

FARES PLEASE!

March 1994

Ballarat Trams are Ballarat History

Begonia Festival

The Society again provided a service for patrons attending the 1994 Ballarat Begonia Festival. This is generally the busiest time for the tramway, and puts the most stress on our fleet and traffic staff. The following items detail how we run the tramway, the traffic results and some of the problems that can occur.

How the Tramway is Worked

At the busy times two trams are in service travelling the full length of the line. These cater for the visitors travelling on our usual round trip arrangements and for patrons attending the Festival who simply require transport to the centre of the activities.

A higher proportion of people park at the Carlton Street end of the gardens than at St. Aidans Drive and therefore a shuttle tram service is provided from the Depot Junction to the Gardens Loop from where it returns 'empty' to the Junction. If the shuttle tram is

not required immediately upon return to Depot Junction, it is laid up on the access track until required but generally it fills up as soon as it arrives at the Junction.

From about 3.00pm the tide turns as people require transport from the Gardens, back to their cars and so the emphasis is changed to originating 'return trips' from the Gardens Loop in both directions. The shuttle tram is run in convoy with a service car and operates between the Gardens Loop.

Signs are placed at the Gardens loop advertising our shuttle service to each car park and one of our Traffic staff acts as a Spruiker at the loop to generate traffic.

The 1994 Festival was held from March 4th to the 14th, ending of Labour Day as in earlier times. The parade itself in Wendouree Parade was held on Monday March 14. If our passenger figures are any indication, the Festival was a great success.

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

2--Fares Please!

Begonia Festival Cont.

The tramway operated every day from the 5th (Saturday) and, like last years, provided the transport service on the two weekends when the Gardens were closed to traffic. For 50c adult and 30c child we provided single journeys from the car parks to the loop. Both weekends were extremely busy with over 3200 passengers on the long weekend.

On Sunday 13th the figure was 1365, our third best day ever. With over 5000 passengers for the month, this has been our best March since 1975. Passenger traffic on the intervening weekdays was generally good, and well worth operating.

Sales over the period were above our normal expectations as well. Financially it has helped to boost our coffers and to keep our budget on track. Finally the Board thanks our small band of workers who assisted over the period in both manning and maintaining the tramcars and hopefully enjoyed themselves.

Traffic Problems

Tram 26 became totally disabled at the Carlton Street terminus on Sunday 13th March. (We might have even beaten the next daily record except for this event Ed.) The fully loaded tram had arrived at the end of track at about 2.10pm. Conductor Simon

Green was turning the pole around to the other end when the tension on the rope gave way and the trolley pole base fell towards the road. The bemused crew stood about, with a collapsed pole, a tram load of passengers in the fully intensity of the Begonia Festival traffic and passenger numbers building up at the tram stops along the line. Just to make the position more difficult, the trackside telephones to the Gardens Loop and St. Aidans Drive terminus had failed at the start of the Festival. We feel that a tent stake of a sideshow attraction had been driven through our telephone line. This is yet another job to be tackled.

The other tram in service at the time was still waiting at the Gardens Loop as this is the scheduled crossing place. Well there we had it - the tramway at a standstill. The crew on No. 26 could telephone the Depot and the 'signalman' at the Depot Junction. Fortunately the Conductor on No. 33 at the Loop had the forethought to walk to the nearby Telecom phone and ring the depot.

On receipt of the information No. 33 was despatched for the Carlton Street terminus and No. 27, which was the standby tram was swung into service along the full tram route after picking up the passengers off No. 26. Now that the sea of intending passengers were starting to move, our W3 661 was despatched from the Depot to Carlton Street where it towed the disabled tram back to the Depot. All

BALLAARAT TRAMWAY CO. & FINANCES

Alan Bradley and Warren Doubleday

The Defunct Trading Company archive in the Public Record Office has some interesting material relating to the Ballaarat Tramway Company Limited, the operators of the horse trams. It includes the Memorandum and Articles of Association, a list of shareholders, and all the balance sheets from 1897 to 1902. Three balance sheets from 1889-90 are kept in the Gold Museum.

