

# FARES PLEASE!

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## July 1991

### 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 13 October 1991. 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 unfinancial 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 13 September 1991.

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.

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**VALE** Chris Jacobson 1953-1991

Our Secretary, Chris Jacobson, passed away suddenly and peacefully on June 17 after a long illness. Despite constant pain and complete blindness during his last three months Chris remained active until he died.

His interest in trams began as a young kid when he used to play with match boxes on the lounge floor and the depot was under the TV. He started working on the real thing during his vacations from Uni and completed his Arts Degree whilst driving at Camberwell Depot. Transferring to South Melbourne, he became Union Delegate until he was chosen to represent the Union (and often the M.T.A.) in the implementation of the Fairway programme. Ill health forced him to resign in 1988.

In 1989 he offered to stand as Secretary and so give Richard Gilbert a well earned rest. Chris represented the Society in Wellington last year at the COTMA Conference even though this involved organising thrice weekly visits to hospital for treatment.

Chris had a great enthusiasm for people, causes and many of the more pleasurable of life's activities such as good food and wine, theatre, reading, music or just relaxing. His wit and unique use of words will be long remembered.

The Society extends its condolences to his family and friends for their untimely loss. He will be sadly missed.

## Traffic

As Ballarat and Melbourne residents will know, June 1991 was wet. Melbourne had the wettest winter on record! Our traffic figures for June were dismal. We had hoped to reach 20,000 passengers for the financial year, but this was not fulfilled; 19,791 passengers travelled, 86 down on the previous year. For June, some 470 passengers were carried, about 160 down on last year. However, the Board is pleased with the overall result given the recession and the wet weather.

## New Fares

The Board revised the fares for the tram journey from July 1, 1991. The new return fares are now Adult - \$1.50 and Child \$0.80. The fare increase was the result of increased costs and the need for further investment into tram restoration and the fitting out of the display area.

## Management Changes

Peter Winspur has been appointed as Acting Secretary until the next Board elections and Peter Walker will take over the job of Treasurer while Carolyn Dean is away overseas for a few months.

## New Members

The Society welcomes the following new member.

No. 663 Ms. C. Low Manifold Heights

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## When things had to be done the hard way!

Among the more useful items in the BTPS archives is a set of International Correspondence Schools Reference books covering all aspects of electric tramway operation of the early 20th century. These had been the property of the Foy family, who had worked for the SEC and the earlier Electric Supply Company through several generations. These books are a goldmine of information on practical ways of keeping the system running in an age innocent of heavy duty mobile cranes and motor trucks. For instance, if the leading axle of a car broke while out on the road, the first duty of the breakdown crew was to turn the car around using traversing jacks! The broken axle had to trail. Hopefully, it did not have to do to many reverses!

While many of these solutions are still relevant today, the language and the writing and the suggested methods are interesting. The book is relevant to the then (1907) rapidly growing north American streetcar and interurban systems. Here are few of the more entertaining excerpts, with their section and page reference:-

### Electric Brakes (\$21,p13)

(Early cars were fitted with electric braking, which like modern cars used the motors as generators to slow the car down. Like any braking system, it had it's moments when the motorman had to be alert and do things differently.)

An Exceptional Condition - in ordinary applications of the brake, it is, of course, only necessary to throw off the (controller)power and continue in that direction to the brake notches (on the controller), the generator reverse drums tending to the reversal of connections ordinarily accomplished with the reverse switch proper on cars not equipped with electric brakes. In case, however a car is ascending a hill and the blowing of a fuse causes it to start to roll backwards (no air brakes remember, and possibly hard to get the hand brake on in time), the direction of rotation of the armatures has been reversed, so that their connections need not be; but the act of putting the power handle on a brake notch has reversed the connections. With the direction of rotation and armature connections both reversed, the motors cannot generate. Under such a condition, throw the reverse switch proper, before putting the controller handle on a brake notch. (This can only be done, with the controller in the off position.)

### Disabled Cars (\$23,p6)

In extreme cases, to avoid a long delay, it is customary to derail a car and leave it at the side of the road until night, when it can be put in a condition safely and without interference.

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## Loss of Current (\$22,p9)

While waiting for the power to return, the lamp switches should be turned on so that the returning glow of the lamps will indicate the presence of current, and a controller should be thrown on and off at intervals to preclude the possibility of being misled by a defective lamp circuit. Under no circumstances should the motorman put the controller on the first notch, seat himself inside the car, and await its starting as a sign of return of power. This rule applies to any and all systems.

