

FARES PLEASE!

September 1993

Ballarat Trams are Ballarat History

Annual General Meeting

Members are reminded that the twentieth Annual General Meeting of the Society is to be held at the tram depot on Sunday, 24 October 1993 commencing at 2.00p.m. We invite all members to attend on the day. You are welcome to bring your friends and family and enjoy a day in the Ballarat's Botanic Gardens. After the formalities of the meeting, the traditional afternoon tea and tram ride along Wendouree Parade will follow.

The following nominations have been received from members for the Board positions which fall vacant on the day of the Annual General Meeting.

Only five nominations were received for the six Board positions. Nominations for the sixth Board position will be called at the meeting.

Position	Candidate	Proposer	Second
President	Richard Gilbert	W.Doubleday	D.Hutchesson
Ballarat Vice Pres.	Stephen Butler	D.Frost	G.Rodgers
Melbourne Vice Pres.	John Phillips	H.Jackson	C.Dean
Treasurer	Carolyn Dean	H.Jackson	J.Phillips
Secretary	Peter Winspur	S.Butler	G.Rodgers

Ordinary Board Members (6 positions)

Alan Bradley	D.Macartney	G.Wood
Warren Doubleday	L.Miller	D.Hutchesson
Leonard Miller	A.Bradley	C.Dean
Frank Puls	J.Puls	D.Macartney
G.Rodgers	C.Dean	P.Winspur

**News of the Ballarat Tramway
Preservation Society Limited.**

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Mrs. Nancy Kierath

It is with regret that the Society has to record the death of a long standing member, Mrs Nancy Kierath, early in August. President Richard Gilbert and Neville Gower represented the Society at her funeral. We knew Nancy as an enthusiastic supporter of the Society and she served on the BTPS Co-op Society Board for many years. We knew that she was highly regarded and very active in local affairs, but Richard was absolutely amazed at the funeral to learn of the length and breadth of this involvement. We will miss her, particularly at our Annual General Meeting functions.

Receipts and Membership Cards

For those members who have made donations as part of their renewals, they should find their receipts included within the mailout.

Also enclosed will be membership cards for those who have recently renewed. For those members who have not renewed, a renewal reminder will be forwarded shortly.

The Board thanks those many members who made a donation at the time of their renewal.

Our New Book

The Society's new book Ballarat's Heritage Tramway by Bill Scott was officially launched at the Inaugural Ballarat Book Fair from 24th to 26th September. The book contains many colour photos and outlines the history of the Ballarat Tramways and the formation of the Society. It has a complete fleet list of our trams and an excellent map of the Ballarat system. It is an excellent publication worth every bit of the \$4-95 we will be charging Members and Visitors.

A small display stand was set up at the book fair. As well as the book being sold, a number of second hand books were sold by us on a consignment basis. The Society thanks those who assisted in setting up and manning the display, in particular Neville Gower, Len Millar, Darren Hutchesson, Bill Scott, Barry McCandlish and Len Doull.

Proxy Forms

Enclosed within the mailout (for members) is a proxy form as required by the Articles of Association for the forthcoming Annual General Meeting. Members may avail themselves of this by returning the form if they wish, to the Society's mail box, or delivering it to the depot, not less than 48 hours before the meeting.

New Sales Items

Traffic Staff member Travis Jeffery has just returned from a trip to the U.K. with his bags bulging with badges he had made at his own expense by Gomm of Birmingham. He has donated many to us for the sales department. There are four in all: Ballarat 27 in its current colour scheme, Ballarat 26, Geelong 18 and V.R. tram No 50. They sell for \$4-50 each plus postage.

As well as our new book, the Society now has on sale, copies of the recently released book 'Hobart Tramways'. The book has been timed to commemorate the centenary of the opening of the Hobart electric tramway system on 21 Sept. 1893. This gave Hobart the first successful electric tramway system in the southern hemisphere. Hobart trams were unusual for Australia, consisting initially of a very British style of double deck cars. Trams operated in Hobart for 67 years, closing on October 21, 1960.

The author is Ian Cooper, who lived in Hobart for 21 years until 1969. The book consists of 64 A4 sized pages, fully illustrated with photos including some colour, and a system map. The book retails for \$19.95. Strongly recommended for purchase. Available from the Sales Department. Add \$5.00 for to cover for postage and handling.

Incorporation

Like Paul Keating and the Republic, Greg Rodgers, our Board Member given the task of preparing the new Articles of Association, has found that it is more than a "cut and paste" exercise. The first problem is whether to try and modify our existing Articles or to follow the much simpler Model Rules which are found as Schedule 2 in the Associations Incorporation Regulations 1993. Greg and Peter Winspur have spent many hours already on this task but have not yet got to the stage of presenting anything to the Board. It is still our intention though to circulate the Members with a proposal to be put to a Special General Meeting during the first quarter of 1994. We would like the change over date to be July 1st 1994.

