

# FARES PLEASE!

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## From The Secretary

It has become apparent over the past couple of years that passengers we carry on our trams are a particularly diverse lot, especially during holiday periods. While one may expect that most of our ridership would come from Melbourne or Ballarat and surrounds, the reality is that a sizeable and respectable proportion of our paying customers are from all over the place.

From conversations on the trams with our crews our passengers reveal the diversity of their origins. They come mainly from Adelaide, rural South Australia, areas of country Victoria, New South Wales all over, but especially the centre west and north coast areas. People from New South seem to use the Newell Highway route and then tour the Murray Valley and central Victoria, eventually hitting Ballarat on their way to the coast. Melbourne usually gets a big miss. [Theory: country people holiday in the country, people in capital cities visit other capital cities].

Those from South Australia and Adelaide either holiday in Ballarat and/or Bendigo, or use it as a stopping-off point to Melbourne and points east. The point of all this is that while we get some Ballarat patronage, they are not our bread and butter.

Visitors from Melbourne fall into their own special category. Either they come into the gardens for a Bar-B-Q and end up coming for a tram ride and enjoy it, accepting the tramway for what it is. Or they get on with a bad case of 'The Snarls'. These people get

on the tram either because of their kids or because it [the tram] is, like Mt. Everest, there.

This lot invariably assume we have some connection with the MTA [its all that green] and illustrate this via sarcastic comments and throwing the money at the conductor. Just like they do in Melbourne. Then they sit with an expression on their faces as if they have a mouthful of mud. It usually takes half a trip or more for them to wake up to the fact that we are all-volunteer, independent of government and all the rest. Thankfully this lot are a minority but they do provide an element of bemusement for our conductors.

Talking of Melbourne, this years tram lock-out of employees has, had an interesting effect on our patronage. [Incidentally our passenger figures this year are 600 up on the same period last year, we are having a very prosperous summer].

Tourists from Sydney and elsewhere visiting Melbourne have been deprived of a tram ride, so they have headed west to Ballarat [and probably Bendigo] to get their fix. Whether this has markedly added to our passenger figures alone, or whether we are benefiting from the remarkably good weather, is hard to tell. Nevertheless we have received visitors who may otherwise have given us a big miss. Possibly we could arrange a dispute in Melbourne every January...?

And... thanks to Roy Sheedy for giving up his time to run the tram on Christmas day.

News of the Ballarat Tramway  
Preservation Society Limited.

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## Archives Donation

A local resident recently donated an amount of tramway archival photographs from a deceased estate. They originally belonged to an employee of the tramways and date from the 1930's and 1940's. Our Archivist, Alan Bradley, will do some research on them to determine the employee's name and any other relevant details.

## Things That Happen

**No. 1** - There was a slight delay to the service during the September school holidays when one of the passengers dropped his toy brontosaurus over the side.

Motorman Peter Hill reports that there was minimal damage to the unfortunate reptile.

**No. 2** - Many interstate visitors of middle age have tales of their tramway memories from their home towns. A Sydney woman visiting the depot recently stated that her husband had proposed to her at a tram stop. Amazing what some will do to amuse themselves while waiting for a tram.

## Depot Works

New signs showing the words 'Museum Display Open' have been completed by a signwriter. The Society made up the signs and did the basic paintwork. These will replace the wooden signs that have been in service since about 1974, and have undergone several patch-up jobs.

Work on re-sheeting the front of the original portion of the depot has continued. The last portion involves replacing the sheeting above the doors. Some minor jobs remain to complete the task. The opportunity was taken to repaint the Tram Depot sign, for the third time since 1972. After this remains the painting of the exposed steel or wood at the front of the shed.

We recently suffered our first significant case of vandalism. The phone box at Depot Junction was broken into, and the phone wrecked. The box has since been repaired and a new phone installed.