## Stalled or isolated cars (\$22,p11)

Cars stalled on dust, sand can be started as follows:- throw off the lamp and heater switches and one or both hood switches, according as they are in series or parallel; lay the edge of the switch iron flat on the rail six inches behind a car wheel and slide it back and forth, slicing off the dirt or sand clear up to the wheel; keeping the iron pressed down on the rail, jam it between the rail and wheel, or let the conductor do it; then close the switch or breaker and start the car. Keeping the iron jammed firmly down on the rail, follow the wheel a couple of feet. Should it be necessary to throw off the power before reaching clean rail, the operations must be repeated. If the operator always keeps the switch iron jammed down the on the rail, he can get no shock, but should the iron touch the wheel alone, a shock is certain, unless the hands are protected by dry gloves or their equivalent, or the ground besides the rail is dry.

## Charged floors (\$22,p15)

In wet weather, parts of a car floor may become charged, due, as a rule, to a live bolt head. Suppose, for example, that a starting-coil-hanger (resistor grids) bolt head is flush with the floor line. Such bolts, are insulated from the starting coil by insulating bushings, which occasionally become defective, allowing the bolt to touch the live coil. The bolt is then alive, and simultaneous contact with its head and a ground (an earthed piece of car body) will cause a shock. In wet weather, umbrella drippings saturate the floor around the bolt head, and quite an area may become charged. Even though the bolt may not extend clear through the floor, water soaking through the floor may charge a small area. In either case, a grounded part with the charged area will permit a minute but steady current flow from the charged part to the grounded part. Any one standing in such a way as to span part of this high-resistance path is likely to get a shock. Damage suits have resulted from such conditions. A charged bolt and a ground bolt or part so disposed as to permit direct and simultaneous contact with both, will give a serious shock. In one case, a conductor reached from the platform to take a fare from a woman seated inside the car; the instant he touched the coin, both received a shock. The woman had one foot on a charged floor bolt, and a current passed successively through her, the coin, the conductor, and the wet platform to the ground. (Wow!, could one make up some stories, puns etc about this item - we will leave it to the reader's imagination!)

## Ice on the wire (§22,p9)

Should a car get stuck on account of ice on the wire, conditions are serious, unless the wheel is of the ice-cutting type or the ice is local only. Wheels of the ice-cutting type, called sleet wheels, are generally provided when ice is expected. In the absence of a sleet wheel, the trolley wheel must be removed entirely, allowing the wire to slide in the harp crotch, which will then act as a scraper and clean the wire. To start, it may be necessary to scrape the ice off the wire for about two feet; after the car gets started, the arc formed between the wire and the harp contributes to the cleaning of the wire. Care must be taken at switches and crossings to prevent the harp from catching, as the forks of the harp project considerably above the level of the trolley wire.

*(Some drawings of sleet wheels and scrapers, from the Electric Railway Dictionary (1911) are shown on page 6)*

## Broken Motor Suspension (§23,p36)

Car motor suspensions occasionally give way, one side of a motor dropping to the track and the other side remaining attached to the axle, thereby rendering further progress of the car impracticable. If possible, the wrecking crew should be summoned at once. It is a simple matter for these men to raise the motor with jacks or hoists, and secure it temporarily, or even permanently in place. But, if a wrecking or shop crew is not available, it is often practicable to get the motor up off the track and secure it in a manner that will enable

the car to run to the car house or to the nearest turnout. To raise the motor, apply the brake and block the wheels, so that the car cannot move when current is applied; cut out the motor that is not down, and place the reverse handle in such a position that when the current is applied the motor that is down tends to rise from the ground: alternately apply and cut off the power, and each time the motor rises, shove a piece of blocking under it. In this manner, the motor can be gradually raised even above its normal position. The drawbar or a piece of rail or timber may then be laid across the open trap in the car floor and the motor tied to it with the trolley rope, doubled as many times as its length will permit.

## Workshop Procedure. (§28,p8)

After the car body has been raised, two men with pinch bars can sometimes move the trucks out into a working space, clear of the body. Usually, however, it is necessary to get several men to help, or else to apply power to one of the motors on the truck. Calling other men from their work to help move out the motor trucks is objectionable. One of the motors can be used by connecting one field terminal to an armature terminal, grounding the other field terminal and applying the trolley voltage to the remaining armature terminal. To avoid unnecessary danger of burning the operator, a resistance should be used in series between the trolley and the motor. There is little danger of burning, provided that the trucks move easily and start with little current; but if they start hard, the

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current will rise to such a value as to make the arc dangerous, when the operator breaks the connection.

## Good Men (§28,p9)

Railroads have a hard time getting good men in the pits, because, with but few exceptions, the wages are too low to attract and hold good men. A good pitman is one that quickly recognises a dangerous condition, that knows how to remedy it, and that will never turn in a car until he knows that the pit work has been properly done. Many of the troubles from breakdowns may be traced to the employment of careless or incompetent men in the pits.

