

FARES PLEASE!

May 1993

Ballarat Trams are Ballarat History

Our Video Tape

Yes it is Here!

The Society produced video tape 'The Tramways of Ballarat' is now available. The 48 minute programme is a full documentary tracing the history of the tramways from the start in 1887 right through to the present day. After the history segment, which includes film of trams in Sturt Street in 1906, there is a segment of a ride around the entire tram system taken by Bob Prentice and Peter Duckett in 1962.

On the inside of the tape box is a map of Ballarat, showing the tram route and the major streets. The track layout is fully detailed, showing crossing loops, crossovers and depot layout. A plan of the Society's depot is shown too. It all helps the viewer to determine where they are as the trams move around the streets of Ballarat. The video includes footage of Albert St. Sebastopol, which is totally changed from an almost rural highway to a major divided road.

The tape is being sold for \$29.95 and is available at the Tram Depot and in Melbourne at the Railfan shop, 40 Market St. Add \$4.05 for postage if you wish to order from us by mail. Marketing of the tape is being done in conjunction with the Association of Railway Enthusiasts, which will help with the distribution of the tape itself through the various outlets.

Tourist Association Visit

On Wednesday 12 May some of the volunteers from the Ballarat Tourist Association visited the depot and went for a tram ride on an orientation visit. After viewing the museum and depot, a ride along Wendouree Parade was in order. Some of the guests reminisced whilst for others it was a new experience. A good time was had by all. Thanks to Neville Gower and Stephen Butler for their help.

Also on Wednesday 12 May the Ballarat Tourist Association had a general meeting which Stephen Butler attended.

News of the Ballarat Tramway Preservation Society Limited.

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Tram Towing!

On Friday 14 May, three teams of 20 students from the Ballarat University College, Aquinas College and the School of Mines conducted a 'tram pull' along a section of the track in Wendouree Parade. Tram No. 26 was provided by the Society as part of the promotion for Ballarat's Challenge Day on May 26. The Challenge Day is part of a world wide event, with Ballarat's aim to have more people perform 15 minutes of activity than Evora in Portugal.

The tram was pulled the quickest along a section of measured track by the team from Ballarat University College; 100m in about 35secs.

A report and photograph on page 3 of *The Courier* of Sat. May 15 showed the event.

AETA Tour

The Society was pleased to be involved in the convention programme of the Australian Electric Traction Association when 30 delegates enjoyed some time visiting our tramway. The group travelled on three special trams and looked through our museum and workshop. A number of delegates were from overseas, as well as interstate and they had not seen our tramway before.

Perth Visitor

John Shaw, the President of the Perth Electric Tramway Society visited our museum on Saturday 22 May. John last visited us in 1979 and saw that a lot of change had taken place in the intervening years. He was impressed at the depot crew and workshop facilities and the work done on the Horse Tram. He said he looked forward to seeing the same standard of workmanship to be carried out on Electric Supply Co. Tram No. 12.

New Arrivals 2

Congratulations to Alan and Nicole Bradley on the birth of their second son, Stephan Lawrence on Friday May 14.

Membership News

The Society welcomes the following new member;
No. 674 George Chomiak
of East Ivanhoe

Our Membership Officer, Greg Rodgers will be shortly forwarding to all members their renewals for the next year. The Board has determined that membership rate will remain as for last year. Your early renewal would be appreciated.

RIPPING YARNS!

Alan Bradley

Arthur Maxwell began working for the Electric Supply Company of Victoria in 1927 as a Blacksmith at the Wendouree Parade Depot. He became a Motorman in 1938, went to war in 1941, and returned to work as a Motorman in 1946. He became an Inspector in 1952, and later became Senior Traffic Inspector, with the occasional stint as Acting Superintendent. Arthur and his wife Jean (a former conductress) were well known to members during their period operating the Lake Lodge kiosk. The following is an edited version of an interview held with Arthur on 5 November 1981.

Early days: We used to re-wheel the trams, it used to take a fortnight. They came into the pits, we used to lift the bodies up and take the wheels out. It wasn't really new wheels, they were welded-up and needed bolts to hold them onto the wheel centres. The old company was on the way out and tried to save money. Different times; we'd have to do a night shift as well if someone got sick. Any running repairs, hot boxes, we used to do them.