The BTCo. was formed in September 1886 to take over powers of operation for the Ballarat tramway system from the South Australian contractors Edward Thompson and R.T. Moore, who were responsible for building the depot and nearby cottages for drivers, and laying the trackwork. There were 32,000 shares worth two pounds each, which made it one of the most heavily capitalised Ballarat companies at the time. According to Weston Bate's "Lucky City" the top four during the early 1890s were Ballaarat Banking Company and Ballarat Electricity Supply Company (both one million pounds), Permewan-Wright (100,000 pounds) and the BTCo. (64,000 pounds). The famous Phoenix Foundry only required 10,000 pounds.

The list of BTCo. shareholders as at 2 November 1887 shows that 23,000 shares were issued to 87 shareholders. Of those, 35 were from Ballarat, 28 from Melbourne and suburbs, 16 from

elsewhere in Victoria, 7 from Adelaide, and one from Sydney. The largest shareholders were the contractors Thompson & Moore, who held 11,038 shares. Edward Thompson himself owned 6000 shares.

The actual amount of money received from shareholders though was only £21,178. Of the contractors shares, 9,000 were issued to him as part payment for the construction of the tramway, and the 6,000 issued to Edward Thompson were for the purchase of the concession granted to him by the Ballaarat City Council. The remaining 17,000 shareholders appear to have actually contributed £1 5s each through the calls made on each shareholder for money, though there were some defaulters.

The directors were required by the Articles of Association to hold at least 200 shares each. The chairman was Sir Henry Cuthbert, member of the Legislative Council for Ballarat Province, who apart from his parliamentary duties (he was then Minister for Justice) acted as solicitor for the Ballaarat and Ballarat East Councils and the Ballaarat Gas Company (what did he do in his spare time?). The other directors were Henry Gore and Thomas Cumming (both members of the Legislative Council), Dr George Airey (a Melbourne surgeon), and William

4--Fares Please!

Smith, a "Gentleman", of Melbourne. James Cowan of Adelaide, who then held 300 shares, later bought the shares of Edward Thompson and became a BTCo. director. Cowan had a diversity of financial interests: Broken Hill shares, cattle stations in the Northern Territory and South Australia, a coke company in Port Pirie, an S.A. coaching business, a "scent factory" in the Adelaide Hills, and the promotion of an expedition to Central Australia. He was also a director of the Australian Electric Tramway Co, which organised trials of the Julien battery powered tram in Melbourne, Ballarat and Adelaide, with the assistance of an English electrical engineer, Mark Bullimore. Both Cowan and Bullimore were killed in a level crossing accident at Dry Creek, South Australia in July 1889, when the horse pulling their buggy stopped in front of a train. The description of the injuries in the "Adelaide Observer" makes for gory reading. Cowan had been elected to the S.A. Parliament shortly before his death.

Edward Thompson's partner R.T. Moore became manager of the BTCo, and spent 10,000 pounds on buying the Ballarat rights to the Julien battery tram. The trials of the Julien tram in Ballarat were successful, and Moore made a public statement that Ballarat would soon have a fleet of battery trams. But interest in the Julien tram fizzled out after James Cowan's death, so Moore resigned as BTCo manager and bought James

Ivey's fleet of Lake Wendouree paddle steamers.

There are some interesting names in the list of Ballarat shareholders, such as the Anglican Bishop of Ballarat. James Coughlan, who later became chairman of directors of the BTCo, was a brewer whose Warrenheip Brewery became part of the Ballarat Brewing Company in 1911, and was in turn taken over by CUB in 1958. J.J. Goller, merchant, built a bluestone warehouse which still stands in Lydiard St North near the railway station. Chemist Walter Cornell founded Cornell's pharmacy which still trades in Ballarat today.

