply, not just the trams.

The old company had lathes, you had to turn the axles and they were really worn! At Haddon St, old Showgrounds, had sports there, rode draughthorses around. We used to get some money. Once there was a policeman doing bookmaking.

The war years: We had brownouts, we put things over the top of lights. Blackouts came after Pearl Harbour. Prior to that it was just practice, but then the Japs came in. I was on the verge of going. We were going, not going, and going, until they released us {trammies were a reserved occupation ed.}. At first only conductors could go, then motormen. I wanted to join up, but was told to go back to work. It was well into '40 before they took trammies. Skipton won the Melbourne Cup, that was '41. I was in Hamilton for 3 or 4 months. Brownouts were practice. Early part of the war, not much rationing. They did after the Japs came into the war. We used to send home blocks of chocolate, they couldn't buy those sorts of things here. The passenger loading was heavy. I came back, did



Mt Pleasant bound maximum traction tram No. 37, has managed to derail itself on the junction points with the Victoria St. route at the intersection of Bridge St. and Main St. A family of four watches tramway staff either direct traffic or examine the tram. At the same time, some of the passengers are still sitting in the tram waiting to resume the journey. Photo by the Courier on Sept 4, 1964.

three months sick leave. They wanted me back. I was discharged, went back to work the following Monday. It was pretty busy. They never had the loading of troops at Victoria Park after the Yanks left.

The decline of the tramways: It was good loading up to the '60s, when it started to deteriorate at nights, when TVs came in. One night the takings on Sturt St West were 58 cents, 8.00 pm to finish, getting towards the finish, prior to the inquiry.

Immediately after TV it didn't make much difference, but as others were getting them you noticed the difference in picture traffic. Saturday nights we used to have three trams to take them home. They had the Regent, the Vegas and Her Majesty's, where the Memorial Theatre is now. They used to be packed. You couldn't get a seat at the Regent. At competition time (ie. South St) we used to have specials down the hill until 12.15. Packed loads. Then TVs came in and things started getting dearer. Cars came into it too.

The trouble with cars was not so much the number of cars. Cars would bring 5 or 6 blokes from Sebastopol to Ballarat. Instead of riding on a tram they were riding in a car. They'd be door to door, didn't have to get up so early. Same at night, take a car and go to the pictures, Lydiard St you couldn't get

a parking place. Cars spoil it in the day going to work. That's where public transport takes a hiding. Unless there's depression conditions. That's the only time public transport pays, because people haven't got the money to run cars. At Lucas', {the woman's clothing manufacturer ed.} 500 girls and women worked there, half of them rode on trams. When that stopped in the 1960's a fair lot of passengers also stopped. At every stop you'd pick up 3 or 4, main stops picked up half a dozen.

I reckon myself they could have kept a half hour service going all the time, with a few extra trams until 9 o'clock to bring them to work, then to take them home from 5 till 6. They could have cut down to 51 men. They were finding it hard to get men all the time, they were coming and going all the time. If they'd done that they would have been able to keep the trams. The SEC didn't want them. They weren't traffic minded. The Tramways Board, or someone like that should have had them. Geelong's a big city now, they could still be running trams. They weren't running in the right places.

The end of No. 20: I remember the bloke up Victoria St who hit No. 20. At home the phone went, Inspector Dunstan said to me "You'd better come up, we're minus a tram", a semi-trailer hit it. When I got there, there was only the wheels and

6--Fares Please!

floorboards there, the rest was gone, laying on the side of the road. It was hit by a truck and mangled. There was a girl in it, and a woman who had got off only the stop before, she was lucky, she had been sitting on the side that disappeared. There was a girl sitting in the only corner that didn't get hit. The motorman, we sent him to hospital, they OK'd him all right. He came back, next day he was off, and he was off for months and months. He came back for a while and wanted to go off. Nerves, I think. He couldn't settle down.

Redundancy: I think myself that the majority of tramway blokes wanted to see them go, especially those who had been on for a few years. They were getting three weeks pay for every year of service, that's up to 5000 or so dollars. That was a fair bit of money in those days, '71. If you get a chap who was your age or a bit older, two or three kiddies and paying off a house, you'd get a lump sum to pay your house off. You could have a job next day if you wanted to, there was plenty of work around then. Most of them got a job within a few weeks. If you'd taken a vote I think they'd have voted for the trams to go. Mind you a few of them liked the trams and wanted them to stay, because they liked working on them. To others it was just a job.

