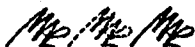


FARES PLEASE!

November 1994

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Recovering 21 and Moving 121

The Society was recently given the remains of ESCo tram No. 21, built in 1913 by the firm of Duncan and Fraser for the opening of the electric tramway to Sebastopol in 1913. These were known as the Sebastopol tramcars. On the basis that such a tramcar is missing from our collection, it was determined to add it to our collection, for possible reconstruction in the future.

The tram was located about 3km from Daylesford on the Ballan - Daylesford Road. A house consisting of three rooms was built onto one side of it. The side has been completely removed, while the other is still intact, though it has a lot of decayed wood, as has the two ends. The underframe and roof appear to be in good condition having been protected by the roof of the house.

The dwelling has been empty for about two years, and a recent inquiry from one of our members (Gary Wood) found out from the owner that it was to be demolished to allow for a new house to be built on the site.

On Saturday, October 29, a work party of 11 people (and eight cars) arrived at Daylesford between 9.30 and 11.00 am. The owners had pulled off the roof decking a week before and this made the job a lot easier. By 12.30, we virtually had the whole house demolished, floor boards and all, with all the materials stacked up.

It was amazing what we found under the house; tram car fittings, two saloon doors, the remains of three rats, one cat, \$1.61 and 8d in coins of varying denominations, 1 wooden clothes peg and many old bottles.

By 2.30p.m. we had finished, ready for pick up on the following Monday. This included jacking the car up a bit, in order to pass ropes underneath, which would allow the cranes slings to be pulled under on Monday morning.

We then returned to Bungaree, in order to prepare former MMTB No. 121 for its move on the Monday as well. It took about an hour to pull off the protective galvanised iron roof that was beyond the allowable dimensions when being transported by road. At the same time, we cleaned

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

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out the rubbish that had accumulated in the tram. By the time we finished at about 4p.m, it was raining! Well it is Bungaree!!

Thanks to Warren Doubleday, Richard Gilbert, Garry Wood, Carolyn Dean, John Phillips, Albert Mong, Paul Mong, Jim Parker, Clayton Giles, Len Millar and Darren Hutcheson for their work on the Saturday

On Monday, Oct. 31 we moved the two tram bodies, a former cable tram trailer set of wheels and a set of 22E trucks stored in Ballarat to Newstead where they will be stored undercover. The timetable of the day probably best explains the various moves;

0750 - Crane and trucks arrives at the Engineering firm of Miller Bros. Ballarat yard to load two 22E bogies, wheels and a 22E frame.

0835 - Trucks and cranes depart for Bungaree.

0900 - Load tram body of 121 onto truck, and cable tram trailer into a trailer.

0940 - Complete this task and have a smoko break.

0955 - Depart for Daylesford.

1040 - Arrive Daylesford and commence loading 21.

1115 - Depart Daylesford for Newstead. Travelling to Newstead was slow due to the high winds and the frail nature of the tramcar body.

1230 - Arrive Newstead and after a

quick bite of lunch, start to off load bogies and 121 at 1245.

1330 - 121 on trucks and rolling into the shed.

1400 - 21 on truck and able to be rolled.

1415 - Crane and trucks depart for Ballarat.

1515 - Complete packing up of tools etc and leave for home.

Unfortunately while 121 just fitted into the shed at Newstead, 21 missed by a couple of inches due to the construction of the shed. The track will be lowered by resting the rails onto the ground and held to gauge using tie rods. The body of 21 fitted reasonably well onto the cable trailer, although the top of the wheels just rubbed against the wooden underframe. This is useful as it allows the wheels which roll very easily to be braked.

Thanks to Warren Doubleday, Richard Gilbert, Garry Wood, Paul Mong, Len Millar, Darren Hutcheson, Ian McCorkell of CMR and Frank Puls for assisting in the move on Monday. Also thanks to the crew from Barry James Ballarat consisting of Norm, Trevor and Arthur.

New Members

The Society welcomes the following new member:-

No. 680 Mr. S. Kirkpatrick, Ballarat

No. 12 Conservation Plan - Part III

Warren Doubleday

Continued from the July and September issues of Fares Please! is a summary of the Society's Conservation Plan for Electric Supply Co. No. 12.

Analysis of Factors

From a conservation and a future interpretation viewpoint it is important to conserve and retain as much of the original material as possible. Any work should try to minimise changes to existing material, hide or obscure original construction techniques. It should not alter significantly the basic fabric of the tram body. This will minimise the loss of integrity and historical evidence.