Traffic

Trams ran every day during the September School holidays. Patronage has been mixed, with some good days, and some poor ones. This reflects the continuing low numbers of people visiting Ballarat. We had many visitors who came specifically to the gardens to visit us, thus showing the benefit of publicising our tramway. The Traffic Manager thanks all those who has assisted in running the trams over the past two weeks, including those who were on Annual Leave etc.

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From Cable or Horse to Electric Trams

Dave Macartney

On February 2nd, 1888, Frank Sprague opened the world's first comprehensive electric tramway network in Richmond, Virginia, comprising 40 cars on 12 miles of track. From that time on, all existing horse and cable networks were on borrowed time. Many cities had invested heavily in the earlier systems, and were reluctant to throw away assets still only a few years old. Conversion of horse and cable trams to electric trams was attempted in those pioneer days, and with motors of under 10HP, it was feasible. But as the power and speed of the electric trams rapidly doubled and doubled again, much more substantial bodies were called for.

Few of these conversions have survived, though the Seashore Museum in Maine has No. 34 built by the Feigel Car Co. of New Utrecht, N.Y. in 1873 for the New Bedford and Fairhaven Street Railway. It was electrified about 1894 and used as a Railway Post Office Car between New Bedford and Onset from 1902. After suspension of the mail service, it was used as a works car until the great New England hurricane of 1938, when its motors were damaged by floor water and it was stored until acquired by Seashore in 1947.

The Baltimore Streetcar Museum owns Baltimore City Passenger Railway No. 417, built by Brill in 1880. This small five window saloon tram was eventually electrified, with no alteration to the basic body layout. Though 417 was built as a horse tramcar, the company also operated a cable division after 1893, operating identical trailers on the same 5' 4 $\frac{1}{2}$ " gauge.

Brandford Museum in Connecticut owns Third Avenue Railway No. 220, which started life as cable trailer No. 20, built by the Laclede Car Company of St Louis in 1892. This was a large tram by cable standards, being a seven window saloon similar in size to the electric trams of the day. The gripman was located on the end platforms, enabling the conversion to be easily made.

Another surviving conversion is, of course, our No. 12, which commenced its life as a North Sydney cable tram trailer. Removal of some side panels and flooring over the past couple of months has revealed some interesting facts, and display why these conversions generally had very short lives. For the conversion, Duncan and Fraser built a new full length underframe, heavier than a horse tram frame, but

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much lighter than the frames of our later single truckers. The body of Nth Sydney cable trailer No. 18 was then placed on top of the new frame, eight bolts run down through both frames and secured to the top of the truck. The end sections were then built out from the saloon. The roof slats are not continuous, which greatly reduces the strength of the tram. From work carried out so far, it has been established the roof consists of five separate sections, butt jointed together, rather than a continuous roof, as provided on more 'modern' timber roofed trams. The roof slats are of a heavier section than the thin basswood ones of the horse tram, reflecting less concern with weight saving.

Notwithstanding the already flimsy nature of the original construction, during No. 12's thirty years of service a number of changes took place which further weakened the tram. For some reason best known to the builders, the bolt holding the front step comes through the frame so close to the bearer supporting the front bulkhead that there was no room to put the nut on the thread. The solution was to cut away about half the bearer until the nut would fit. About halfway through the service life of the tram the end seats were altered to sit the other way, which meant that a hole in the floor, purpose unknown, had to be moved

back a few inches. This caused it to be placed directly above the main diagonal brace of the end platform, so the solution was to simply cut the end off the brace and leave it flapping in the breeze. The roof, never designed to carry weight, sags under the years of supporting a trolley base and all the attendant loads of the spring loaded trolley pole.

All accounts of the Electric Supply Co. seem to paint a picture of a particularly tight fisted management. They were on the other side of the world in Liverpool, so wouldn't have wasted too much lost sleep on the standards of street transport in far-off Ballarat. As long as the tramcars kept running, all was well.

The reconstruction team are faced with the challenge of producing a tram that is a structurally sound as can be achieved with a vehicle that was a compromise on the day it was built. Another part of the challenge is to do this without losing the features that make this tramcar unique; one of the very few survivors in the world of an electric tram rebuilt from an earlier form of street tramway vehicle.

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Did You Know?

On 4 May 1888 the last male white swan on Lake Wendouree was killed after being run over by a horse tram driven by Harry Parker 'at the lake margin in the Botanic Gardens'. At the next Ballaarat City Council meeting a Councillor complained about this act of 'criminal negligence', as a passenger on the tram saw a swan on the line at least 50 yards ahead, and thought the tram could have stopped in time.

The Council wrote to the Ballaarat Tramway Co. the operator of the horse trams, and asked the Company to make up the loss of the swan. However there is no record of the Company taking any action.

From the 'Courier' 15/5/1888,
Research by Alan Bradley.

At the Depot

Work to research the history of the centre saloon portion of Electric Supply Co. No. 12 continues. We have recently found details of quite intricate painted patterns that were originally present on the panel above the window on the inside of the tram when it was a North Sydney Cable tram trailer, and then covered over upon conversion to an electric tram in 1905. An ESCo ticket in

reasonable condition was found as well.