(Arthur then looked at a series of photos of different trams)

ESCo. No. 3 on the Sebastopol line: No. 3 was a handbrake tram. Didn't like that tram, if driving out that way it used to sway on the track, we used to try and get away from that tram.

ESCo Nos. 19 and 20 (the "Gardens cars"): The summer cars, in my time there was two of those. When you'd get to the terminus you'd turn the pole and all the seat backs would be pushed over. You'd conduct on the footboard, you got used to it when the weather was fine, but if it rained you got wet. They were only used in the summer, or if someone wanted them as a special, provided the weather was all right.

There was a good instance when I was driving those; you used to take it from the depot on a busy day. The motorman was doing an extra 5 minute service from the Gardens, it would be taken out of the depot and worked for the day. I was connying on one of those trams, the driver jammed the magnetic brake on and he sprawled me along the top of the seats. I ended up on the floor! I got my own back, I was driving and I jammed the brake on. I was fair dinkum. I jammed the magnetic brake on and he sprawled out, and he reckoned I was getting my own back. As it turned out I wasn't, it just worked out that way.

ESCo Nos. 21, 22 and 23 (the "Sebastopol " cars): They were good cars as far as the motorman was concerned, there was plenty of room in the front, the passengers used to sit right there with you. No 23 became the scrubber. They never ran

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those one-man. They used to run them as far as Rubicon St, then there was one of those cars such as No 3, used to pick them up, run down to the bottom and back. The motorman wasn't on the small car all the time, as the motorman came down and they'd change over. They only used to run to Grenville St in those days.

SEC single truckers: When the through routing came (in 1937) we had these other cars, 24, 25, 26, 27 and 28, similar but of a different type. They had this bulkhead and the motorman was locked away. They converted those into one-man. When we first got those we used to turn over the seats and the passengers would get in there. There had to have a conductor on it then. They were converted, and I got all the angle-irons for the seats. The side panels were put in, part of the partition was cut, and passengers used to get in one at a time. You would open the doors on the side away from traffic, except if you were going up Sturt St the left-hand side would be open.

Horse tram trailers: They used to use them in mornings and afternoons to take the school kiddies to school and home. They used it on No. 3, for arguments sake, and the trailer behind it, loaded with school kids. That was cut out and it was converted to taking the motormen and conductors' bikes from the city

to the depot both ways. The main school was Ballarat High School and the convent girls' school in Victoria St, also St Pats kids and Ballarat College.

Scrapped ESCo trams: They were sold, people used to come and take them away. I could have bought one for four pounds. It was the cost of getting them from one place to another. We could have had 22, it went to Sebas. The Sebas kindergarten was interested in it, they could have got it too but for the cost of taking it down, couldn't afford it. There was one up at Ararat.

A proposed 1930's MMTB take-over?: They took a survey, but the war interrupted all that. Mr Bell (MMTB chairman) had a plan for extending the service to Bray Raceway or the old Miners' Racetrack, and also out to Gillies St, but the war came and it all fell through. It would have gone up to Wendouree and to the shopping centre in Howitt St. I believe they were going to connect at Drummond St, and then go along and come down to Lydiard St North. I saw the superintendent one day and he told me about it.

Nos. 22 and 23 (ex-Adelaide cars): They were the ones where the motorman couldn't get out and into the end saloons (full bulkhead ed). You could run them one-man