However, any work should enable a visitor to interpret easily what they are seeing. That is it should not give a false and misleading impression about the vehicle and what it looked like. Work to make the tram an operational vehicle must take into account the safety requirements of operating a vehicle of this nature in a roadside tramway environment.

Any work should minimise the need to undertaken heavy maintenance of the tramcar for many years. Such work in the future could result in the further loss of original material.

The Mission Statement of the Society is *Continue the development of a working museum to preserve the style*

of Ballarat's former street tramways and trams for the public benefit. The resulting aim of the Society is to have an operational fleet of trams encompassing all types of trams that once served in Ballarat. This enables the visitor to participate actively in travelling on a historic vehicle. The tramway itself follows the SEC style and mode of operations.

Options for Conservation

Each of the factors outlined affects the selection of an option for reconstruction and the mode selected for its interpretation to the visitor. There are number of options that need to be examined before the formation of the conservation plan.

Do Nothing, or Undertake No Work

This option would involve only action to preserve the fabric of the tramcar, i.e., maintaining the fabric in its existing state and retarding deterioration. The cultural significance of the tram would not be demonstrated by this option as it would not show its process, function or setting that it once operated under.

Reconstruct to non-operational state

This option would see the reconstruction of the body to that of a previous state. New material to replace those parts that are missing or

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very badly deteriorated would be introduced. This option would render the tram a static exhibit, which offers only limited interpretation to the visitor. They could not ride on the tramcar, see what operating conditions were like and experience it for themselves. That is, it would only partially demonstrate its process, function or setting.

Reconstruction to operational state

The reconstruction option to an operational state, desired by the Society, will offer the best form of interpretation of the tram. It is capable of being carried out by the Society.

There are number of major sub options to this state and each of these were considered individually, leading to the recommendations below.

Conservation Policy & Implementation

Conservation Policy In General

Generally the Conservation policy is to retain the overall outward appearance of tram as it operated and the retention of much of the original fabric as possible. The introduction of new materials should be recorded and be able to be identified as such by an interested person. However for the general public viewing the tram, this differentiation is not necessary.

Retention of Existing Fabric

The retention of as much as possible of the original fabric of the tramcar is important. This retention will be influenced by the condition of the various items and how it fits into the tramcar. For existing timber framing that is split or partly deteriorated, consideration should be given to strengthening it with steel plates and bolts rather than its total replacement.

Samples of tram body woodwork and metalwork that are not retained in the body should be retained for preservation and future study. These pieces should be marked, recorded and stored in a safe place to prevent further deterioration.

Paintwork - Consideration to be given to retention of some existing interior painted panels without repainting them. This would retain examples of the original paintwork. These could be in particular locations, where it would be possible to have the original painted panels contrasting with the newly repainted. It is possible to achieve these in the upper sections of the bulkheads where some of the painted panels are still in fair condition.

Surviving pieces of equipment, such as light fittings, brackets, handrails should be reused in their respective positions.

New Body Fabric and Methods of Introduction

It is important that any new materials be of the same material type and size as the original. They should be introduced in such a way that it is possible through photographs etc. to record which pieces are new and which, are the original.

For example, it would be inappropriate to use chipboard or other manufactured timbers. A problem arising is the material type for the side panels of the tramcar saloon section. Sheet metal screwed to the sides of the tramcar was the general material used later on in tramcars. This replaced the use of sheets of cut timber as originally used. Another material used in todays tramcar construction is marine ply. On the side to be rebuilt, it probably would be appropriate to use marine ply. On the side existing, the existing materials and sections should be reused if possible. This is a mixture of timber and metal sheets.

While the methods of manufacture will be different in some aspects, i.e., use of power tools instead of hand tools, the methods of securing the various components should be same as that used in 1905. That is, slotted steel or brass screws, coach bolts, engine bolts where appropriate. Machine driven screws should not be used. Where materials have been fixed with steel tacks, such as canvas onto rooves, this method again should be followed.

As the roof will have to be entirely re-sheeted with canvas, an appropriate method of sealing that gives the same appearance should be used. However, some old methods are no longer safe to health and these should not be used. An example of this is the use of white lead based paints to seal canvas.

Mechanical and Electrical Equipment

Mechanical and electrical equipment should be of a similar type to that used in 1905, or a later derivative of the same equipment. It should be positioned, wired or connected in a similar manner to that of 1905. It should be noted that some of the methods of wiring, supporting cabling will not be appropriate to todays standards. Where appropriate, current acceptable and safe methods shall be used to wire the tram. Suitable cables, and connections as required shall be used.

