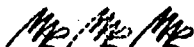


FARES PLEASE!

September 1994

Ballarat Trams are Ballarat History



Museum Accreditation Program
Registered Museum

Annual General Meeting

Members are reminded that the twenty first Annual General Meeting of the Society is to be held at the tram depot on Sunday, 30 October 1994 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.

As the number of nominations for each position equates the requirement for that Board position, there will be no need for an election.

Position	Candidate	Proposer	Seconder
President	Richard Gilbert	P.Winspur	S.Butler
Ballarat Vice Pres.	Stephen Butler	P.Winspur	C.Giles
Melbourne Vice Pres.	John Phillips	A.Bradley	C.Dean
Treasurer	Carolyn Dean	A.Bradley	G.Rodgers
Secretary	Peter Winspur	S.Butler	C.Giles

Ordinary Board Members (6 positions)

Alan Bradley	W.Doubleday	J.Phillips
Warren Doubleday	P.Winspur	S.Butler
Clayton Giles	P.Winspur	S.Green
Leonard Miller	D.Hutchesson	T.Jeffery
Frank Puls	L.Millar	G.Wood
G.Rodgers	C.Dean	J.Phillips

News of the Ballarat Tramway Preservation Society Limited.

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Wal Jack Collection

The older members will know of the late Wal Jack, who passed away in 1964 on a steam hauled rail tour. Wal was a Ballarat resident who had a life long interest in Ballarat and its railway happenings. The Society has recently been given the remainder of his collection of tramway and railway items. This included a number of boxes of slides. At the conclusion of the Annual General Meeting we will be showing a selection of these historic slides.

We have undertaken a preliminary listing of the items. The Society will be passing on the non-tramway items to the ARHS Archives or if they already have the item, to other bodies who have an archives function.

New Members

Welcome to the following New Members to the society;
No. 678 D.R. Garside Springvale
No. 679 D.G. O'Connor Sth Oakleigh
Junior Supporter
No. 5008 S.Tammsitt Ballarat

Annual Report

With this mailout is your issue of the 1993-94 Annual Report. The theme of our historic photographs is non-tram for once, showing some of the maintenance functions that the SEC

once undertook to maintain the system. A photograph of some of our members doing similar work in the early days of the Society adds interest!

We thank Robert and Andrew Paroissien for the timely preparation of the financial documentation once again, and Warren Doubleday who assembled the report.

Receipts & Membership Cards

Included in the mailout are receipts and membership cards for those members who have renewed and as part of their renewals made donations to the Society. For those members who have not renewed, a renewal reminder will be forwarded shortly.

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

Proxy Forms and Minutes

Enclosed within the mailout (for members) is a proxy form as required by the Articles of Association for the forthcoming Annual General Meeting. A copy of the minutes of the 1993 AGM are enclosed as well.

Members may avail themselves of the proxy by returning the form to the Society's mail box or delivering it to the depot, not less than 48 hours before the meeting.

No. 12 Conservation Plan - Part II

Warren Doubleday

Continued from July 1994 Fares Please! is a summary of the Society's Conservation Plan for Electric Supply Co. No. 12

4. Evidence Analysis

This portion of the plan draws extensively on the analysis section of the Engineering Heritage & Conservation Guidelines in following the questions that are to be asked.

a. Does the object have a high degree of technical or creative excellence?

At the time of its construction, the technicalities of building an electric tramcar to give strength and ruggedness is not likely to have had an understanding in Australia. This knowledge was known at the time in the USA, for example as shown by the tramcars built by the Brill Company. A batch of Brill tramcars imported about a year later for the North Melbourne Electric Tramway and Lighting Co. and assembled by Duncan & Fraser were more heavily built. However the use of a cable tram trailer to form an electric tram was unusual. It presented the builders a challenge to create a tramcar using a 12 year old body that would last for another 30 years.

In this tramcar, a transition between the technology of building a horse or cable tram and the later purpose built electric trams can be seen. From measurement, the timber sizes of the

various members are about half way between the horse tram and Duncan & Fraser's later electric trams.

The saloon portion of the tram contains enough of the original cable tramcar body to show its 1892 construction details. It is the only known example of a Carne built tramcar still existing.

To answer the Question, technically probably some excellence, though it could have been better; it was creative, making the assumption that the builders were given a brief that was to restrict costs; possibly yes.

b. Does it demonstrate a way of life, taste, custom, process or function of particular interest?

Yes, it shows an early form of tramcar built in Australia to enable a public transport function. This helped in turn to improve the way of life for Ballarat residents. Some parts show how it served as a cable tramcar for Sydney residents as well.

c. Is it a particularly fine example of its type? Has it integrity? Has it been extensively modified?