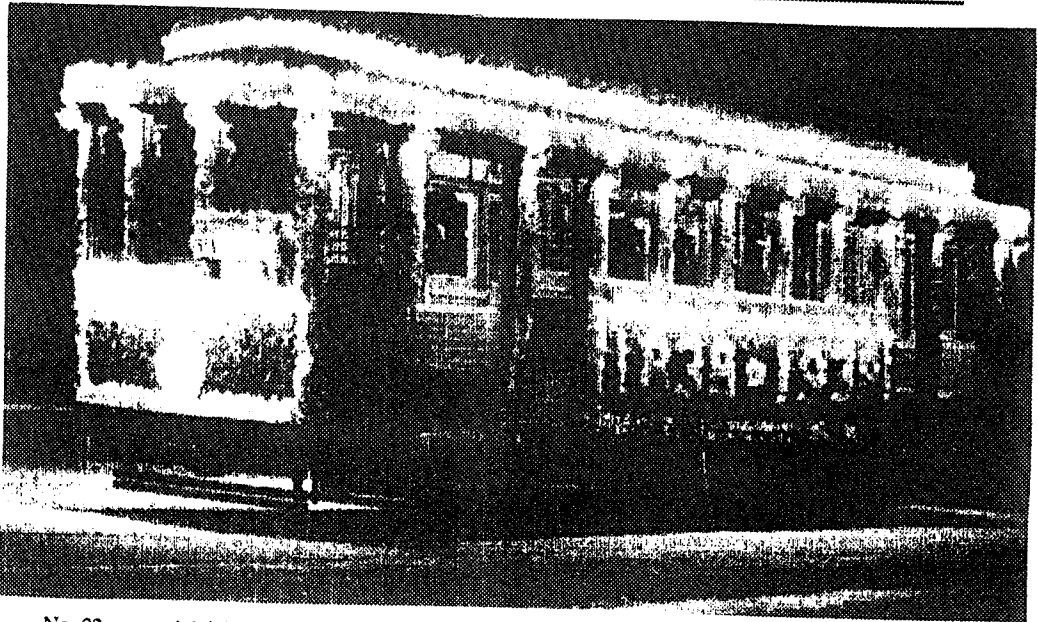
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because of the bars. They had an aisle along the side. They had the farebox there. They mainly run them on intermediate runs, such as city to Rubicon St, but they would have a conductor working on them.

The decorated tram (1938 floral festival): I did an 11 hour shift in that, we had to drive it all around Ballarat, it done all the routes. The conductor was Theo Dunstan, he was an inspector. They were paper flowers. It was hot in there, they had all the lights on to show it at night. We needed more tickets, we had sold a thousand pounds. It run for a fair while. You had to run a conductor on it, you couldn't put the barriers down on account of the flowers and globes.

No. 29: That was a cow of a car. The steps were high for us smaller blokes. It was good to ride on, but they didn't like the steps. The connies didn't like it because of the high doors to put bars up. Don't think they ran that one-man.

The power house siding: It was a continuation of the line from Macarthur St to Sturt St, it branched off at the power house yard. We used to have a trailer, we'd load all the stuff in. That was in the days when all the work was done at View Point. We used to take armatures, fittings, light metal and other stuff. For the heavy stuff we used to take it right in. It was a flat truck, no sides on it. That siding, it was still there. for a long time, after the war.



No. 23, an ex-Adelaide car decorated for the 1938 state centenary; hot to work in.

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After the SEC took over it was transferred to the workshop over at the depot. We used to get bags of briquettes for the fires there. All this stuff would come from the stores, we'd take it over. There were drays and spring trucks, in those early days. When the SEC took over they used trucks. In those days electric globes were only in Ballarat, not in the country No-one needed trucks in those days, we had a tower wagon and that was it.

Freakish weather: A real frosty night, I was driving along Sebas. The frost was on the wires, and we were going in jerks and starts. Not the tracks so much, we had the sand. The snow storms, one morning half

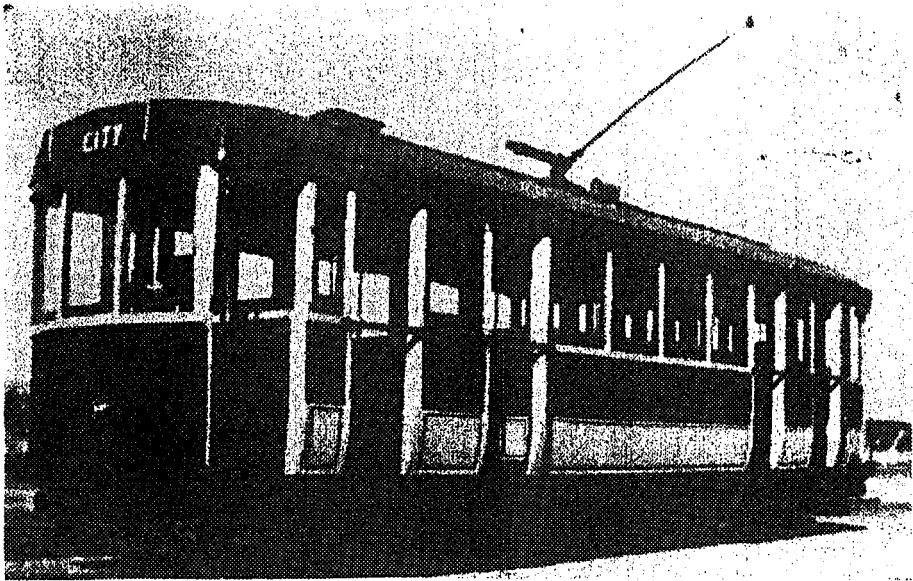
the trees around the lake weren't broken but were laying on the wires, snow was weighing them down. It was 9.30 before we could get a tram going. It was 24 years ago (1957).

