

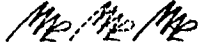
# FARES PLEASE!

May 1994

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## *Ballarat Trams are Ballarat History*

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Museum Accreditation Program  
Registered Museum

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### **Council Visit**

On Friday, April 22, meetings were held with the Director of Gardens and Parks and a staff member and the Chief Executive Officer of the City of Ballarat. {The Council has since become the City of Ballarat following local government amalgamation. The old city name was last government user of the 'aa' in Ballarat. ed.} Both meetings were organised to talk over proposals of the Lake Wendouree Master Plan and the part that the Wendouree Parade tram track plays in any redevelopment. Warren Doubleday, Len Millar and Richard Gilbert represented the Society.

The Council is considering a number of proposals in the development of the Lake Wendouree Master Plan which could affect the tramway roadside environment. We also asked the City Council to consider resealing the tramway surface in Wendouree Parade between Depot Junction and Carlton St. in their 1995-96 budget. This area of the roadway is breaking up, and a lot of this is caused, we

believe, by the lack of motor traffic travelling over this section of bitumen. The passing of traffic keeps the roadway pliable, but with a lack of use, it becomes brittle and breaks up. The section of track between the Gardens Loop and the Depot Junction is much better in condition as many more motor cars pass over it. The council has recently carried some extensive patching work which has improved the surface.

One item that is of importance to our operations and told to us by Council Officers is a proposal of the SEC to relinquish its poles in Wendouree Parade by using a lesser number of concrete poles and underground cable to provide street lighting. At the current time, the SEC maintains all the poles that carry both tramway wires and their overhead cables. Should they relinquish these, clearly, some new arrangements for maintenance, replacement and ownership has to be developed. Our meetings have opened up some discussion on this and made the council representatives aware of our concerns.

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

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## Cataloguing Kit Grant

Our Society recently took possession of our cataloguing kit. This kit, valued at about \$1600, was obtained through a grant from Arts Victoria. Warren Doubleday and Richard Gilbert called in at the Ministry offices in South Melbourne to collect the materials and luckily had a station wagon to load them up. Included is a filing cabinet, many cardboard boxes of items such as acid free paper, envelopes, files for negatives, folders, storage boxes and more. A representative from Arts Victoria will come to Ballarat in June, to instruct us on the correct use of the kit. The cataloguing of our collection, especially the paper collection which is starting to increase as old Ballarat trammies pass on, has been an area we have somewhat neglected. This has been realised by the board, and steps are being taken to overcome the lack of effort undertaken in this area.

While a catalogue of our collection is vital, the proper storage of the paper archives etc. is just as important. To address this matter, the Board has determined to build and fit out a new room within the depot. This will be located above the mealroom - office. It will be lined and insulated against heat {in Ballarat? - well on some days it does get hot! ed.} and cold. Whilst visiting the National Tramway Museum at Crich, England last October, Richard Gilbert had a tour of the museum archives area located

in the upper floors of the 'Derby Assembly Buildings'. Our Board joked a few months ago that we should erect the facade of the Ballarat 'A' power station in a similar manner to what the National Tramway Museum UK had done!. Our fall back position is to construct the archives storage room to similar standards, but above the mealroom.

## An Archival Treasure

Close on the heels of our much appreciated Cataloguing Kit, our Society was amazingly fortunate in obtaining the 'Employee Register' book of the Electric Supply Co. of Victoria Ltd. The book records the employment history of all the tramway staff from 1902 to 1934, the era of ESCo's tramway operation. The book is fragile as it was used virtually daily during that period. Many of the pages are in poor condition, and the binding of the book is very poor.

It will require professional restoration to ensure its long term future. The Society has had a protective storage box made for it by the Victorian Centre for Conservation of Cultural Materials (VCCCM). With the book binding in a very poor condition, we were advised that it would be the best time to have it microfilmed, as the pages can be laid flat. If microfilming of a well bound book is carried out, it can damage the binding trying to get the page as flat as possible for the camera. The Board has determined

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that this next stage will take place and it has been sent to a micrographic organisation skilled in the microfilming of such works.