The central portion of the roof of the horse tram has been canvassed and painted. Work on the making up the ribs for the canopies on the ends of the horse tram continued. Work on an external repaint of car 13 has commenced. So far the windows of the saloon have been removed and are being sanded down and repaired. Lining out of the exposed sides of the future museum car, No. 39, was recently completed. Installation of lighting inside the car will soon be commenced. As a preparatory step, all the old light fittings and wiring along the centre of the car have been stripped out.

The trams continue to perform well during this busiest part of the operating year. The tramway will operate every day for almost a month and a half. Work on the cars however does not cease. Two of the four brake blocks on No. 33 were renewed during January, as well as straightening and cleaning up the long rods of the car. An examination of the car record books shows that the other two blocks were replaced about four and a half years ago. The two that were replaced were probably on the car when we received it from Hamilton in 1978! The tram has done some 16000km in BTPS service.

The Society recently purchased some half sized cabinets for use as Archive Stores from the MFBB. These were located at the now closed St Kilda Fire Station. After some maneuvering down stairs and out tight doors, transportation in two lots, they were shipped to Ballarat in early January.

The Engineering Manager would like to thank Andrew Cox, Dave McCartney, Barry McCandlish, Andrew Mitchell, Howard Stoney and David Tidy for their recent assistance.

## New Members

The Society welcomes the following new members;

No. 654	W.Howie	Ballarat
No. 655	G.Young	St Kilda

## Toledo's 27 Carless Days

*The following article is reprinted from the January 1920 issue of Electric Traction. While it is of a North American event, it has some relevance to the events in Melbourne during January 1990, and historically in Ballarat.*

*The Ballarat Tramway Company, who operated the horse tram service in Ballarat were seemingly forever arguing with the City of Ballarat. The now disappeared City of East Ballarat could not agree with the company either, and as result never had horse trams. Toledo, a city of about 240,000 in 1924, ran trolleys until 1949. The last operator was the Community Traction Company. The city is located on the northern boundary of the State of Ohio, and the western shore of Lake Erie. The article is reprinted as written, and is certainly not impartial.*

### **Details Leading up to the Removal of Toledo's Street Cars and Their Return Twenty Seven Days Later**

Toledo was lucky! In 27 "carless days" - from November 8 to December 5, no winter blizzard or no sudden cold snap came to cause suffering to the many thousands dependent upon the unsafe and haphazard jitney service.

This was not the accepted form of jitney service however, for it costs 10 cents a ride with no transfer so the workers who lived far from the stores and factories spent 40 cents a day just to get home and back not to count an extra trip downtown to a movie etc.

It also held the city up to ridicule of travelling men and papers of outside cities, many of which went so far as to run editorials and flood the city with them, appealing to factories and business firms to make a change of location.

But the sober judgement finally prevailed and the city council, acting under the advice of Federal Judge Killits, and under pressure from their constituents, retracted their arbitrary stand in driving the cars from the city and in a special meeting of council amended the ouster ordinance so as not to make it operative until next April.

The ouster ordinance is now characterised in nearly every centre of Toledo as a cheap political play, just an example of the kind of politics played with the street car question for years in Toledo.

The Company, as Mr Henry L. Doherty termed it, had been used as a dumping ground for politicians for years and this time when they sought to use it for the purpose again, the company just moved away.

### **"Cars Must Be Removed Forthwith"**

The city professed great surprise that the Company took its cars out of the city into Michigan under the ouster ordinance, which in the very first paragraph said the cars must be removed forthwith. To have stayed on city streets longer would have made the company violators of the law, trespassers and unable in any court of equity to defend any action, even one for personal injuries.

### **Too Much Politics**

The company in times past could have repeatedly taken its cars off the streets under action of the politicians. Once before the council passed a three cent fare ordinance when the figures their own examiners had filed in the office of the Mayor showed it cost more than that to carry passengers. To work under that ordinance would have been clear confiscation as the United States court promptly held a little later when it knocked out the ordinance.