Membership Renewals

All members should have received their membership renewal form by now. If not please contact our Membership Officer through the post box. So far many members have been able to make an extra donation to the Society, for which we thank them. Your early renewal will assist the Membership Officer and our Treasurer.

Traffic

Patronage continues to be disappointing. The School holidays proved to be fair particularly considering the poor weather during the first week.

Frank Puls has pigeon holed his last letter for Australia Post and has already filled several gaps in the weekday roster. Simon Green has commenced driver training. Our traffic staff is still very small in number and we would welcome any new or even old members who would like to join us.

Sales

The Society has acquired for a sale a 'Steve Parish' postcard which features four scenes around the lake, including one of No. 27 in its current colour scheme. They sell for 60c each.

Video Tape

Our recently released video tape, 'The Tramways of Ballarat', a documentary of the history of the tramways from 1887 to the present is selling very well.

Over 300 copies have been sold. The Association of Railway Enthusiasts are acting as our distributor. The ARE has an established video distribution business. As a result the tape has gone to many hobby shops and other retail outlets throughout Australia. The ARE for example supplies the ABC shops.

We received excellent publicity in Ballarat and the tape is being sold at Collins Bookstore, 80 Bridge St. (in the mall) as well as at the tram depot, the Sovereign Hill bookshop and the Gold Museum. The last two mentioned outlets are running a sample tape on their shopfront television. In Melbourne the tape is available from the Railfan Shop, 40 Market St., Melbourne and at other hobby shops and in Sydney it is available from the Sydney Tramway Museum and at the ARHS shop in Redfern.

The Book!

You've seen the film, now read the Book! Our 28 page book, 'Ballarat's Heritage Tramway' is now available. This well designed and thought out

book with a lot of colour photographs, plus black and white, along with artwork and a map of the system is the fourth in the series of books intended for sale to visitors to our museum. It is a history of the Ballarat Tramways, with views of the area in which we operate and a detailed tram fleet list.

It is a publication we can be proud of, and although our initial outlay cost has been great, this quality product reflects the maturity, our Society has reached in producing publications of our history. The book will retail at \$4.95 plus postage. It will also be sold from our usual retail outlets.

There are many people to thank for their effort in producing this publication, but in short we in particular thank Bill Scot for his outstanding job in co-ordinating the effort, primarily writing the book and selecting the photographs. All the others will get a big wrap up in the next Annual Report.

At the Depot

A brief report for this issue. Work done over the last period has been; completion of the display area for Horse Tram No. 1, further work on researching ESCo. No. 12, repair of No. 27's No. 1 lifeguard following accidental damage, continuation of lighting within the depot and further work on repainting No. 671.

8--Fares Please!

Mission Statement & Objectives

At the last Board meeting, the Board adopted the following mission statement for the Society.

Continue the development of a working museum to preserve the style of Ballarat's former street tramways and trams for the public benefit.

The mission statement set outs to define the Society's basic goals, and to ensure that the objectives of the museum remain clear and understood by us all, and others who may be involved in the museum.

Also at the same meeting, the Board adopted a statement of Society objectives. These objectives describe our activities so as to enable forward planning and provide a common concept of where the Society is going. They were largely prepared on the basis of what the Board has expressed or aimed to do over the last few years, though seldom actually written down. The objectives, that have been broken down into the three different areas, are considered to be achievable, measurable and consistent with our financial resources.

The three different areas were:-

Key - the prime or long range

Medium term - objectives to be aimed for over the next 3 to 5 years.

Short term - objectives to be achieved over the next 2 years.

A summary of the short term objectives are:-

- Commence reconstruction of No. 12 in accordance with the Society adopted Conservation Policy
- Repair No. 40's motor and return to service
- complete the display area fitout
- continue paving of the depot
- provide tram shelter and interpretative display at the loop
- recommence cataloguing the museum's collection
- return passenger levels to the that of 1990-91
- improve our equipment and materials for temporary exhibitions
- publish a revised booklet on the Society's collection and its history
- maintain at least eight serviceable tramcars and the tramway in a safe operating condition.

These objectives have formed a basis of the Society's operating and capital budget for 1993-94.

Fares Please! is published six times a year in alternate months commencing in January and is distributed to members and friends of the Ballarat Tramways. For further information regarding the Society's activities and publications please contact:- The Secretary,

Ballarat Tramway Preservation Society Ltd.
P.O.Box 632 ACN 005 021 312
Ballarat Vic 3353 Phone (053) 34 1580