Equipment used should match the specifications of the original, i.e., motors should be limited in power output. This will prevent the tram being driven at speeds more than the body would stand.

Where at all possible the outward appearance of the tram truck, wheels, lifeguards etc., should retain the appearance of the original tram and be positioned in the same locations. This would assist in the general interpretation of the tram.

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Recording of Reconstruction Phase

A record of the reconstruction work noting what was done, findings, comments etc. should be kept throughout the project. A photographic and video record should also be made periodically. Upon completion, this material should be compiled and stored in the Society archives to enable future reference.

Recommendations for Display and Interpretation

Static Display

During and after the completion of the reconstruction of the tram, appropriate conventional interpretive displays using photographs and written notes should be provided. These should tell the story of the tram from the time of its construction as a cable tram, through to its recovery.

Operational Display Configuration

It is recommended the tram be reconstructed to the outward appearance of the 1905 configuration, that is no windscreens. Seat bases to be installed into the 1905 locations with full length footboards. Pins to be provided so that the seat backs are fixed in position during operation to maintain passenger safety.

It is recommended that the tram be reconstructed to an operational state, using the following equipment types:-

- handbrakes - and if possible, a magnetic braking system. (Electrical wiring configuration and installation should take this possibility into account during the reconstruction phase.)
- truck - a 6'0" wheelbase truck should be used in order to keep the same appearance and operational characteristics.
- Motors - if possible the same physical size in dimensions or smaller in physical dimensions should be used. The motors will be more powerful than the originals and these should be derated or wired in such a way that the power output is reduced.

Physical Operation

The physical operation of the tram in traffic should be limited to special days and specifically trained crews. The tram should be always manned by two trained drivers, to allow for relief in driving under handbraked conditions. The crew should be fully conversant with the history of the tram and be able to interpret the tramcar to the passengers. Consideration should be given to having a printed sheet that can be handed out by the crew giving further interpretative notes.

(The End)

No. 1 to visits Ballarat

On Sunday October 9, Horse Tram No. 1 was displayed outside the Army Drill Hall in Curtis St as part of the Central Highlands Historical Association Annual Heritage Fair. A truck owned by Bob Buttrims and Bruce Roberts that spends most of its time carting traction engines around for Lake Goldsmith picked up the tram in the morning at the depot.

The truck is fitted with a hydraulic ramp that allows vehicles to be winched onto it. When the ramp is in the raised position, it is the part that hitches onto the prime mover. Quite a handy arrangement.

The truck and tram were parked outside the hall, and was a prominent focus for people travelling along the road to Melbourne. Most people attending the display had a good look at the tram, on its first trip outside our track since the completion of reconstruction.

The Society had a display and sales stand inside the hall, featuring the reconstruction of the tram and other horse tram photographs. Attendance at this years event was good, and the organisers are to be congratulated. We had a good sales income.

Thanks to Warren Doubleday, Clayton Giles, Paul Mong, Alistair Reither, who manned the display, and to Richard Gilbert, Len Millar, and

Peter Winspur who assisted in the tram move and display equipment move. A special thankyou to Bob and Bruce for supplying the truck on the day.

Annual General Meeting

The Annual General Meeting of the Society was held as scheduled on Sunday, October 31. About 34 members and five visitors attended the meeting. It was good to see so many members. As there was no need for an election, the Board of the Society is as announced in the last issue of Fares Please! The President welcomed the Central Highlands Historical Association's Field Officer Elizabeth Downes to the meeting. After the meeting, the traditional tram ride and afternoon tea, some Ballarat tramway slides from the late Wal Jack collection of the late 50's and early 60's were shown. These showed the transition of the SEC trams being fitted with the dash canopy lighting and the part white/green dash panels.

No. 40's Motor

Advice has been received that the repair of No 40's faulty motor is nearing completion. The faulty armature is about to varnished at the Adelaide based firm of AC-DC Motors who are undertaking the rewinding task. It is at present planned to pick up the motor probably after Christmas.

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Traffic

Over the last couple of months, patronage has been the same as about last year, some good days followed by some poor days depending on the weather. Simon Green has qualified as a driver and we welcome him to the ranks of a driver.

Geelong Book

Recently received at the Depot is member David O'Neils book 'History of the Geelong Electric Tramway 1912-1956'. This A4 features 1 colour photo, 86 black and white photos and is 80 pages in all. Interviews with and personal stories of many of the crews are featured. Price \$24.95.

Sydney Book

About to be delivered to the depot, at the time of writing is the next episode of the history of the Sydney Tramway system. These highly detailed books are published by Transit Press. The next book tells the story of the Enfield and Rockdale system. Priced we expect at \$19.95.