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But the company did not quit. It said to the people of Toledo that if they did not want to be fair and pay the 5 cent fare of the company they could tender 3 cents and ride free. In the face of the appeal by the Mayor for everyone to refuse to pay more than 3 cents, over eighty percent of the people voluntarily paid the fare asked by the company.

The mayor and council said they passed the ouster ordinance in order to have a club over the company in franchise negotiations. When they passed it they had made absolutely no provisions for any other kind of service for they had no idea the company would obey the law and take the cars off. But they city's bluff was called.

The company however, did not take action until every other means had been utilized. Even after passage of the ouster ordinance by the council, it waited until the result of a referendum was known. It carried by a few hundred votes. In this election the same thing was notable as in many other American cities. The socialists and the others who have it in for any company because it is big, were at the polls to vote but those who opposed it were not active. They did not think it would carry and took no steps to defeat it.

### No Alternative

As soon as it carried, not only the attorneys for the Rail-Light but other neutral counsel who were called in declared that the company could do nothing but obey the mandate of the people and withdraw its cars.

The result was known Saturday noon, November 8, but President F.R. Coates did not wish to plunge the city into a "carless" situation on such a busy day and so continued to give service throughout the day and even owl car service.

### Cars Removed

As cars completed their run that evening, they were met by inspectors who told them to report at certain places downtown where

other inspectors met them and sent them either to West Toledo or at the Casino and there they were told to proceed with their cars either over the Toledo and Western tracks into Michigan or over the Toledo Beach road tracks into Michigan and then for the first time they realised that the cars were being taken off. The men went through with their part of the programme without a hitch and by 2:00 o'clock Sunday every car was in Michigan according to the programme as outlined by President Coates. This gave the stores and factories a day's notice on Sunday to prepare transportation for their workers on Monday.

### Permanent Settlement Sought

The company was roundly congratulated by every reasonable fairminded man in Toledo for the step it took to obey the law. Many of the company's best friends openly boasted of having voted for the ouster in the hope that it would force permanent settlement and remove from the neck of Toledo the weight it had been stumbling under of a franchise question which had been kept in politics for twenty years and which could be settled in three weeks if the company could deal with the city as other business men draw up contracts.

### Reason for Removal Without Notice to City

The city criticised the company for doing the very thing it ordered it to do - namely, remove its cars. They asked why notice hadn't been given on the part of the company that it intended to obey the law. The company was very anxious to have no trouble, no violence or mob law. On one occasion, at one of the factories, cars had been stoned and much damage done, and had the company give notice that cars were to be removed, radical ones in the community might have attempted destruction of cars as was done in Muskegon, Michigan.

The street railway was indeed glad of the opportunity to bring the long trouble to a head and when the city said 'git' it 'got' and the city authorities were apparently 'good and sore' because Frank Coates turned the

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trick so nicely and so quietly that it knew nothing of what was going on and consequently had not time to rush and get an injunction to hold the cars in Toledo where they were liable to be molested at any time.

The city also asked why the company took the cars to Michigan and Mr. Doherty's apt reply was, "If you told us to take our cars off the street, what difference did it make where we took them We took them to Michigan so as to have them in a neutral state. If we had to salvage our property we wanted it in a neutral state where we could deliver our property to the purchasers without having to take it back to Toledo".

### Jitneys to the Rescue

The city walked and rode in expensive, dangerous overcrowded jitneys and a kindly providence sent perfect weather so that the suffering that otherwise might accrue was at a minimum. So the very ones who were the strongest for the ouster and who took it at first as a big joke, commenced to chafe under the expense and the inconvenience and "made it hot" for their councilmen with the result that five of them took it out of the mayor's hands and unknown to him called a special meeting of council and at the suggestion of Judge Killits, who was trying to secure car service for Toledo and yet hold secure the rights of both the city and company, amended the ouster ordinance.