To conserve the book has been estimated to cost between \$1500 and \$2500. By becoming a member of VCCCM we are able to reduce the cost of this work. Thus the Society has applied to join VCCCM. We have also applied for grant from the National Library who provide funds for such projects.

The amount of detail of the employees, their conduct record and reason for leaving the company allows us a good insight into employment standards and employer relations of the time.

## New Members

The Society welcomes the following new members.

No. 676 Ms. P. Roberts East  
Burwood

No. 677 Mr. D. Keogh Redhead  
NSW

## Membership Renewals

The Board has decided to keep the membership rates the same as it has been over the last few years. Members will be receiving their renewals form early in July. The Membership Officer would appreciate your early renewal.

## Traction Motor Repairs

A report from AC/DC Motor Repairs of Adelaide concerning the state of our traction motor from Tram No. 40 is that the field coils may be the fault on the motor. Whether they are faulty or not, they will require rewinding and re-insulation. The rubber insulation on the leads connecting the coils has become brittle, and just breaks off as they are being worked on. At this stage, the condition of the armature is not exactly known. The gear pinion has to be removed for the next stage of work to be done, and this will require some hydraulic equipment to be brought in.

## Sales

We have recently taken delivery of some fridge magnets which feature No. 14. The cost is \$2.00 each.

## Book Sales

The sales of our recently published, Ballarat's Heritage Tramway are going very well, especially thanks to Bill Scott. Bill has been selling the book, along with postcards, to various shops around Melbourne. We have received a number of repeat orders as such. It also received a very good write up in the April 1994 issue of the UK published 'Light Rail and Modern Tramway', so we are hopeful of more overseas orders.

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FORTY YEARS AGO

by Alan Bradley

During April and May 1954 Ballarat had two of its most spectacular tramway accidents. The first was a collision with a truck that resulted in the motorman experiencing, according to the Ballarat Courier, "probably the most miraculous escape from death ever recorded in Ballarat". The second was a runaway down Sturt St that has become part of Ballarat folklore.

On 15 April 1954 bogie tram No. 37, travelling along Drummond St South towards Sebastopol, was struck by a semi-trailer loaded with hops heading along South St (obviously towards the Ballarat Brewery). Motorman Dave Kellett was throw out of the tram, and suffered a fractured leg and shock. Conductor Herbert Ward received slight shock, lacerations, abrasions and a right leg injury. The semi-trailer capsized on its right side, but the truck driver "escaped with a shaking". No passengers were injured.

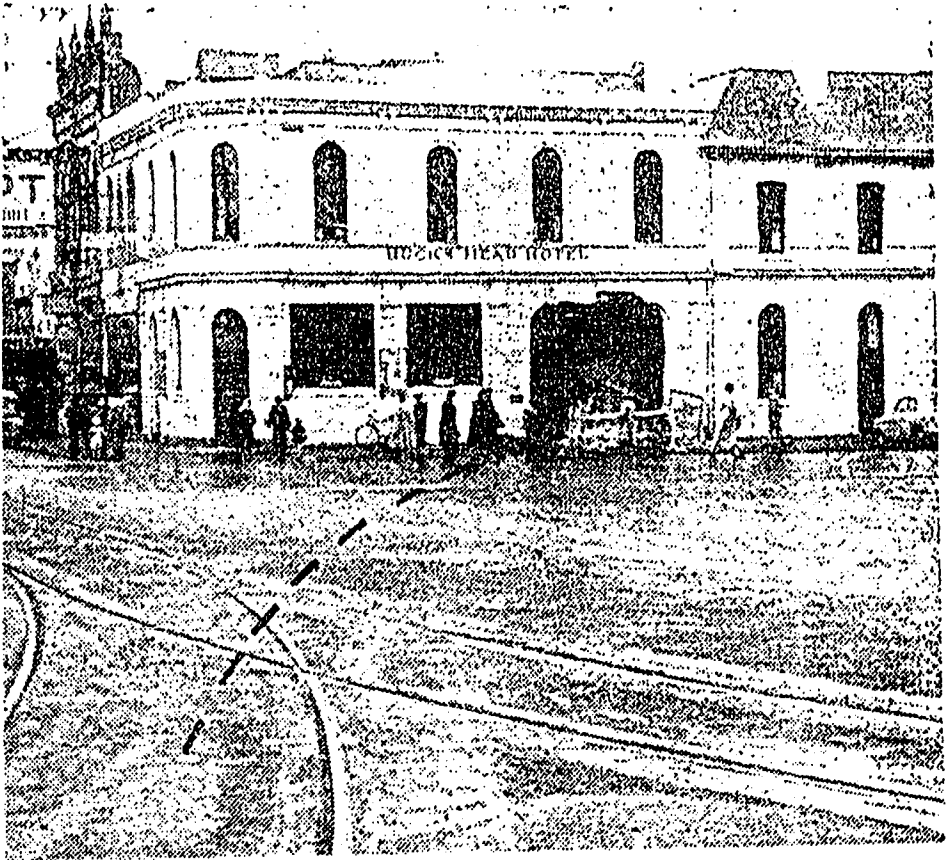
Amazingly little damage occurred to the truck, which was struck near the rear wheels of the trailer unit, but No. 37 was badly damaged. The motorman's cabin and the passageway behind it were sliced off above floor level. The air brakes were jammed on, and two trams were required to haul the car back on the rails for towing back to the depot.