New Brochures

Received in time for the Annual General Meeting was our new advertising brochures. Based on our

previous issues, it has been revised and reprinted on heavier paper so it does not flop over when on display vertically. The brochure has been sponsored by McDonalds Family Restaurant. Hopefully this new brochure will boost our Christmas/January patronage. Thanks to Stephen Butler for arranging the sponsorship and printing.

Gold Fever!

Recommended is the Gold Museum's exhibition titled *Gold Fever!* The exhibition looks at life on the diggings from 1851 to 1855 with the various items displayed in their historical context with artefacts, maps, books and documents of the period. On exhibition until mid February 1995.

Next Issue of Fares Please!

In the next issue (January 1995) of Fares Please! we will feature photographs of the move of 21 and 121, and other recent events.

Seasons Greetings

Finally the Board takes the opportunity to pass onto all our members and supporters, the complements of the Season. We hope you all have a Merry Christmas and a Happy New Year for 1995.

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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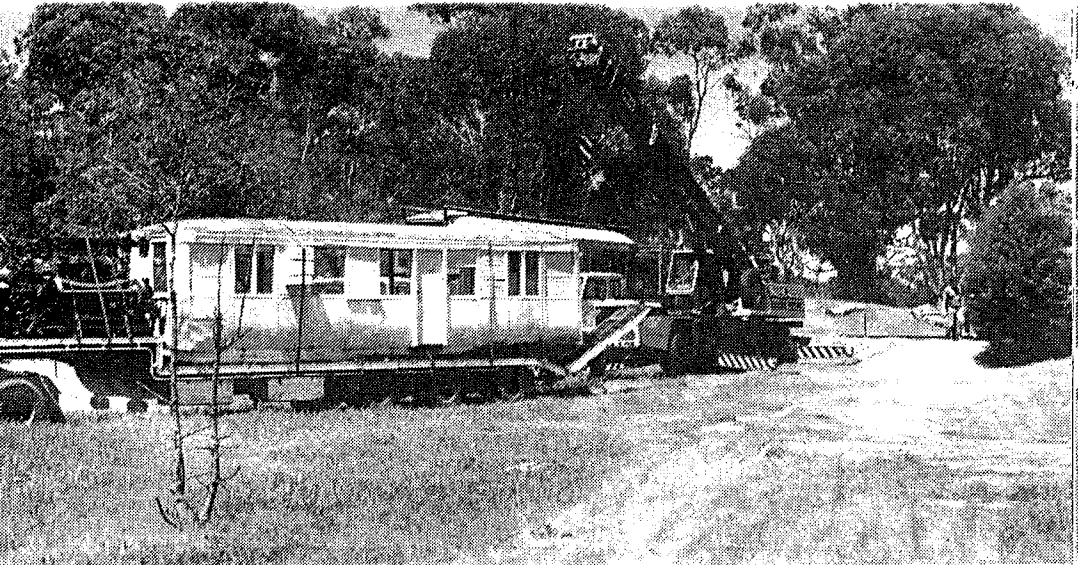


No. 21's house demolition work team; From the left; Ashley Cronin (property owner), his fiancée, Len Millar, Darren Hutchesson, John Phillips, Albert Mong, Carolyn Dean, Paul Mong, Richard Gilbert, Gary Wood, Clayton Giles, Warren Doubleday and Jim Parker.

PHOTO: Carolyn's camera.

Removing the roof from No. 121 at Bungaree, Oct 29, 1994. PHOTO: Carolyn Dean.





At Newstead, the crane prepares to unload the body of 121, with the 21 in the foreground. On the truck in front of 21 is the maximum traction trucks that 121 will sit on. Oct. 31, 1994.

PHOTO: Warren Doubleday

No. 121's body is back on a set of maximum traction trucks again after some 50 years. Some pieces of timber that supported the false roof are being removed, prior to rolling the tram into the shed.