The shareholders must have had high hopes. The only competition was from the obsolete horse cabs and omnibuses, there were no competing suburban trains as in Melbourne, and the era of motor cars and buses was many years in the future. But it appears that the BTCo. only ever paid one dividend to its shareholders in its early years of operation. There were high costs involved in running a horse tramway: horsefeed, veterinary care, replacement of horseshoes, maintenance of harness and replacement of dead horses. As horses had to be changed regularly three stables were needed (Wendouree Depot, Sebastopol Depot and the Vine Hotel in Macarthur St.), which meant extra rent and lease payments. Initially the company also had to pay 1575 pounds per year to the Ballarat City Council for rental

of the streets, but this was later reduced to 200 pounds per year.

The company presented balance sheets every six months, for the periods from March-August and September-February, and meetings were held at Craigs Hotel in Lydiard St. South. The report for the half-year ending 28 February 1897 assured shareholders that the permanent way, rolling stock, cottages and stables were in good order. "The horses are in excellent condition. Most of the older horses have been disposed of and replaced by young ones, and the service is now being worked by fewer horses in a fully satisfactory manner". The revenue from fares for the six months including summer was £4559, and for the next six months including winter was £3832. There were two other main sources of revenue apart from fares: advertising, and sale of horse manure.

The report for the half-year ending 28 February 1901 noted that receipts were down from the same period last year, and the explanation given sounds strangely familiar to BTPS Board members: "This result being due to the wet and unreliable summer season we have had, which has largely affected our returns on all lines, more particularly on the lake and Botanical Gardens lines, from which most of our profitable summer traffic is obtained".

The balance sheet for September 1900 reported that the directors had contracted to sell the Company's business and assets for £12,000 to the British Insulated Wire Company, which became incorporated in Victoria as the Electric Supply Company of Victoria. This was completed in December 1902, and the BTCo was then wound up. The final payout to shareholders was around 11 shillings per share. The Electric Supply Company of Victoria did better, and at least was able to make dividend payments to its shareholders. But that's another story.

Analysis of the various expenses faced by the horse tram company are interesting. We hope to find the reports for the missing years. This would then enable a full financial analysis of the company to be made. The reports themselves consisted of one sheet of paper printed on both sides giving the notice of meeting, the Director's report and finally the financial statement. The report itself follows a simple layout, quite different to today's requirements as seen by our annual report. The largest variable in the cost of running the tramway was the cost of horse feed. In the six months to August 1897, horse feed cost £1187, which represented 28% of the £4182 cost to operate the tramway. Income for the period was only £3349 however, resulting in a £833 loss. By Feb. 1900, the cost for horse feed had dropped some 40%, result in profiting operations during the summer and small losses during the winter periods.

B-Fares Please!

However by Aug. 1902, the cost for horse feed had risen to above the levels of 1897.

The wage bill for the company employees did increase over the years, but without knowing the number of employees for each year, it is difficult to know what impact the growth of unionism etc. had on the actual wages paid. In the period between Feb. 1900 and Aug. 1902, the wage bill increased by some £124 or some 7%.

When it came the time to formally wind up the company in 1903, the papers note that the shareholders received in Jan. 1903, a dividend of 10/- per share, and then in July, another 1/2d, giving a total of 11/2d,

which was a poor return on the £1/10/- that they had contributed. For our younger members and readers unfamiliar with the pre-decimal currency, i.e., the shareholders contributed \$2.50, but only received back 15 years later, \$1.12.

We reproduce below part of the annual statement for the six months to 28 Feb. 1900. The company had an excellent summer, returning a profit of £1138. For those who learnt to add up pounds, shillings and pence, see if you can remember to add up the columns. For those who did not, it is 12 pennies to the shilling and 20 shillings to the pound. Warren has yet to write the macro to do this on his PC.

PROFIT AND LOSS ACCOUNT for the Half-year ended 28th February, 1900.