Three weeks later on 8 May 1954 single truck No. 24, bound for Mt

Pleasant, was left unattended at the corner of Sturt and Lydiard Sts. The driverless tram rolled down the north side of Sturt St, and on reaching the bottom of the hill left the tracks, hurtled across Grenville St, mounted the gutter and smashed through a brick wall into the office of the Bucks Head Hotel (and not into the hotel bar, as folklore would have you believe).

A female passenger rode the tram all the way down the hill and, according to the Ballarat Courier, moved from the saloon to the rear platform, closed the door and sat down. She escaped with a "shaking and shock". The nine year old grandson of the hotel licensee left the hotel office only seconds before the tram crashed through the wall. Amazingly there were no cars or pedestrians going through the busy intersection at the time (which was 6.30 pm on a Saturday).

Removal of the tram took three hours. Another tram and a truck attempted a haul, but the first cable broke, and a stronger cable was required. Someone turned the light on in the office as soon as the tram was removed, as if the gaping hole in the wall didn't let in enough light. The front of the tram was badly damaged, although oddly enough the headlight remained intact.



The caption for this photograph, reproduced from a photocopy from a microfilm of the *Ballarat Courier*, Tues. May 11, 1954 was;

'The damage caused at the Buck's Head Hotel, corner Sturt and Grenville streets by a runaway tram on Saturday evening, yesterday again acted like a magnet drawing citizens to the scene, curious to see what happened. In this picture the dotted line shows the path taken by the tram after it left the rails at the lower Sturt street tram junction. The tram, which was travelling at considerable speed when it crashed into the hotel, broke away from the Sturt-Lydiard streets terminal.'

The *Ballarat courier* carried a number of photographs of this incident, but the quality of the reproduction after microfilming and photocopying was not of a quality to survive printing in *Fares Please!* This photo is the best of the lot.

# 6--Fares Please!

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## Forty Years Ago cont.

The motorman on No. 24, who had left his tram to go across to the SEC office, "hurried to the scene and after making numerous inquiries appeared to be on the verge of collapsing". As former union delegate Herb Knight recalled the SEC sacked the motorman, as it felt he should have turned the points up Lydiard St to prevent a runaway.

Both of the trams involved were written off after the accidents. No. 37 was scrapped in 1955, and No. 24 in 1957. According to former employee Les Edwards the body of No. 24 was sold, with the bricks and mortar still on it, and became a pot house on a property in Wilson St, Ballarat East. No more trams were written off after accidents until 1970, when No. 20 was flattened by a semi-trailer in Victoria St. The Bucks Head Hotel only lasted another six years, and was demolished in 1960.

The greatest effect of these accidents was probably on the people involved. Dave Kellett told the Ballarat Courier earlier this year that he was still haunted by the memory of the collision involving No. 37.