It is an excellent example of a tramcar body built for one purpose and then converted to another use. Only a few such survivors of this type of conversion remain in the world.

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While there are numerous examples in Australian museums of electric passenger trams converted to maintenance vehicles, e.g. track and rail maintenance vehicles, there were few tramcars converted for use in a different type of traction to that in which they were built. For its age and history it is still reasonably intact. A lot of the original material remains in position. For a reconstructed and working tramcar it will give it an integrity. The original body modified to form an electric tram, underwent a few modifications after its completion in 1905.

d. Was it an important stage in development that influenced later development?

Yes, in Victorian terms the development of electric trams by Duncan and Fraser commenced with them building trams for Bendigo, then followed by Ballarat and the NMETL. Each time their trams appear to be more substantially built. It would appear that over the period 1903 to 1914 Duncan & Fraser extended their knowledge of electric tramcar building, having started with horse or cable tramcars in the mid 1880's. It also probably influenced development in that it showed that conversion of lightweight bodies to electric trams was not a suitable practice. No other work of this nature was undertaken in Australia, though there were many possibilities for recycling.

e. Does it demonstrate technological change?

Yes, in both the tramcars construction and the use of electricity to power trams. The introduction of electric trams into Victorian provincial cities by ESCo occurred with the provision of domestic electric services to householders. Although Ballarat had a power supply system before ESCo took it over in the early 1900's, the generating capacity was limited. The funding available by ESCo's parent, the British Insulated Wire Co. enabled them to make the necessary investment into cities such as Ballarat and Bendigo.

f. Is it the only known, or only reasonably intact example in the area, or its type?

Yes, it is the only known ESCo Ballarat tramcar converted from a Sydney tramcar in existence left. The Bendigo Trust have recovered the body of one of that system's early electric trams (No. 7 of 1903). This tramcar built new by Duncan & Fraser, will provide further evidence in early construction methods of the trams for ESCo.

g. Has it a strong association with an important figure or figures, development of cultural phase?

The tram has a strong association with the development of Ballarat's public transport. It enabled the city to expand along the streets and the

areas served by the public transport system and allowed residents to travel easily at most times of the day. The electric tramway allowed for further cultural development in Ballarat. For example it paralleled the development of motion pictures. Trams enabled residents to travel quickly in and out of the city at night to the theatres.

It is one of the few intact reminders of the system and investment made by ESCo in the development of a power supply system in Ballarat. Demolition of the ESCo built power station in Wendouree Parade took place in 1993. Power supplies supported industry and cultural life in a city. At the time of its introduction, a power supply was an important pointer towards a future lifestyle.

h. Is it the oldest electric tramcar?

There are several older electric tramcar bodies in Australian museums.

5 Statement of Significance

The determination of the significance of No. 12 derives from the definition of cultural significance of the Burra charter, the evidence and its analysis.

- The body of No. 12 is a notable object having historical and technical significance as the only known surviving example of a former Sydney cable tram body converted to a Ballarat electric tram.

- Being a tram body imported from another city, amplifies the historical significance. Its conversion to another form of public transport vehicle and one of Victoria's earliest electric tramcars adds to its significance. The tram body shows the results of modifications, alterations, defects and some repairs during its nearly 30 year working life.
 - The body has technical significance in that it shows how an older body underwent modifications to become an electric tramcar. It shows the stage of development at the time of an underframe for an electric tramcar in Australia as well. It also provides details of paint schemes used on the trams not accurately recorded previously.
 - Diminishing the value of the tram's technical significance is the lack of any mechanical and electrical components, the virtually complete deterioration of one side of the tramcar and missing components.
 - The social significance of the tram body is substantial in that it is one of the few reminders of early 20th century street public transport vehicles remaining. The trams brought a new and faster form of public transport to Ballarat. It showed that Ballarat itself was one of the modern cities of the world by having electric trams.
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6. Fares Please!

- The social significance to Ballarat itself is also considerable that it is one of the few components of the power supply system that ESCo provided to Ballarat in 1905 to survive. This system brought electricity to Ballarat residents at more affordable prices and provided a more efficient public transport system. ESCo itself was itself of the era when electricity supply was privately funded and managed.
- Its social significance is important in that it is a reminder of the lifestyle that tramway crews had to work under and the related union battles. ESCo was the first to have one man operated electric trams in Australia.

6. Forming the Conservation Plan

In forming a conservation plan for No. 12, many competing factors have to be allowed for.

- Preservation of the tram as recovered, i.e., minimise interference in the original fabric of the tramcar.
- Interpretation of the body as a historic tramcar to the visitor and their access to it.
- Lack of original mechanical equipment, thus the need to use more modern or re-created items.
- If made operational, a safe vehicle from both the operator and visitor's viewpoint.
- Future maintenance and security of the tramcar.
- Resources, physical and financial available to the Society.