Then the mayor asked the court to order back the very cars he and the council had ordered off. Judge Killits then appointed two commissions, one to work on a service cost plan patterned after the Taylor or Cleveland plan. These plans were to be submitted to the council by January 15 and passed by that body in order that the people may vote on them at an election held February 17, so that the long kicked around franchise question will be permanently settled one way or the other, the very thing both Mr. Doherty and Mr. Coates had been striving for.

### Cars Returned to Toledo

With the appointment of these commissions the court asked the company to return the cars, which it did gladly and the commissions are now diligently at work. The return of the cars was even more smoothly executed and with even greater speed than their exit and reflected much credit on the plan as suggested by Mr. Coates and put in operation by his officials and car crews.

The first car came into town on Friday noon, December 5. The court had not put in its order until late of the afternoon before. The cars had been lying idle for 27 days exposed to the weather. Trolley poles had been taken off and stored. Car crews had many of them gone to other employment. But by noon Friday car crews had been summoned from all parts of the city, trolley poles restored, cars greased, switches put in order, fires started in the cars (for the car heaters ed.) so that early Friday afternoon, cars were back on the street and before the rush hour that evening normal service was being given on all lines.

### Dramatis Personae

Judge Killits acted as motorman of the first car, wearing a motormans cap and actually running the car the entire five miles to the city and in the congested district, operating the car like a veteran. Women and children ran out of their homes as the cars passed, waving a greeting. As the cars reached the downtown portion, men came from stores to yell their welcome and it was the happiest day Toledo ever experienced.

### Results Accomplished

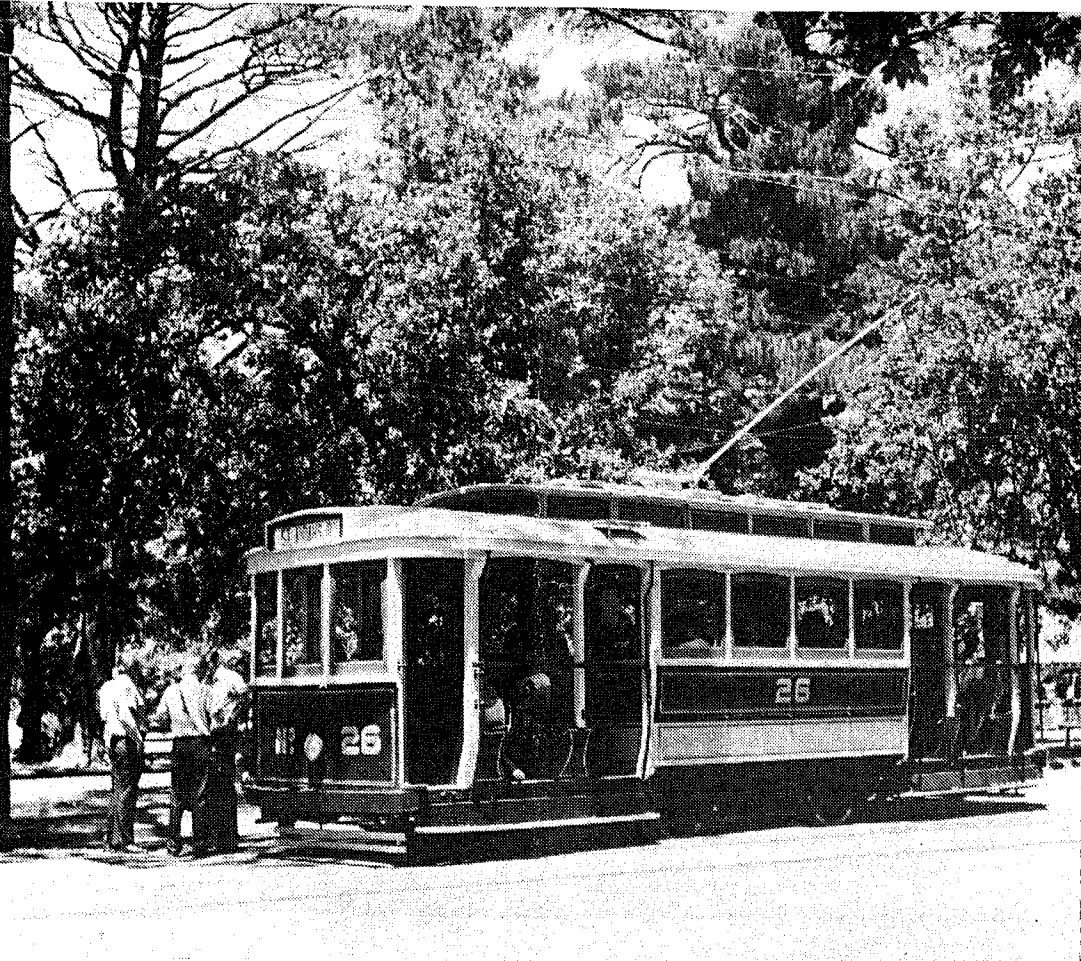
The result is sure. The street car question is to be settled for good and no longer will it be possible for councilmen to ride into office in Toledo on a platform of opposition to the street car company nor can newspapers longer use it as successful circulation builder.