[To be continued in our next issue.]

Filler No. 1!

Tramway Row

Many have asked what happen to 'Tramway Row', the cottages at the rear of old Wendouree Parade depot, provided by the horse tram company. According to the 'Ballarat Evening Echo', in 1909 the houses in 'Tramway Terrace' were removed and taken as far away as Melbourne.



No. 22, later re-numbered 29: 'A cow of a car.'

At the Depot

On 27 April, another 26 tons of crushed rock arrived for the staff to shovel. Most of this is going into the depot fan raising the level to rail head for a bogie car length outside the shed on all roads. The portion of No. 2 and 3 roads between the rails inside the shed has been filled. An area around the horse tram is being built up as well, so as to tidy up that area. Jacqui's three year old son Daniel joined in the shovelling and enjoyed himself so much that he burst into tears when told it was time to stop and go home. Not too many of our volunteers cry when its time to 'stop work'.

A doorway has been cut between the new and old sheds near the front doors to end the long trek from one side to the other via the rear of the building.

Some of the original lining on No. 12 has been revealed, as well as the lettering uncovered last year. This work is proceeding steadily, being done along with other jobs.

A project to refurbish the brass controller tops to something like their former splendour has commenced. Jacqui is doing this in her spare time!!!

No. 40 - the defective No. 1 end motor has been removed from its maximum traction truck, and the armature removed from the motor

case. It was the heaviest item so far handled by our jib crane, chain block and our team of workers. The pony wheel of the maximum traction truck once again showed its disdain for our track by derailling when travelling through a set of points. Rerailing it though was a lot of easier, just reverse the direction of 661 which was being used to move the truck around the fan. Thanks to Howard Stoney, Simon Green, Warren Doubleday and Len Millar.

Trackwork - another joint in Wendource Parade was recently repaired. One of the joints near the play ground stop cracked recently. It was repaired on Saturday 24 April. Thanks to Richard Gilbert, Jim Parker, Len Millar and Todd Nicholas.

No. 671 - work on the car continues slowly. The window frames and louvre windows have been cleaned down and are in the process of being repainted.

Model Trams

A supply of well made W class Melbourne trams is available from our Sales Department. These wooden models are not the ultimate in modelling detail, but they look good on a mantle-piece and would be somewhat 'ankle biter' resistant. They are being sold for \$19.95 each.

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Traffic

For March 1993, we carried 4011 passengers, 1,914 more than last year. At the end of March however, we were still some 800 passengers down on last years figures at the same time. During April, traffic numbers for the month were exactly the same as last year, 2025! The Easter period itself was not as good as for 1992, but the school holiday period was better.

Tickets

In January 1991, the Society introduced 1/- and 6d tickets for the Adults and Child Fares. At the time 20,000 of each tickets were printed. They have proved to be very popular on the tramway with children asking their parents about them. All part of the educational experience of a museum. One of these days, a parent will not know, and will rely on their parents or us to explain!

Our supply of one shilling tickets has virtually run out, with the six pence ticket not far behind. As a result of the popularity of the imperial currency tickets, and the fact the ticket stock orders are not tied into fare rises, the Board has decided to order 50,000 of each, in order to gain a cheaper unit price in printing.

History going

Tenders for the purchase of the building and the land of the former SEC power station in Wendouree Parade formerly the site of the Electric Supply Co. Power Station were recently called. Tenders closed April 30, though a sale had yet to be finalised by mid May 1993.

The old divisional office next door to the power station was recently demolished. The brick facade and bluestone walls of the former floor mill, which became part of the perimeter walls of the power station are of historical significance, though it is understood not to be on a heritage register. The site is expected to be used for residential development.

Filler No. 2!

Windscreen Wipers

Did you know that the single truck trams did not have windscreen wipers until 1943! Their installation was part of a wartime log of demands from the union to the SEC. Motormen complained that they suffered from eye strain driving through dimly-lit streets during brownouts. In other words, to be a more genuine reconstruction, No. 26 needs to have its windscreen wipers removed!