

FARES PLEASE!

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November 1990

Number 12

Another milestone was achieved over the Melbourne Cup Day weekend when former Electric Supply Company tram No. 12 was brought to our Depot on Monday, November 5. Our Society has known of this tram, located inside a house, at Raynor Road Nerrina, an old gold mining area to the north east of Ballarat. No. 12 was one of the original electric trams which opened the electric system in 1905, and as such fills a major gap in the Society's collection of Ballarat tramcars.

Alan Bradley has provided further details of the tram history in a following article.

When the car was withdrawn in about 1932, following the purchase of replacement trams from Melbourne, it was sold and placed in the house. One of the former open ends of the car was used as a bathroom, with the a wood chip heater being built in the Drivers cab! Additional rooms were built on one side of the tram, leaving only one side and one end exposed to the weather. A separate roof was built over the tram roof itself, thus preserving the original roof.

The new Ballarat By-Pass road which is now under construction will pass

right through the tram itself. The predecessors to VicRoads, the Road Construction Authority, promised the car to the Society when they acquired the land. The Society is very grateful to VicRoads and thanks their officers for the assistance given in this important acquisition.

Work to demolish the necessary sections of the house, to gain access, was begun during the previous week. Most of the demolition took place on the Saturday and Sunday before, with work being easily completed. By the time it was completed, No. 12 was fully visible. What a find!. The portion of the body that had been protected is very dry and in good condition. The side of the car that had been exposed, had been rebuilt roughly some time ago. The main corner pillars on the outside are completely rotted away. The underframe of the car however, is in good condition having been placed on stumps, thus being kept off the ground. Parts of the tram is still in the colour scheme at the time of withdrawal from service and has some notices to passengers inside it. It was quite remarkable that in the time it was in the house, it had not been completely repainted inside and out.

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Prior to lifting the car, it was jacked up in a number of places to see how it would move. This showed that there should be few difficulties. Some of the wall framing on the outside of the car was left in position to assist in supporting the roof. The bath, chip heater and plaster walls that had been installed in the car at the time of its conversion to rooms were removed to reduce weight. Most of the door frames and window frames have been recovered as well. Though much of this is too rotten to be re-used, they will provide valuable patterns and fittings.

On Monday, November No. 12, was easily picked up by a 'Barry James' Crane, placed on a semitrailer and transported to our depot. Good media coverage was obtained, with Vic TV showing the story at the end of their news and a photograph and article in *The Courier* of Ballarat. The car was delivered to the depot via the rear door of five road and placed on the two cable car bogies next to the horse tram for all to see.

Our Engineering Manager would like to thank all those who assisted in the recovery of the tram. The job was done with the minimum of fuss, and little difficulty was encountered. Some of our previous recoveries and the reading of the other tramway museums recoveries are often hair-raising in nature.

Work will not commence on restoring this tram until the horse tram is virtually complete. It is thought at this stage the restoration project will take about eight years.

Some preliminary examination work has already taken place to try and determine the original Sydney cable car number that it was rebuilt from. This work has indicated that it is possibly car No. 18 of 1892. Some parts have No. 562 stamped on them as well.

The acquisition of this tram is extremely important to us, in being able to fulfil a major element missing from our collection. The Board has long viewed this tram as an important item. This will give us an example of the trams used by each operator of the Ballarat Tramway System. We have No. 1 Horse Tram, which ran the horse tram era from 1887 to 1913 under the ownership of the Ballarat Tramway Co Ltd, No. 12 which ran from the start of the electric tramway system under the ownership of the Electric Supply Co. Ltd. We then have out SEC fleet painted in the different colour schemes that were operated between 1934 and 1971.

In short, our collection is virtually complete in a historical context.

Appeal

Donations to cover the crane and transportation cost of No. 12 to the Society's depot from Members would be very welcome. This will assist us in allowing us to spend funds on other current projects. A form for this is enclosed in our mailout. Donations over \$2 are tax deductible. Please forward your donation to the Society at P.O. Box 632, Ballarat 3353.

