

# FARES PLEASE!

September 1997

*Ballarat Trams are Ballarat History*



Museum Accreditation Program  
Registered Museum

## Annual General Meeting

Members are reminded that the third Annual General Meeting of the Ballarat Tramway Museum is to be held at the tram depot on Sunday 19th October 1997 commencing at 2.00pm . We invite all members to attend on the day. Your friends are welcome to attend and enjoy a day in 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 does not exceed the vacancies, there will be no need for an election.

Position	Candidate	Nominator	Seconder
President	Richard Gilbert	Andrew Cox	Greg Rodgers
Vice President	Stephen Butler	Gavin Young	Clayton Giles
(2 Positions)	John Phillips	Warren Doubleday	Peter Winspur
Treasurer	Carolyn Dean	Sid Roberts	Warren Doubleday
Secretary	Peter Winspur	Alastair Reither	Paul Mong
Ordinary Board Members	Alan Bradley	Warren Doubleday	Greg Rodgers
	Andrew Cox	John Phillips	Alan Bradley
	Warren Doubleday	Simon Jenkins	Peter Winspur
	Clayton Giles	John Green	Andrew Mitchell
	Len Millar	Peter Winspur	Darren Hutchesson
	Greg Rodgers	Peter Winspur	John Phillips

# Ballarat Tramways News

# 2.. Fares Please!

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## Membership Cards

For members who have paid their 1997/98 memberships, you will find our new membership cards in the envelope. If you have not found it, check before throwing the envelope away. We hope you like the new colour photo membership cards. The Museum have had 1000 produced which should be sufficient for four to five years.

Those members who are yet to renew will shortly be receiving a reminder in the mail. If you have forgotten about it, please send your renewal to us, as it certainly helps us in our office work. Thanks also to those members who have made a donation.

## New members

The Museum welcomes the following new member:

No. 710 J. Clowes of Smeaton.

## Traffic

Traffic figures during the first two months of the financial year have been up considerably on the same period last year. Although the winter period is generally quiet in Ballarat, we have had some good days, with the Saturday numbers often higher than Sunday.

## New Letterhead

At the same time the new membership cards arrived, we took delivery of our new museum letterhead which includes a colour photograph of No. 27 in the days prior to its repainting. The black and white version is reproduced below.



## Marketing

With the completion of our education kit, Len Millar has been active in marketing the document. The cover and contents sheet have been circularised to schools in the Central Highlands district. The Museum has also taken out an advertisement in a full colour publication that is circularised to all schools within Australia. Hopefully we will receive additional school charters during the midweek from this effort. Sales have recently increased through additional marketing of our wholesale products by Len.

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## A CURRENT AFFAIR By Alan Bradley

H.P. James (1888-1949) began working on the Ballarat tramways for the Electric Supply Company (ESCo) in 1905. In his early days he was employed as a car cleaner, blacksmith's striker and conductor, before becoming a Ticket Examiner, and ultimately Traffic Inspector. He left in the mid-1920s, but later returned to work - as a Traffic Inspector for the SEC until his death in 1949. His article "Conductor 23" was printed in a recent edition of "Trolleywire".

Recently two of his scrapbooks were donated to the Museum by his family - one called 'Out of the past', the other 'Of other days'. He was active in the Ballarat Historical Society and local theatre, so the scrapbooks contained newspaper cuttings of topics that interested him - Ballarat history, band contests, entertainers, events of World War 2, and of course tramways. Of interest to the tramway historian is his handwritten notes, photos and tickets.

One of the most fascinating of his notes was on the placing of meter registers on trams by ESCo. Presumably motormen were disciplined if they were deemed to use too much electric current while driving. The following is quoted from his hand writing:

"Meters registering current used on trams. These had to be read by each motorman taking over a tram and on his relinquishing same. The economy side was a first consideration. Drivers became more judicious in the use of energy but the thing was overdone. Some crafty members would 'coast' and make their trams roll with power off to an extent beyond sensible service. Dawdling trams provoked passengers, then another motorman having to wait at a loop for the 'good record' man would be forced to use the 'juice' freely to gain his termini on time.

"The toughest stint of all was that done by a driver, whom we shall call C. He was seen taking the seal off the meter putting the hand back and getting tingling shocks whilst he touched the dial his boots being wet. "Then, some trams were always big users of power, higher HP, wider wheel bases etc, such as not so free running around curves, braking gear not clear of wheel. The trams Nos. 21, 22, 23 were heavy users of electricity - 40 HP motors. The meters were expected to indicate developing faults and did but always too late to be of use but, here you will smile, one driver became so keen to save current he requested his conductor to rock the tram at a terminus and start it off without application of power".