## At the Depot

Over the last couple of months, the continuing running operation of the tramway, the maintenance tasks involved in this and some new work

have been undertaken at the depot. Work on the reconstruction of the underframe, and the body framing of No. 12 continues, as does the repainting of 671 and improvements to the depot lighting.

One of the maintenance tasks which our staff dislike is fixing up tram sanding mechanisms. Recently three of the four sanders on No. 27 were not performing satisfactory. On inspection we found jammed in the lower part of the sandboxes, where the air blows into the delivery pipe to eject the sand onto the track; a piece of cardboard in one, a rather large rock in the second and in the third for the first time, a small disposable cigarette lighter! The irksome part of this task is first cleaning out the box, for all the sand has to be let out into buckets. It goes up the sleeves of your overalls, blows around and is a dusty job. But the sanders have to be kept operational for safety, for no tram can run with a defective sander.

One job that was recently undertaken was a clean up of rubbish that collects around the depot. We obtained a large rubbish skip and could have filled it a number of times, if it was not for one member who will remain nameless, took home the old timber offcuts etc. seemingly as fast as Gary Wood could throw them out!

## Oops!

The City Circle brochure produced for Melbourne's new City Circle tram route has a small section written about the tramcars. The brochure was produced by the Department of

Planning and Development. We have reproduced the relevant section below. See if you can spot some errors in it. Maybe someone representing the tramway museums should have been invited to read the first draft.

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Melbourne is also renowned for its extensive tramways system and light rail network.

Melbourne's tramways system was established in 1880. The City Circle tram service is the first extension of the central city's tram lines for decades, and offers an exciting way to see Melbourne's tourist attractions.

The special W-class trams currently running on the City Circle were built in 1956 and can carry 48 people.

W-class trams were first built in 1923 and originally ran on a pulley system. With the electrification of the cable system, trams were remodelled and updated. As well as the historic W-class tram, Melbourne has modern Z-class trams which run on most other routes in and out of the city.

For further information on the history of Melbourne trams, visit The Met Shop, 103 Elizabeth Street, Melbourne.

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# 8-- Fares Please!

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## 1994 COTMA Conference

The planning for the December 1994 conference of the Council of Tramway Museums of Australasia, to be held in Bendigo is moving along. A post conference visit to Ballarat will be held on Wednesday 7th December.

It will be an interesting day for all participants as the bus will take them from Bendigo to Maldon, where the group will join the Diesel Electric Rail Motor for a trip over this broad gauge tourist railway. The line operates to a point near Muckleford Creek, a distance of 7 kilometres. The railway society has been fortunate to recently receive a federal tourist grant of \$483,000 to complete the re-opening of the railway to Muckleford. We wish to congratulate the Castlemaine & Maldon Railway Preservation Society on achieving this most substantial financial injection of funds. Our COTMA group will see at first hand the grant being implemented.

On return to Maldon, the bus will travel to Ballarat where trams will be run, the depot fully inspected and lunch served. Then onto Haddon to look at the fine collection of trams held there by the Melbourne Tramcar Preservation Society. An evening meal will be held in Ballarat and the group will stay overnight; - do we visualise night time tram rides in the gardens?

As part of the conference agenda, Richard Gilbert is chairing a committee to provide advice and a set of guidelines encompassing driver training standards for training and testing. This is a result of a motion passed to this effect at the Perth Conference held two years ago. It follows the success of the COTMA Electrical Rules Committee in developing a set of 'Electrical Operations Guidelines'. Two meetings have been held, both at the Bendigo tram depot. The committee is made up of Richard Gilbert, Dennis Bell, Tony Smith and Andrew Hall. Richard visited Max Fenner of the AETM when in Adelaide recently to discuss some of the details. Max is representing the museums from other states.

## Tram Charter

The Allansford Primary School chartered a tram on Tuesday, 17 May and 70 children had a ride on maximum traction tram No. 38. After this they had a guided tour around the depot and they took a great liking to Horse Tram No. 1. Richard Gilbert gave them a talk on the history of tramways, and they also viewed our six minute museum version of our video tape. Len Millar, Frank Puls and Richard Gilbert ably handled the arrangements.

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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:- The Secretary,

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