To Balance from last Half-year		£5,526	7	7	By Fares from 1st September, 1899, to 28th Feb- Feb. 28. ruary, 1900	£4,791
„ Directors' Fees	£24	3	0		„ Manure Sold	20
„ Rent of Stables	19	8	7		„ Rent of Advertising Spaces	34
„ Ground Rent Office Premises	12	15	8		„ Interest Received	43
„ Gas, Water, and Rates	27	19	0		„ Balance	7,387
„ Charges	44	8	6			
„ Printing and Stationery	13	18	8			
„ Audit Fee	5	5	0			
„ Insurance	32	11	0			
„ Accident Insurance	7	3	2			
				187	12	7
„ Corporation Rent, City	98	18	5			
„ Corporation Rent, Sebastopol	12	10	0			
				111	8	5
„ Wages				1,820	11	8
„ Horse Feed				709	8	4
„ Bedding				37	1	7
„ Rolling Stock, Repairs, &c.				366	6	10
„ Loss on Horses Sold				2	12	0
„ Amount Written Off for Wear and Tear				516	8	11
				£12,277	17	11
						£12,277

Traffic Problems Cont.

this happened when a crew changeover for meal purposes was taking place, putting further strain on those in charge of operations. Just like the big tramway! Good on site management of the situation got us quickly through this tricky situation and achieved a quick resumption of service.

It is at times like this, that the number of tramcars we have available for service shows its benefit. We could have easily had another tram out of service due to some problem, and we would have all of a sudden been looking at the situation of what if another tram failed for some reason. Fortunately all our other cars soldiered on as normal.

It appears that trolley base casting on No. 26 in which the pole is fitted had been fractured for some time and the defect gradually got worse. Finally it gave way at the most inopportune time. Attempts were made to fix the problem by changing the base over, but as normal, interchangeable parts did not interchange. The casting is an odd dimension. Since then a different base has been fitted, which required drilling of different holes and repairs of the point where the main power cable is connected into the base itself.

We take pleasure in having Michael Parker's view of this event as a cartoon. On the rear this insert is a copy of an article that appeared in the Courier in Jan. 1994 about former tramway Inspector David Kellet.

Lake and Traffic Management

A committee has been formed for some months with a view of improving traffic management in Wendouree Parade, which borders the lake and on part of which our tramway operates. We keep a presence at meetings of the committee to monitor suggestions and offer advice, particularly if a suggestion put forward involves the tramway. A recent suggestion that would alter our current and traditional appearance is that the car parking spaces between the gutter and the tramline in the Lake Lodge area be abolished and the pedestrian and lake margin area be extended to the tramline. Other projects around the lake have been suggested as well. These involve altering the nature of Windmill Drive, the playground and associated parking areas. There is no finality to the plan at this stage, but it is important that we be involved in the proposals as we have such a physical presence in the street, and at times, it would appear that some planners forget we are there.

Repairs to 40's Motor

On the 16th April, it is planned that Richard Gilbert, Len Millar and Darren Hutchinson will set off for Adelaide loaded up with the defective traction motor from No. 40. We have made contact with a firm known as AC/DC Motor Repairs in Adelaide who are willing to examine and repair our faulty armature. The firm maintains the tramway motors for the State Transport Authority of South Australia and the alternators and traction motors for Australian

8. Fares Please!

National (Railways). On a recent visit to Adelaide, Richard met with the manager of the workshop who impressed him with their advice, understanding and overall interest in the area of electric traction.

Our Odd Spot

The October 1993 issue of Light Rail and Modern Tramway noted that in Den Haag former PCC No. 1114 had been 'installed' across a passageway between two buildings at Delft technical university to act as an overhead walkway. A different use for an old tram.

Information Sought

Mr. Robert Lilburn, of 4 Mitchel Court Bacchus Marsh 3340 (053 671 708) has asked whether any member knows the present whereabouts of MMTB W2 338 since its removal from Elaine. Please contact Bob direct.