Work to scrape the paint from the originally varnished internal roof slats and ribs has shown in general the timber to be in good condition. This work has shown where Duncan and Fraser inserted timbers of a different origin, at the point where the chimneys of the oil lamps that provided light for the interior of the tram passed through the roof.

Some new timber members have been installed to enable the structural integrity of the tramcar body to be maintained while the detailed examination of the car structure is completed. As Dave's article has shown, it is fairly weak, and could be damaged accidentally if care is not taken. Timber for two of the four corner posts has been ordered, as well as other materials.

To enable better displays within the depot and off-site, two new sets of display stand supports have been built. These are made of steel, and do not require brake blocks to stop the stands falling over any more. It is proposed that new boards to give a number of different arrangements be built as well.

At the Depot cont.

In view of the time expected to be taken to repair 40's traction motor, it has been lowered back onto its bogies. This makes the tram able to be moved around the shed when needed. Work to renew the interior has begun. This involves the removal of all the saloon windows, cleaning down, varnishing and minor repairs as required.

Recent heavy rain in the Ballarat area, resulted in both pits being flooded again. Investigations are underway to cost a new pump that may be able to keep up with the inflow of the ground water in the area. The rains were that heavy, that at one point the access road into our Bungaree house was under water for about a length of 50m.

Various enquires are being made to determine where 40's defective motor armature can be re wound. At this stage a number of possible leads have been followed up. A Ballarat firm who is currently doing work for the PTC on rewinding compressor motors has shown interest in doing the work.

Barry McCandlish has taken up the project of completing the rebuilding of one of the original tram stop shelters. This shelter is to be installed at the loop as part of the interpretative display at this area, for which a Museum grant was received. It is planned to locate the shelter into position, paint it etc. in the near future.

Gary Wood has completed the construction of a roped off display area and lighting for Horse Tram No. 1, at the rear of No. 2 road. This gives a professional appearance to the display of this tram. A permanent display panel showing the reconstruction of the tram is planned to replace the temporary one.

Other work that has been undertaken around the depot is the repair of No. 27's No. 1 end life guard, following accidental damage in service, repainting of No. 671, extension of the shed lighting system, and planning for further photo display leaves in the display area. We have received from Max Harris, some excellent photographs of the ESCo days, for the next section of our photo display panel.

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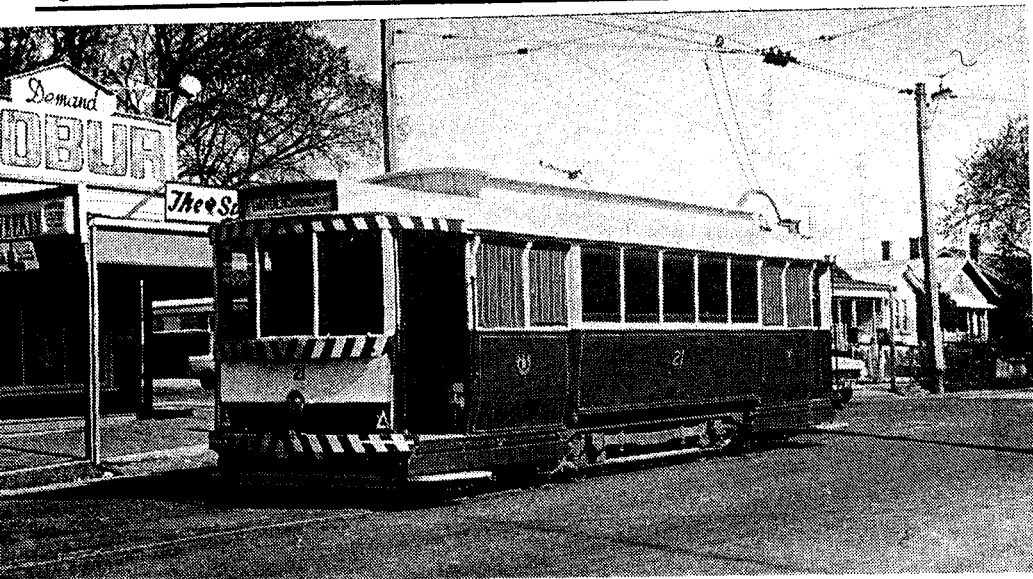
Annual Report

The Society's Annual report is similar in style to the last few years. We hope you read it, though the Financial statements may be a bit hard going. If the Society becomes an Incorporated Association, we will be able to simplify our presentations to make them a bit more user friendly. Again we thank Robert and Andrew Paroissien for the timely preparation of the Annual Financial Statements, Warren Doubleday who put the report together once again

and Greg Rodgers who did the lion's share of this mailout.

History Fair

The Society is taking part in the Central Highlands Historical Association History Fair to be held at the Ballarat Drill Hall on Sunday October 31. The theme of the day is 'Australia made. A brochure advertising the day is enclosed within the mailout. We will be running our sales table. Hope to see you there.



No. 21, an ex Adelaide tramcar waits at the Mt. Pleasant terminus, in the 1960s.

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,

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