PHOTO: Warren Doubleday



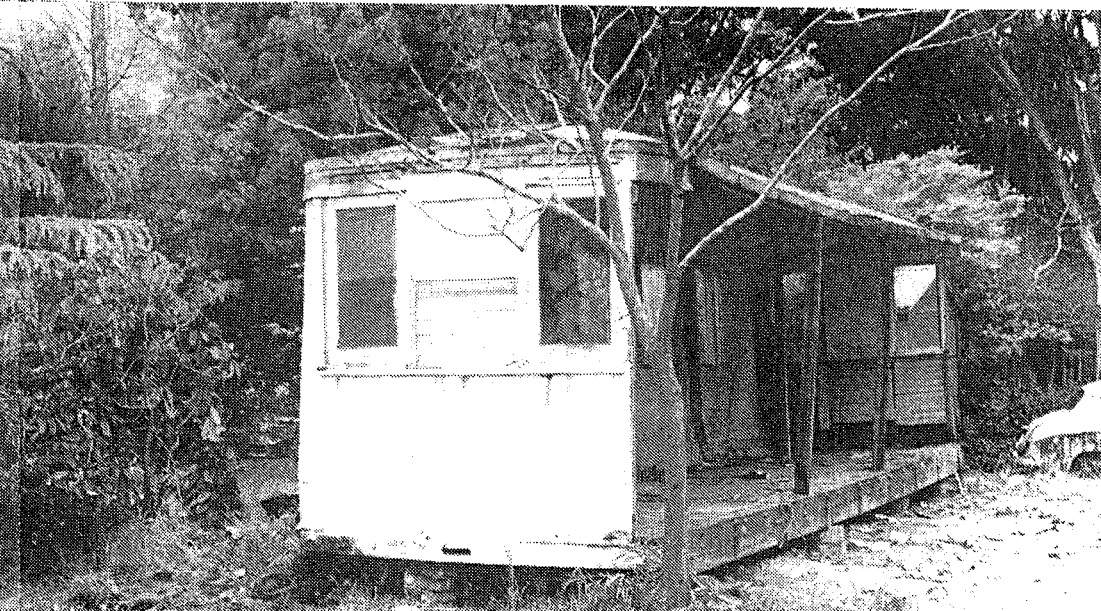


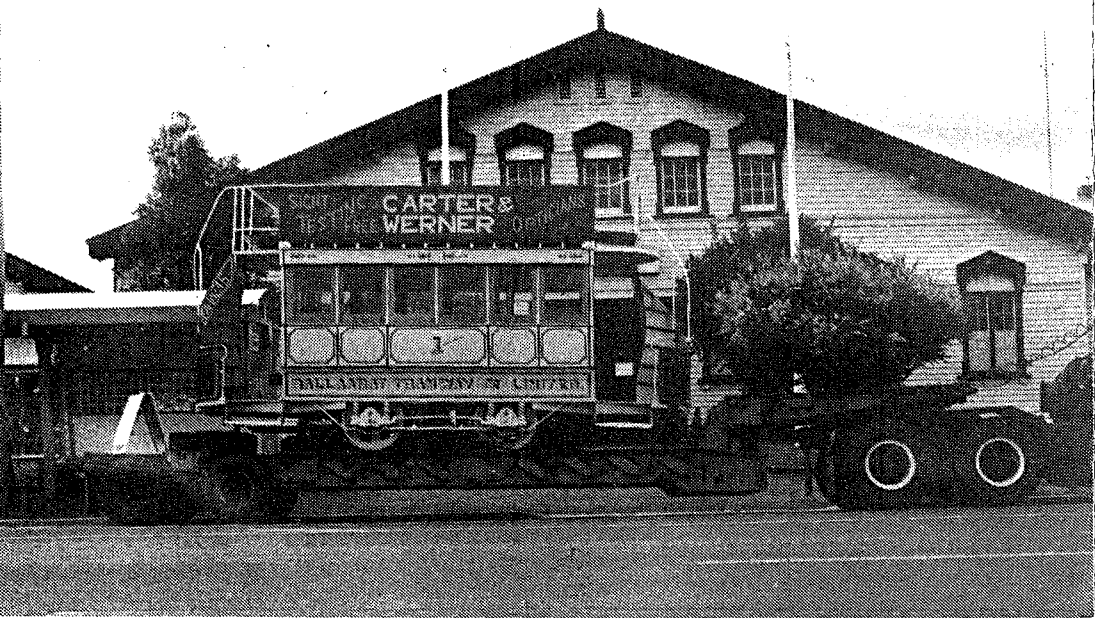
The body of ESCo No. 21, after the house it was built into had been virtually demolished on Oct. 29, 1994.

PHOTO: Carolyn Dean

No. 21, waits for its removal from Daylesford.

PHOTO: Carolyn Dean.





Horse Tram No. 1 on display outside the Ballarat Drill Hall as part of the Central Highlands Historical Association History Fair on Oct. 9, 1994.

PHOTO: Carolyn Dean

Off loading No. 1 in Wendouree Parade after the completion of the Fair.

PHOTO: Carolyn Dean