The company is also in a better position in Toledo that it has ever been for it has commanded the respect and even

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admiration of every reasonable, fair minded man in the city. Mr. Doherty and Mr. Coates have been roundly congratulated on every side for the quick decisive action they took. They neatly fooled the city when it had figured on getting the company up a tree. The tables were quickly turned so that the shoe was on the other foot.

Every man respects and even admires a fighter, especially when he fights on the square, clean and aboveboard and they will be with him to the end, as had been in the city of Toledo where the prospects for the company "getting a chance for its white alley" and fair treatment are brighter than ever before.



Tram No. 26 has once again been busy over the Christmas - January period. The car is able to handle larger loads than a standard SEC style single truck car. The off-going crew discusses the traffic situation with on-coming crew at Mealttime at Depot Junction.

PHOTO: W.F. Scott

## Traffic Delay

During Boxing Day a wind storm around the lake brought a bough of a tree down upon the overhead in the vicinity of the old loop. The tramway overhead held the broken branch up. As it was threatening the SEC wires as well, the SEC was called. Within an hour they had cut the offending piece down and carted it away. Our thanks to the workers of the SECV Ballarat.

## Publicity

The Board is looking at a number of ideas to increase our publicity during the year. Our tramway was featured recently in a Melbourne 'Herald' article on tourist attractions of Ballarat. We are to make more constant use of the free advertising space in the 'Whats on' sections of the 'Herald' and 'The Age'. A number of passengers have indicated they found out about our tramway from the Motel wall display posters, on which we feature prominently. The 'Ballarat Courier' printed a full page article of our Society in the 'Saturday Magazine' section on 6th January. Research has shown that any increase in our patronage is proportional to the volume of advertising we undertake and the Board is always looking at advertising in volume at cheap rates.

## Tramway Video

Some discussion has been held with people at Channel 6, Ballarat, concerning the video tape documentary they intended to produce some time ago detailing the history of the Ballarat Tramways. Our Society supplied a lot of film footage for this project with the kind assistance of Bob Prentice and Peter Duckett. We have been concerned at the lack of progress on this project and it appears now that our Society will take over the production. The subject matter from both our Society and the Channel 6 archives is quite interesting and depending on a finalised arrangement this production will be quickly undertaken. Whilst on the subject of local television, Channel 6 have changed their name from BTV 6 to Vic Television. From this point we will refer to the new name.

## Tram Tour

Our tour held in Melbourne on our tram W3 661 on Saturday, 9th December was a pleasure for all those who attended. The tram is still at Malvern Depot where it will stay on lease to 'Yapper Tours' for some time yet. We hope it is used for a number of tours over the summer period. It is being well looked after and performs in style at home on the tracks around Melbourne.