- Its generally poor structural condition partly because of the problems of its original construction.
- The Society's desire to have an operational tramcar.
- Whether the tram should be activated at all?

Should the Tram be Conserved and Activated as well?

The Statement of Significance shows that the tramcar has considerable heritage significance to Ballarat. It is worthy of expending resources on its conservation. Given its heritage significance, should it be activated, i.e. made operational?

Arising from this are a number of points regarding heritage, interpretation safety and resource issues.

- Because the tram has heritage significance, considerable caution should be applied and assessment should be carried out.
- Activation will involve degradation of the existing fabric, and possible loss of integrity and historical evidence.
- The parts can be fabricated, but a question is, how long can the activation be carried out in the future?
- Activation should not be rejected, however the Society should proceed with caution, and review the assessment at regular intervals to ensure that this assessment remains valid.

To be continued in November 1994 Fares Please!

Cultural Tourism Meeting

A meeting to discuss Cultural Tourism in Ballarat and the District was held on September 14. Convened by Weston Bate, the President of the Royal Historical Society of Victoria, the meeting discussed formation of an organisation to promote cultural tourism in the district. The organisation would increase the interest of visitors, heighten their awareness, meet their needs better and hold them longer in the district. Gary Wood attended the meeting on behalf of the Society.

At the Depot

The winter months tend to be quieter times at the depot, with the weather not conducive to painting, or outdoor work. The archives room has been clad with metal decking on the exterior. The rough-in of the electrical services has been commenced. Gary Wood continues work on the reconstruction of the frame of ESCo tram No. 12. This has included removing the two side steel plates along the frame, cleaning them down, painting, removing all the rubbish and refitting.

Another task undertaken has been the removal of the armature of No. 18's No. 1 motor. This will allow the repair of the bearing between the gear pinion and the armature itself that was noted as running hot in the last issue of *Fares Please!* The job was

done on Sat. Oct. 1 by removing the lower half of the motor case and then the armature itself from within the pit using our pit jack. This saves the job of having to jack up the car and lift the motor out. Thanks to Warren, Len, Darren, Howard, Alistair and Paul.

Other jobs continuing have been the maintenance of the trams themselves, completing the installation of the interpretation sign at the Gardens Loop, overhead maintenance and all the other necessary jobs to keep the trams running.

COTMA Conference

The conference of the Council of Tramway Museums of Australasia will be held in Bendigo from 2nd to 7th December 1994. Members of our Society are eligible to attend. Bookings and enquires should be directed to Richard Gilbert at the Society address.

The conference is a social time when members from the various member museums get together in a friendly and lively atmosphere. A lot of knowledge can be obtained from the Workshop Sessions, where a speaker will lecture on a subject, followed by further exchange of information from participants.

Visits to a number of transport venues have also been arranged and the Post

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Conference activities commence in a bus ride from Bendigo to Ballarat to visit and ride the preserved broad gauge railway at Maldon, Ballarat Tramway and the Melbourne Tramcar Preservation Association's tramway at Haddon. An interesting journey from Newport to Belgrave will be made in preserved and restored electric train carriages 107M (Swing door) and a

Tait Motor on Saturday 10th December. This train will connect with Puffing Billy.

Details of the Conference and outings are summarised below. You can book for individual sessions or the entire Conference. Contact Richard Gilbert on (03) 598 5054 to discuss details.

Friday, December 2, 1994

Registration at the Phoenix Conference centre, dinner & welcome.

Saturday, December 3

- a.m. Tour of V/Line Bendigo Workshops, 'Talking Tram' tour
- p.m. Grand Cavalcade Bendigo Tramways
Dinner at Shamrock Hotel, and Museum reports

Sunday, December 4

- a.m. Official Welcome, and Conference Opening. Keynote speech by Mr. Geoffrey Claydon of the National Tramway Museum UK at Crich and Workshops sessions.
- p.m. Workshops sessions followed by tours of Tramway Museum, depot, dinner at depot, night rides and refreshments on trams.

Monday, December 5

- a.m. Workshops and museum reports
- p.m. Workshops, Museum sales and promotion, followed by a debate; 'Buses are a more efficient form of passenger transport than trams'.
Dinner at Central Deborah Gold Mine, with Guest Speaker, Alan Brown, Minister for Public Transport.

Tuesday, December 6

- a.m. COTMA Conference General Meeting
- p.m. Tram rides and driving
Conference Dinner, Guest Speaker Geoffrey Claydon

Wednesday to Sunday 11 December, Post Conference tour, Maldon, Ballarat, Haddon, Melbourne, Puffing Billy and Dinner.

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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