

# FARES PLEASE!

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## TRAMCAR AND DEPOT WORKS

A start has been made on resheeting the front of the original portion of the depot building. So far, two of the three doors have been reclad in the same bronze olive (dark green) sheeting as that of the newer portion of the building.

Work around the depot, other than for general maintenance and wall cladding, has been concentrated primarily on the restoration of Horse Tram No. 1. The external portion of the saloon section has been virtually completed except for final preparation prior to painting. This work has involved the fitting of the beading, cover strips, drip rails and strapping around the saloon section.

Fitted to the base of each side of the saloon is a heavy piece of steel which strengthens the car and provides, at either end, a hinge for the folding gates. Only one of original two remained with the car. A new section was made out of a 90x10mm length of steel. Both have since been fitted to the car.

The end aprons and associated grab rails have been completed as far as practicable. The stanchions and brackets which attach to the apron to form the grab rails were parts obtained from the two ex Melbourne cable car trailers end aprons and modified to suit.

To give the roof structure internal support, two 20mm diameter rods are passed through the saloon, and appear to form an internal grab or hanging rail. These are attached to the individual roof ribs via a small metal bracket. The 16 brackets have been formed from 15x3mm strapping and been produced using various jigs and welding. Once this rod is installed, it will be possible to fit the roof timbers.

Other work being carried out has been the completion of the two seat sections for the upper deck. The two handbrake support castings have also been completed. This involved modifying a Melbourne car casting to take into account a different shaped apron and having two new ones cast and then machining them.

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News of the Ballarat Tramway  
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## Overseas Visitors

After some months of exchanging letters, a group of European tramfans organised by *Blickpunkt Strassenbahn*, who are based in Berlin, and publish a very comprehensive urban transport news magazine recently visited Australia. The group consisted mainly of German enthusiasts, along with others from neighboring countries. They had a very busy schedule, spread over some two weeks, visiting both Australia and New Zealand. Their visit to Ballarat, took place on Sunday April 8, along with a visit to both Bendigo and Haddon.

We were pleased to give the 40 visitors a ride on various trams and a good look around the depot and museum area. Many photo stops were held along Wendouree Parade and the restoration of Horse Tram No., 1 created a lot of attention.

On the following Wednesday a special electric train outing in the restored 'Dogbox' and 'Tait' train from Flinders St. to the Lilydale Railway Institute was run where an excellent slide show was presented by Keith Kings for the visitors. This allowed members of our Society along with other tramway/railway enthusiasts to meet socially with the overseas visitors and enjoy a very convivial evening.

Thomas Fischer, the organiser presented our Society with a number of postcards and an excellent book on German tramways as a gesture of thanks for the welcome we had given.

We received a letter from Raymond de Groote Jnr. of Chicago, who visited us during the April school holidays, thanking us for making him so welcome and complimenting the Society on its fine display of equipment and excellent operating procedure.

## Doncaster Tramway Centenary

Preliminary advice has been received that the centenary of Australia's first electric tramway will be celebrated on October 14, 1989 by the City of Box Hill. An exhibition is planned to be arranged in the Town Hall. This pioneering electric tramway ran from Box Hill to Doncaster. It was closed on January 6, 1896.

## Sales Items

A new enamel badge has been added to our sales stock. It is of a V/Line 'G' class diesel electric locomotive and is available for \$4. Badges can be purchased from the tram depot or *The Railfan Shop*. A 'J' class steam locomotive badge is currently being produced and will be available soon.

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## Tram 661

Tram W3 661, as reported in previous issues of *Fares Please*, has been running over the past weekends in Melbourne. The car, operated by Yapper Tours has toured virtually the whole system, including visiting lines that W3's never operated on such as Bundoora and East Burwood. The only lines that it cannot operate on are those of the Light Rail network, which do not allow trolley poles. The car has successfully operated without hitch, though it was struck by a van which ran through a red light resulting in minor damage.

The Society is considering operating a tour in our tram whilst it is in Melbourne. It is proposed to operate the tour on Sunday 2 July. A route, itinerary, costing and fare have yet to be determined. If you would like to have a tour in this tram please contact Richard Gilbert (583 8034) or Peter Winspur (699 2631) as we wish to determine if enough people are interested and what routes they would like to traverse. The tram can only operate during daylight hours due to a lack of marker lights.

## Some Early History

It has been a fairly quiet period for news over the past two months. The following historical item has been extracted from the draft history of Ballarat Tramways being written by Alan Bradley. It concerns the conversion of the system from Horse to Electric.

"During December 1904 a dispute arose between the City Council and the Electric Supply Co. concerning a section of newly laid track at the Sturt St. - Armstrong St. intersection. The Council claimed the rails were laid too high above the road structure and would affect drainage, but the company refused to relay the track. A stalemate resulted, and eventually in February 1905 it was decided to appoint arbitrators to make a decision. After a couple of months a decision was reached, but there was a further delay of two weeks, as the head arbitrator would not announce the decision until the company had paid its share of his costs. Finally, late in April 1905, the decision was announced: the track was incorrectly laid, and so had to be relaid. Since mid-December 1904, when the whole episode arose, the section of track in question had remained open and uncompleted, creating a nuisance for other road traffic.

Meanwhile the rest of the track on the south side of Sturt St. (from Grenville to Ripon Sts.) had been completed by late December 1904. Early in the new year work commenced on erecting the overhead wires, as well as trackwork in Ripon St. and on the new Victoria St. line. Work on the new line was complicated by

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the need to relocate a water main at the Victoria St. Main St. intersection, and work was delayed for over a month while the Electric Supply Co. and the Ballarat Water Commission argued over who would pay for the work. Trackwork in Victoria St. re-commenced in April 1905, and the line was completed the following month.

As the Mt. Pleasant track had been completed for some time, and electrification was still several months away, it was decided in April 1905 to run horse trams on the new line. Some of the old East Ballarat - West Ballarat jealousies were revived when traders at the eastern end of Bridge St. asked to have the city terminus of the new service fixed at the Bridge and Peel Sts. corner. The horse tram service commenced on 26 April 1905, running only as far as Gladstone St. - and so Ballarat East finally had a tram service. This was the last horse tram service opened in Australia (until the opening of the Kilmore Park and Victor Harbour tourist lines during the 1980's), but it was only a temporary service pending electrification. During its short life as a horse service, some spectacular horse bolts occurred. In July 1905 a bolting horse frightened a tramway horse which was being taken down the Sturt St. hill towards the city terminus. It set off at a great pace down Sturt St. and probably by habit followed the tram track through Bridge St. and Main Rd, before being stopped at Barkly St. In August 1905, a little over a week before electrification, two horses bolted from the terminus and reached Bradshaw St. before being recaptured, fortunately without injury.

Erection of the overhead was well advanced. Span wire was used on centre-of-the-road track, and side poles and bracket arms used on side-of-the-road track, such as in Sturt St. and Wendouree Parade. Centre poles were used on the double track in Lydiard St between Sturt and Mair Sts. One pole erected in Sturt St. opposite the Post Office was placed in front of the statue of the Scottish poet, Burns. Ballarat's Scottish community objected to the pole blocking their view of the statue and eventually the pole was shifted.

Electric rolling stock had now been received, and the first trial run took place on 31 July 1905. At this stage the track along Sturt St. west to the Gardens was still incomplete. Passengers for the Gardens had to alight at Pleasant St. and walk two blocks to a connecting horse tram; at the Gardens they had to alight again and catch a horse vehicle to the Wendouree depot to catch the next tram."

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Fares Please! is published six times a year in alternate months. For information regarding the Society please contact:-

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