A HISTORY OF TRAM NO. 12

Alan Bradley

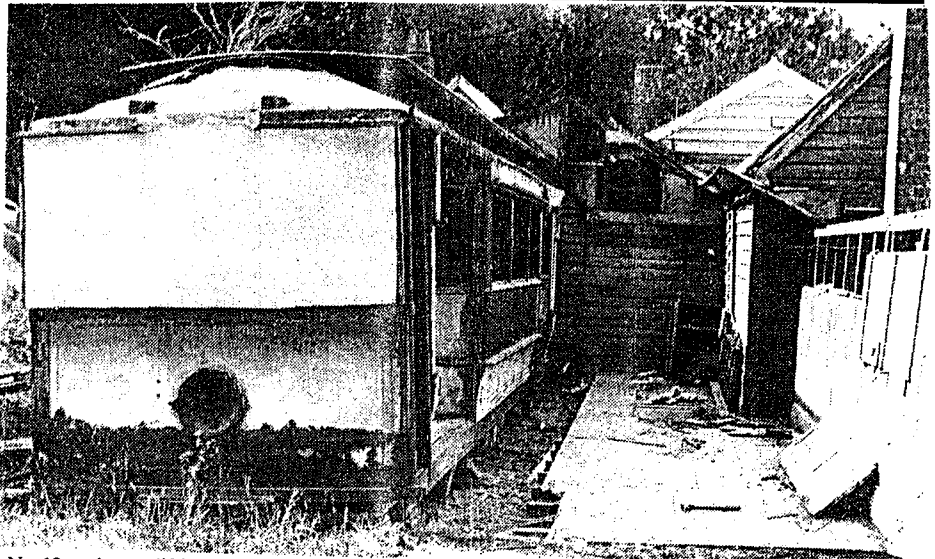
Tram No. 12 has a long and varied history, firstly as a cable trailer in Sydney, and later as an electric tram in Ballarat. It was one of 27 cable trailers built between 1890 and 1898 for operation on the North Sydney or King St. cable tramways in Sydney. The design was very basic, a six-window saloon with platforms at each end (similar to cable trailers in Melbourne). The trailers became redundant early in 1905, following electrification of the King St. line. (See later note re possible origin ed.)

During the same year the Electric Supply Company of Victoria was electrifying the Ballarat horse tramways. The Company bought 18 second-hand Sydney trams, twelve of them from the then King St. cable trailers, and the other six surplus

electric trams. The Adelaide firm of Duncan & Fraser (which had built Ballarat's horse trams) converted them to electric trams at the Exhibition Buildings in Grenville St. (north of the Alfred Hall). These buildings were normally used for mayoral functions, but the tramway work caused the Mayor's return ball to be postponed for a month.

These recycled trams were rebuilt to "California combination" style, that is, centre saloon with open end seating. The existing saloons were placed on long underframes, the roofs lengthened, and outward-facing longitudinal seats placed at each end.

The bodies were placed on short wheel-based Brill 6 foot 6 inch trucks, and fitted with motorman's controls and other electrical equipment.



No 12 prior to lifting at Nerrina Nov. 4, 1990 PHOTO C.Dean

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Weather blinds were fitted at each end for the comfort of passengers, but the motormen had to make do without the protection of windscreens. No seats were provided for the motorman, who had to spend his entire day standing. In those days there were no lunch breaks, and the crews had to eat their meals on the tram. Unlike the later SEC trams, no airbrakes were fitted. Normal braking was done with a handbrake, with a magnetic track brake for emergencies.

Eventually the Electric Supply Company tram fleet comprised the original 18 ex-Sydney trams (Nos. 1 to 18), plus five built brand new (Nos. 19 to 23). Eight horse trams were retained as trailers for use on busy days.

In 1913 the trams were converted to one-man operation. The end platform seats were altered to face inwards, and hinged gates marked "enter front end" were placed at each entrance. "Pay as you enter" or "pay as you leave" signs were placed at the base of the windscreens. Once onboard passengers paid their fares into a farebox mounted behind the motorman.