## Model Railway Exhibition.

The popular Model Railway Exhibition will be held at the Army Drill Hall, Curtis Street, Ballarat over the Queens Birthday weekend in June. Our Society will again have a stand there. We were proud of our effort last time and are motivated to repeat, or even better, the performance. We will be looking for Members to staff the stand over this time and if you want to be involved with a Society activity, and it has been some time since you have spared some effort for us, please consider helping us. You don't have to be qualified to drive or conduct trams, just be a financial member. We will need a hand as a number of our regular workers will be in New Zealand at this time for the COTMA Conference. Just contact the Secretary, or the Officer in Charge at the Depot, if you want to help.

## Traffic Staff

Graeme Young has joined us as a tram conductor and we welcome him to the team.

## COTMA Conference

The Conference of the Council of Tramway Museums of Australasia will be held in Wellington, New Zealand from 1st to 5th June 1990. A number of 'workshops' or discussion sessions have been organised to deal with the many and varied aspects of operating tram museums. A 12 day tour of the South Island, plus an option of a 2 day trip to Auckland, has been planned for the delegates after the Conference. Should any member feel they wish to take part in the full conference proceedings, with the option of the tour after the event, contact the

society Secretary for details. Estimated costs are \$900 for the conference period only and \$1650 for the full visit from 1st to 17th June.

### Sales items

After a number of attempts to get it off the ground and onto the shelves, we can announce the long awaited colouring book has been produced. This item, aimed at our younger passenger has excellent drawings by David Frost and sells for \$1.00. A new design of teaspoon is being sold for \$4.00. There are two photographs on the handle one being of tram 26 and the other of tram 40.

### My first visit to the trams - by Richard Gilbert

The first time I travelled to Ballarat to ride the trams was in 1965. I had ridden the trams in Bendigo earlier, around 1963, as I lived in Kerang and family outings took us to the 'big smoke'. I was always interested in the quaint SEC trams, particularly the maximum traction cars and along with my cousin we travelled by Sunday excursion train to Ballarat in 1965. Our 'B' class hauled train and rake of wooden carriages arrived at Ballarat sometime after 11am and in those days the train terminated there. A rail motor from Ararat connected with the evening train to Melbourne.

We walked out to Lydiard Street to find the tramlines. The first thing that captured my eyesight with the SEC tramways was the heavier overhead construction. There were big 'ears' on the wires and the double wire on the single line sections always gave the appearance of the electrical mystique of the early electric age. Not knowing anything of the tram service offered on Sundays we set out to walk along Sturt Street looking at the track layout. We decided to have a barbeque at the Gardens as we had seen on

a map, reference to a barbeque area. We purchased some bread and sausages at a retail premises in Sturt Street.

We walked to the Gardens via Sturt Street West and I can vividly remember passing the site of our tram depot as the barbeques were there then, albeit an earlier model. I think they were gas and they were not working and so we decided to bring the sausages to Melbourne and settle for refreshments at the Gardens kiosk. On further walking around what is our present trackage and beyond St. Aidans Drive we came across the depot... here were all those beaut trams. It had been worth the long walk. The 'pearly gates' had been reached.

Although it is 25 years ago, I recall walking on further following the track back towards the city then one of the first trams for the day caught up to us. We boarded and travelled to the city and spent the afternoon travelling around the system and we even had a side trip to the Eureka Stockade. The service was operated by single truck trams on Sundays and I was deprived of a ride on my favourite trams. But the system did get my fascination and intrigue. The friendly SEC traffic staff, the single track and crossing loops and the 'normal' passengers using this 'normal' tram service were of great interest to me.

On leaving the Victoria Street terminus, after our look at the stockade, I can still recall an old man, with his suitcase, being farewelled by his friend at the first stop from the terminus. He, like us, was catching the tram to get to the railway station to catch the train to Melbourne. On reflection of today's transport these scenes are all but gone. We departed Ballarat at 6.15pm in a gaslit BPL carriage after eating at the 'Refresh'. Things have changed so much since 1965, even the sausages. There were no preservatives then, they were green when we arrived in Melbourne'

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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:-

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