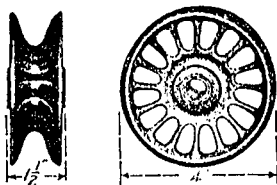
## Inspectors (§23,p29)

Every inspector should carry a pair of pliers, a screw driver, a small wrench, a roll of tape, and some extra fuses. If the line is a long one and his assignment is at some distance from the car house or depot of the supplies, he should keep at one or more convenient points a few extra lamps, 10 feet or more of No. 10 flexible rubber covered wire, two or three spare trolley wheels, a wheel and pole complete, a piece of rope, an extra drawbar, and a few extra motor brushes of each kind; with this equipment, he is ready for almost any emergency.

## Platform staff (§23,p5)

Conductors and motormen should make an effort to appear as neat and clean as possible. They should assume their responsibilities thoroughly imbued with the idea that their positions offer a field for the cultivation and exercise of gentlemanly instincts.

This was tramway operating procedure in 1907, as per ICS Handbook No. 139. There were obviously no occupational Health and Safety Officers prowling about in those days, and probably not many life insurance salesmen either!



Figs. 1909-1910—Union Standard Sleet Wheel, No. 1190



Fig. 1912—Sleet Scraper, No. 1236

## Membership Renewals

Membership renewals were posted to all members in early July. If you have not received your renewal would you please advise the Secretary. The Board values your membership and looks forward to your early renewal. For those who have already renewed, your membership card is likely to be found within this mailout envelope, A receipt for those who have made donations to the Society, for which the Board thanks you, will be forwarded to you by the January 1992 mailout.

## Mapping our Culture

Society President, Richard Gilbert represented the Society in Bendigo on Wednesday July 3, at which the Deputy Premier and Arts Minister Jim Kennan carried out the regional launch of Victoria's new cultural policy. A policy of this type is the first for Australia.

The policy is to provide a framework for developing culture in its many forms: traditional and innovative arts, recreation and sport, education and heritage. The book that explains the policy, titled 'Mapping our Culture', points out that Culture is relevant to all Victorians, whether we place value on the Melbourne Cup, regional art galleries or our universities etc. Victoria has often been the seedbed of new forms of culture, and the Cultural Policy aims to encourage this.

Our tramway falls under the heritage aspects of the policy, for which: "Conserving and enhancing Victoria's cultural heritage is a priority of the Cultural Policy. That heritage is not

only the many buildings and objects of the past but also the social history of Victorians. Information collections and access to them are an essential part of developing ways of improving Victoria's future."

Mr. Kennan said that the arts community will benefit from a \$5m to \$10m annual injection from gaming machines once they are operational in a few years time.

Some of the Strategic Actions proposed by *Heritage and Tradition* section of the policy is:-

- develop appropriate legislation and infrastructure for heritage protection, including objects and artefacts;
- develop a State Cultural Heritage Strategy based on widespread public consultation.
- establish and maintain a State register of significant portable cultural heritage.
- implementation of the Museums and Historical Collections Policy of the Museums Advisory Board.
- the development of the thematic museums, based on existing collections, facilities and sites, such as a multi-location Victorian Maritime Museum and a network of Historic House museums,
- the provision of support services to encourage regional co-operation between museums and historical societies.

A number of these strategies will have an impact on the future of the Society in the years to come. The Society welcomes such a policy, and hopes that sufficient funding will be made available to implement its goals.

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## Depot News

Work on the restoration and the maintenance of our tram fleet, buildings and equipment continues, despite the Engineering Manager having been 'laid off' due to a crook back and the inability to drive long distances.

On the Horse tram, one of two stairways have been completed, except for the handrail. The individually fitted stair treads have been cut out and connected into position. All the metalwork and wood work has been primed as well. The associated canopy that goes over the end of the tram by the stair has been fitted into position. This will now be slatted up and canvassed. The other end canopy frame has been completed as well. The inside seats are at present being made up and fitted into position. This is last major job to do on the interior of the car, except for finishing off the surface coatings and fitting the bell straps.

The painting of the Museum's Display area is continuing. Barry is nearing completion of the internal painting. The doorway entrance to the office area has been cut out and is now being connected into the tram itself. The Society has submitted an application for funding from the Ministry for the Arts for assistance with fitting out and completing the

display area. A further \$8,000 is envisaged to be spent on this area.

Work on repainting 671 continues. The roof itself is about to receive the first of the top coats, after quite a detailed repair to the roof itself. The changeover of the overhead span wires to the new depot poles is nearing completion. The tower truck is now back in service. The faulty armature of tram 27 is now in the hands of the repairers. Work on levelling out the floor surface in the original depot area to enable asphaltting later in the year has commenced. This will enable visitors to walk around comfortably and minimise dust particularly in the display area. No work has been done as yet to tram 38, other than to lower it off the body jacks.

## Retirement

Well known motorman, Jack Chadwick has retired from traffic duties due to health considerations. Jack has been a traffic branch member for many years. His effusive personality will be missed by those who have worked with him. The Board thanks Jack for his input over the years and wishes him a long and pleasant retirement.

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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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