In the same year these cars were finally fitted with windscreens. For two years the tramways union had complained about the lack of windscreens, as some motormen had fallen sick during winter. After one-man operation came in the Electric Supply Company faced criticism at council level for making ladies stand on open platforms in the

rain while paying their fares, so windscreens were quickly installed.

By the late 1920's these lightly-built trams were in poor condition due to many years of operation on poor track. In 1930 the Electric Supply Company purchased several second-hand trams from Melbourne, which became the familiar green and cream trams that still operate on our museum today. As more ex-Melbourne cars were purchased, the old Company cars were withdrawn and scrapped (except for No. 23, retained as a track cleaner). The last of these trams were scrapped in 1935. By now operation of the Ballarat tramway system had passed from the Company to the SEC.

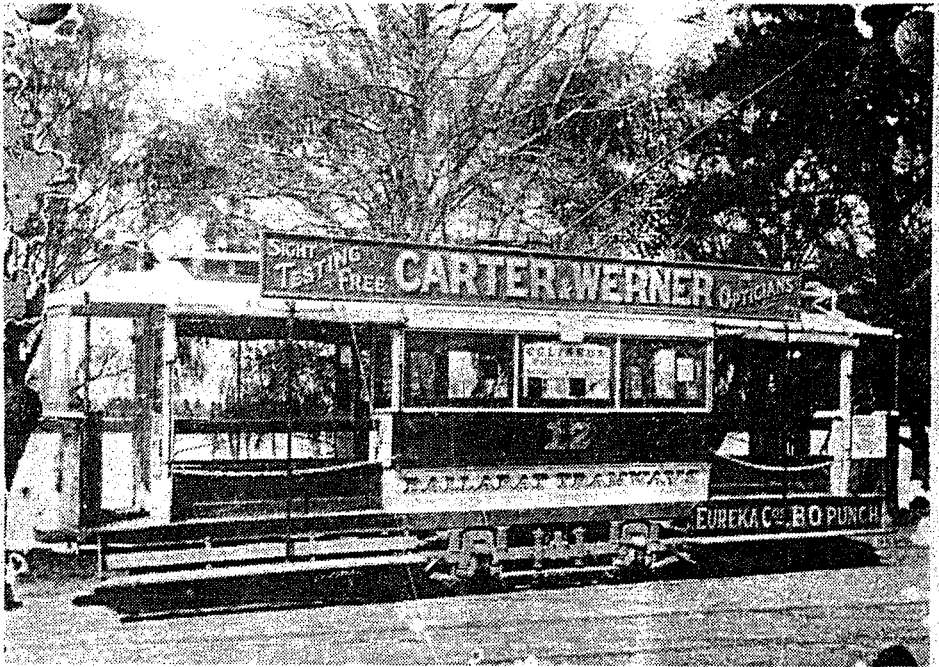
The body of No. 12 was sold to a property owner in Nerrina, where it formed part of a building for the next 55 years. Other bodies sold to property owners in the district have been mostly broken up. No 12 is believed to be the last survivor of the 18 trams that pioneered electric tramway operation in Ballarat. Discussions with the former owner of the property indicated that a second car body had been purchased as well, but this was broken up a number of years ago.

Additional Notes, prepared since the discovery that the car was possibly Sydney cable trailer No. 18.