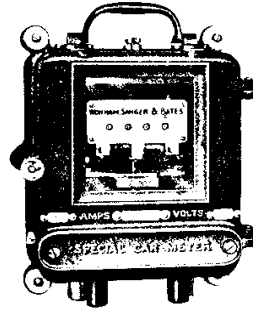
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This article from the "Ballarat Courier" of 2 February 1911 demonstrates the potential for tension amongst staff due to use of the meters.. "United action has been taken by the drivers and conductors in the employ of the Electric Supply Company in protesting against the tactics of one of the officers who, it is alleged, has a habit of springing out suddenly behind trees and posts on the approach of a car, and signalling to be taken aboard. Apart from resenting this sort of thing, the men complain that as the cars have meters installed they are restricted in the use of power, and the unnecessary stopping and restarting place them at a disadvantage".

According to H.P. James' notes, ESCo manager Benjamin Deakin had the meters installed in 1910 or 1911 and they were dispensed with around 1927. Thus our own No. 12 would have carried current meters, but No. 26 (which first arrived in 1930 and carries

## C. H. ELEC. CAR METER



Is an Ampere Hour Meter with our Patent Cyclometer Dial, which is strong in construction and easy to read.

There are over 3,000 of these Car Meters in use at present.

Dead Accuracy Guaranteed

### SOME MERITS OF THIS METER

- 1 - Moderate first cost.
- 2 - Low cost of maintenance due to:
  - (a) Sound mechanical construction.
  - (b) Very light armature, practically floating in mercury.
  - (c) The perfect natural cushion which mercury affords to the jarring of the car.
- 3 - Negligible inertia, causing the meter to take up peaks of current immediately.
- 4 - Perfect comparison between drivers.
- 5 - A check on actual current consumption.
- 6 - An approximate check on the station meters.
- 7 - An indication of any defect causing increased consumption.

## WONHAM, SANGER & BATES

30 Church Street, New York  
141 Milk Street, Boston  
2 Laurence Pountney Hill, London, E. C.  
San Jose, Costa Rica

*A advertisement for a car meter from Electric Railway Dictionary (1911). (Republished 1972 by N.K.Gregg)*

ESCo colours) did not during its period of service in Ballarat.

## Archives Computer system

Delivery has been taken of the Museum's new computer system - an MMX 166 with CD ROM etc. Data entry using the Inmagic system, common to many small museums and libraries has begun with about 300 items completed so far. The system

will also allow a digital image of the photograph to be stored. It is planned over the next 12 months or so to place this information onto the Internet. Yet to be purchased is a laser printer, a modem and some other software. The purchase of the system was made possible by a grant from Arts Victoria's Housing the Arts program.

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## From the Archives



The photograph of No. 27 at the SEC Depot junction in Wendouree Parade painted in the SEC 1930's colour scheme. Note the smaller door on the tram. This was the stage 2 conversion, the final stage being the relocation of the door pillar to give a wider doorway. The photo was taken by long term Ballarat resident Wal Jack who passed away in 1964 while on an Australian Railway Historic Society (ARHS) steam tour. It was recently acquired by the Museum from the ARHS Vic Div, who in turn received it from the NSW division of the Society. Thanks to the ARHS Victorian Division archivist, Ian Barkla.

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### Portable Air Compressor:

A gift, made to us recently in a Will, of an electric portable air compressor has been well received in the workshop area. This unit has been put to work cleaning grime from around the truck frames motors etc. It can be used for a number of purposes and is a welcome asset.

### State Library of Victoria

The State Library will launch, on October 4, their new *Public History Centre*, the first in Australia. Set up to assist historians, both professional and amateurs in their research and those undertaking their own exhibitions and programs. The service is yet another in the State Libraries innovative ideas.

# 6.. Fares Please!

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## At the Depot

The main news from the Depot is the sealing of the floor between 4 and 5 roads with hotmix. The work was undertaken by Smith and Will, local paving contractors on Monday September 2. The work has certainly made a difference. The only problem is that it now shows the dirt and rubbish on the floor. However, if you drop a screw, it is easier to find!

Just prior to undertaking this work, the body of 28 was lowered onto its truck. Following this, Paul Mong has started

rubbing down the side panels of the tramcar and finding out just how mundane the task is, but very important to the overall finish of the final job. The clerestory windows have been removed for refurbishment.