Credit Cards

We advise that the Society is now able to take Mastercard and Visa cards as well as Bankcard at the depot. Our sales department is always open for sales for the larger transactions such as video tapes and books and we welcome the use of credit cards.

Late Running

Fares Please! is running a bit late this time with the editor having been on holidays in Tasmania from mid March until after Easter. Although no electric tramways were visited, a number of museums, visitor centres, signposted walks and historical areas were visited, along with a couple of 'tourist traps'. The different ways of presenting and interpreting the various places was quite interesting. Tasmania is certainly ahead of Victoria in this presentation and the amount of information available to the visitor.

Museum Registration

In the last issue of Fares Please!, we reported that the Society operations had been registered as a Museum by Museums Australia (Victoria). The other eight organisations that were registered under the Museum Accreditation Program were;

- Castlemaine and Maldon Railway Preservation Society,
- Cohuna Historical Society Museum,
- Flagstaff Hill Maritime Museum,
- Heritage Hill - Dandenong,
- Lilydale Museum,
- Melton & District Historical Society,
- Queenscliffe Maritime Centre and Museum and
- Victorian Scout Heritage Centre.

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,

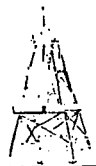
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Tuesday column

David Kellett's life on the trams

Our Regular Column
Remembering
Things Past

HERITAGE



By LORRIE BROWN

Seventy-year-old David Kellett still recalls with fondness the days when trams rattled along Ballarat's streets.

Describing his tramway days as a driver, conductor and inspector between 1949 and 1971, as some of the best days of his life, Mr Kellett said the trams were always filled with laughter and surprises.

"I came back from the war and got a job as a tram driver and after 22 years at it, I reckon it was the best job I ever had," he said last week.

He recalled the days when rattling along the Sebastopol run, tram drivers would personally drop elderly passengers off at their front door and escort them safely inside.

He still chuckles over the time when he and two other conductors were trying to help a man who was having an epileptic fit and police were called in because it was thought the conductors were attacking the man.

"I was actually sitting on the guy at the time trying to help him," Mr Kellett said with a laugh.

He thanked his lucky stars he was not involved in accidents when faulty brakes caused one tram, to speed down the Sturt St hill and plough into what was once known as Buch's Head Hotel in Bridge St about 1954, while another narrowly missed crashing into Dicken's the



One of the very rare stop-work meetings held by the tramway workers, David Kellett is pictured sitting fourth from the right.

Grocer, where Medibank now stands, and came to rest on the footstep in front of the shop.

However Mr Kellett's luck changed when he was involved in what was called a "miraculous escape" by emergency workers in 1954 when a semi-trailer loaded with five tonnes of baled hops, collided with the tram he was driving, shearing off the driver's cabin.

He is still haunted by the incident, which occurred at the corner of South and Drummond Streets and left him with a badly fractured leg, abrasions and in shock. Despite the mishap, Mr Kellett went back to the job he loved. At the time about 13 trams would run a day over the three tram routes from the Botanic Gardens to Mount Pleasant, the



David Kellett is pictured, right, with Adelaide visitors and fellow driver Frank Scrusse.

gardens to Sturt St and from Lydiard St to Sebastopol. Trams were also called out to Haddon St and Macarthur St to cope with the daily lunch-time rush.

One of the most widely used forms of transport in 1940s and 1950s when up to 70 people would cram into each tram, technology soon saw their demise.

"People used to rely on trams, some trams were so full we used to have fun trying to get fares," Mr Kellett said.

"But by the 1960s and 1970s hardly anyone was using them - what killed the tram's

progress was the invention of the car.

"We all missed the trams when they finished in September 1971."



HONESTLY, I ONLY
GAVE IT A LITTLE
PULL!

OH SIMON!

Nº 26

26

M. P. Parker.