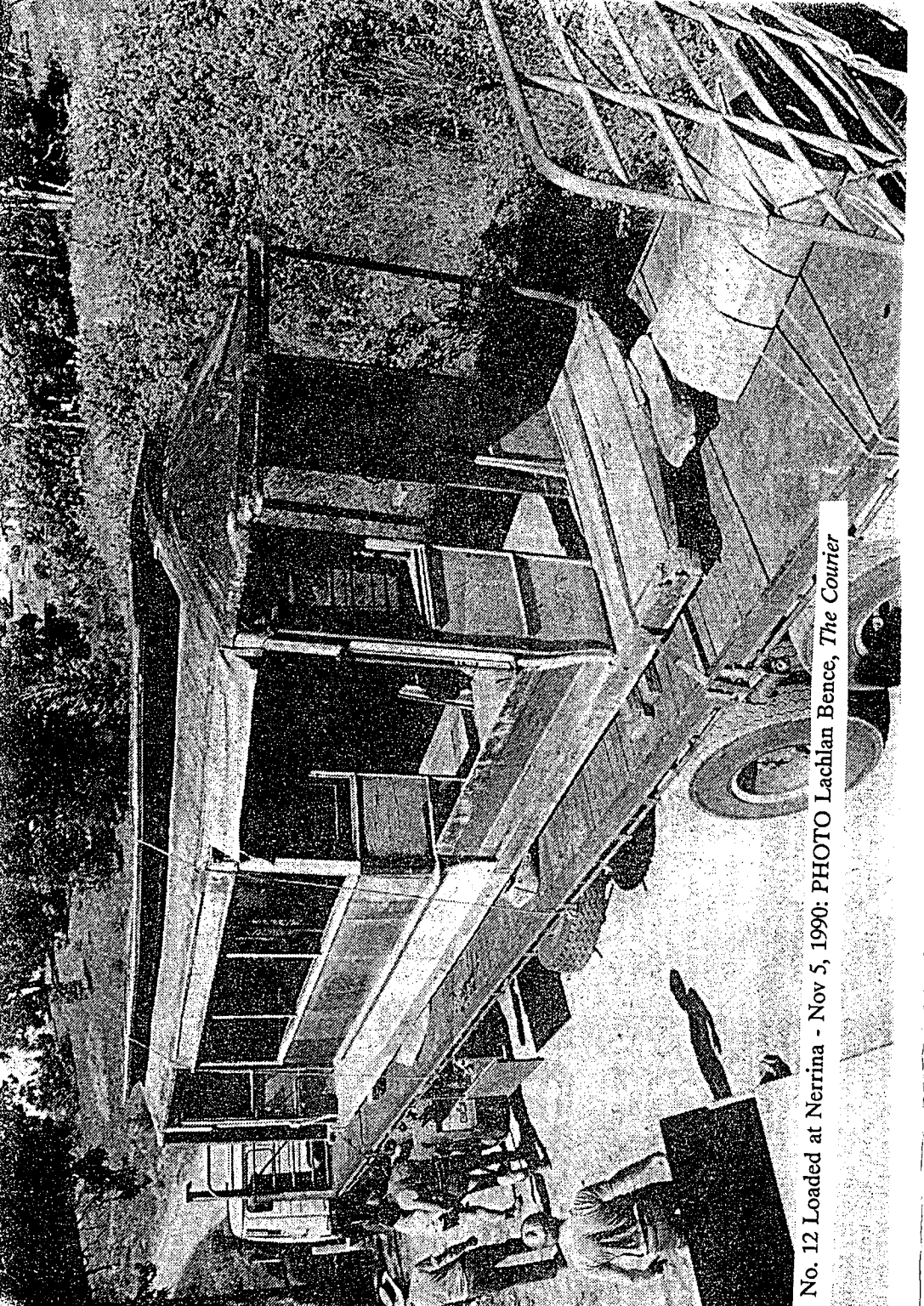
Trolley Wire magazine of April and June 1986 in an article on the North Sydney Cable Tramway Centenary by Ken McCarthy, said that the Trailer No. 18 was one of a batch of four trailers and two grip cars built by

Benjamin Carne in 1891, with the order being completed on 14 Jan. 1892. On some of the brass work fitted to the windows of No. 12, Carne's name has been located. Following the conversion of the North Sydney cable tramway in Feb. 1900, 17 of the trailers were retained at North Sydney as electric trailers, while six other cars were utilised on the King St. tramway until its conversion in Feb. 1905. It is very apparent that this car has a lot of history attached to it, and will assist in sorting out some of the details that has previously eluded historians.

A preliminary examination of the underframe of the car shows how the car was extended. When compared to our electric trams, the framing is very light. The roof structure also shows how the car was extended. Just shown in the Ballarat's *The Courier* photograph is the downwards bow in the roof over the saloon portion due to the weight and forces inherent in the trolley pole apparatus. Some strengthening similar to the horse tram roof will be required in this area. It is going to be a fascinating job, making the tram mobile once again.