Tram 13 has been lifted and the motor ex 28 positioned. Some further work to remachine the motor suspension bearings ex 13 remains to be done, along with some other repair tasks before the tram is lowered and returned to duty once again.

Other continuing jobs are repainting of 26 and of course rebuilding No. 12.



Photographed shortly after completion is the new hot mixed surface in the depot between No. 4 and 5 roads on Monday 1 September 1997. *Photo: Warren Doubleday*

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## “Carn The Crows!”

For our overseas readers, that is Australian slang for ‘Come On The Crows’. What is the relevance of this in our newsletter. Well here’s the story. The Grand Final of the Australian Rules Football saw St. Kilda play the Adelaide Crows on Saturday, 27th September. The Ballarat City Council has for the last few years promoted Ballarat as the ‘Crow Friendly City’ because of its location being close to Melbourne on the highway from Adelaide and making the city a good place to stop over on Friday and Saturday nights.

With The Crows being in the Grand Final and the resultant ‘hype’ we decided to decorate a tram in ‘Crows’ colours. On Friday, 26th, tram No. 33 ran sporting its streamers with Bill Kingsley at the controls. We were running on weekdays because of the school holidays and Bill soon became accustomed to the Boo’s and taunts from the Victorian team supporters. This was too much for the driver the following day, who declined to run the gauntlet and instead drove maximum traction tram No. 38, his excuse being ‘it needed a run’. By 5.15pm it was all over and *The Crows* had won. Richard Gilbert decided it was too good an opportunity to miss and maximum traction tram No. 40 was decorated

and ran out at 10am on the Sunday. A Press Release was sent to local media the previous Thursday and of course it had to be followed through. The day was quiet, probably because of sore heads after the result of the match and a heavy night out and No. 40 ran without incident. Some Crows supporters rode it, and comment was made that maybe we lost business with St. Kilda supporters not riding it. We feel that we honoured the spirit of the commitment of Ballarat being Crow Friendly and it was fun to do - and will happen again if the Crows are in it again.

## House improvements

The large pine tree which has shaded our house at Bungaree was removed some weeks ago with the aid of Craig Stephenson and his chainsaw. The tree had reached enormous proportions for a front yard flower garden. It had shaded the house to such an extent that no direct sunlight shone on the building until around midday. Removal has provided us with plenty of firewood for next winter and has set the course for developing the front of house presentation.

The drain from the house which feeds into the water run off from the property was cleaned out after a noticeable build up in a gully trap.

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## Forthcoming events

### Law & Order Exhibition

Coming soon is the Central Highland's Historical Association's Law and Order Exhibition on Sat/Sun 11 and 12 October at the Ranger Barracks Drill Hall in Curtis St. Entry is \$2.00 for adults. The CHHA has also arranged for a joint ticket for entry into the fair, the Ballarat Art Galley, the home of the Eureka flag and the Gold Museum. Prices for the ticket is \$8 adult, \$4.00 Concession, \$20 Family (2 Adults and 4 children).

### Springfest

Sunday November 2, 1997 sees the third Springfest Springtime Market Festival around Lake Wendouree. Many market style stalls are set up right around the lake. If the festival is anything like the last two years, it promises to be a very busy time for the tramway carrying passengers along Wendouree Parade, travelling from one end to the other.

### Ballarat Heritage Machinery Rally

Included in this mailout is a brochure for the Ballarat Engine & Machinery Preservation Society's Industrial-Heritage Rally to be held at the Ballarat Showgrounds on Sat 28 Feb. and March 1, 1998.

### The BTM & the new Sydney tramway!

Somehow four BTM members attending the opening of the new Sydney tramway managed to get good coverage in the press. Clayton Giles, David Frost and Earl Ewers had a large photo in the *Melbourne Age* the day after the new tramway commenced on Monday August 11. Being tram crews in Ballarat somehow scored them good coverage. The back of Gavin Young's head was seen in the *Sydney Daily Telegraph*. Earl Ewers was interviewed by Sydney's Channel 9. Clayton advises that the trams were very smooth and quieter than Melbourne's. Good to see that Sydney has rejoined the list of Australian tramway cities.

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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 Museum activities and publications, please contact: The Secretary, Ballarat Tramway Museum Inc. P.O. Box 632, Ballarat Vic. 3353. Phone / Fax (03) 5334 1580 or on the Internet:

<http://www.ozemail.com.au/~amcoxy/>

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