No. 12 in the One Man days, by the Wendouree Parade Depot



No. 12 Loaded at Nerrina - Nov 5, 1990: PHOTO Lachlan Bence, *The Courier*

Membership News

The Society welcomes the following new member:-

No. 661 Mr. R. Cox Moorabbin

New Poles

Two of the Society's overhead support poles were recently replaced by a local Contractor. One, in Wendouree Parade was near the floral clock, and the other was in the depot area next to the Fish Hatchery. The opportunity was taken also to install a new pole to assist to support the overhead where the access track crosses Wendouree Parade. Peter Winspur assisted the contractor in removing the overhead from the old poles while the new ones were put back into the previous holes. As was Peter's luck, as it seems to be recently when he is working in Ballarat on weekdays, it poured with rain again!

Traffic Notes

Passengers during the September school holidays were similar in numbers to that of the previous year. Weekend passenger numbers during October were excellent. Melbourne Cup Day weekend also saw good passenger numbers. For the first time, we operated the tramway on the day before Cup Day. The weekend is tending to become a long weekend for many in Victoria, and there were many visitors in Ballarat on that day. Over 100 passengers were carried. Cup Day itself also saw good numbers, compared to previous years.

Tickets

The board has had a number of discussions over the best form of ticketing. Our current ticket stock is about to run out and had to be re-ordered before Christmas. Over the past 15 years of operation we have stored lots of redundant tickets. The ticketing systems of other COTMA museums were reviewed and other information included in reaching the decision.

To allow for ongoing use of the same ticket stock through fare rises and the like, it was determined to print tickets in the former Pounds, Shillings and Pence system in use in Australia up to 1966. The new stock will show the face values of 1/-, 6d and later on 3d. (For our younger members, that translates to one shilling(10 cents), sixpence(five cents) and threepence (two cents) Notices will be displayed in all the trams saying what the actual fares are. These will explain the system of currency used on our heritage tickets. They will also save ticket stocks when fares are altered. These tickets will be used from early next year as old stocks are exhausted.

Annual General Meeting

Our Annual General meeting was held at the tram depot on Sunday October 14 1990. The meeting heard reports from the various office bearers and voted to accept the Financial Statements and the Annual Report. After the formalities, the members enjoyed a ride along Wendouree Parade in W4 671 and Ballarat 38 followed by afternoon tea.

At the Depot

The major news is the acquisition of the body of tram No. 12. The car has been placed on the rear of No. 5 road, which allows good light for photographs etc. It will remain there until around Christmas time, before it is relocated to the rear of No. 7 road. Members wishing to photograph or inspect the car are urged to do so before its relocation.

The stripping of the underbody of No. 32 has been completed. This car will provide the electrical and mechanical equipment for the restoration of No. 12.

With the acquisition of No. 12, depot space is now at a premium, making it necessary to carefully plan maintenance activities and how cars are parked in the depot.

Work on the fabrication of one of the stairs for the horse tram has commenced. Sheet steel cut and bent to profile has been received. The first trial assembly showed that some modifications will be needed. It is hoped that the stairway construction will be well underway by the end of January. The upper deck seats have been located into position. The overall height of the car can now be seen. Brackets to support the end canopies at one end have been positioned.

Tram No. 13 has re-entered service after the completion of its repaint. It now looks a far different car to that received in December 1983. This is the eighth car to be repainted by the Society since the inauguration of tramway services in 1975, an average on one every two years.

Removal of the inner end saloon floor of No. 39 has been completed. The installation of a new floor at a lower level is virtually complete. It is planned to have the basic construction work of the museum display area complete this calendar year. This will then allow the fit out of the car and the relocation of the display area from No. 11. Car number transfers have been affixed to the tram, presenting a neat uniform appearance across the front of the shed when the doors are open.

Another job that has been waiting for some time is the painting of the steel columns at the front of the depot. Following cleaning and priming, they have been given a coat of Deep Indian Red, the same colour as that used in No. 26. It makes quite a contrast with the bronze olive sheeting of the shed.

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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