

FARES PLEASE!

August 2010

News from the Ballarat Tramway Museum

Our New Tram Stop

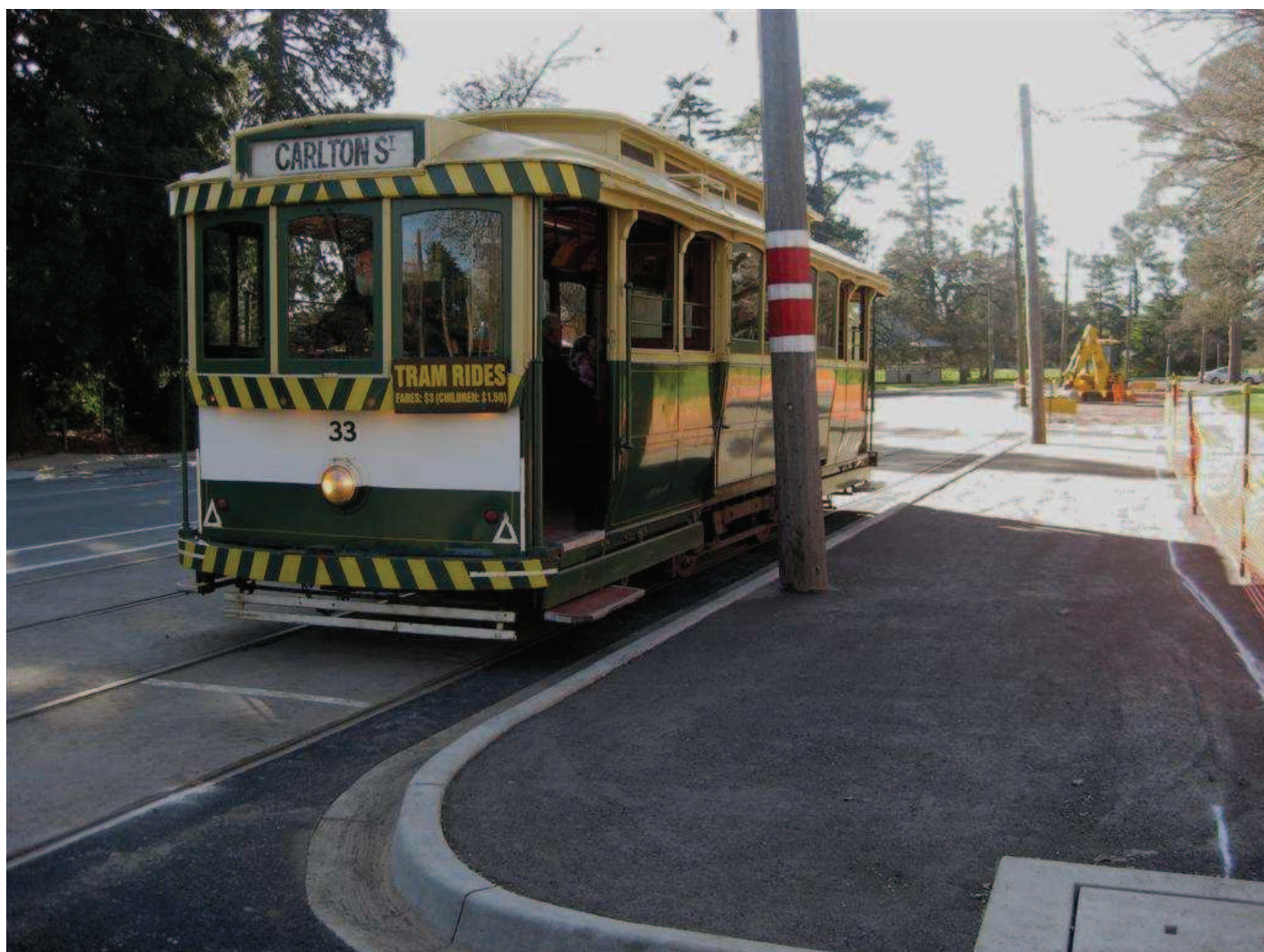


Photo: Peter Winspur

Tram No 33, driven by Roger Salen, pauses at the not yet reopened stop at the loop on Sunday 8 August 2010. In recent years Council has invested heavily in revamping the Lake Precinct. Once the final topcoat is

completed, boarding trams at this busy stop will be greatly enhanced. Close consultation with the Museum has ensured that the design of the new kerbing was appropriate for the Museum's needs.

Ballarat Trams are Ballarat History

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Malvern Tram Depot Celebrates 100 years

30 May 2010

Top left: Former P&MTT E class No 44 revisits Glenferrie Road after many years
Photo: Alan Bradley

Above: For the occasion Ron Scholten of Malvern Depot arranged for a celebratory plate. We thank Ron for donating one to the BTM.



Above: J class tram No 84 resplendent after restoration by the Bendigo Tramways.
Photo: Bruce Dixon



BTM tram No. 14 ran in three cities. Formerly MMTB J No 75, it is pictured at Geelong station as No 29 prior to transfer to Ballarat in 1936. *Photo: BTM collection*

Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 7 November 2010, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

- President
- Vice President (two positions)
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial members for the nominee to be entitled to be a candidate for election.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 24 October 2010.

Nominations may be sent to:

- The Returning Officer
- Ballarat Tramway Museum Inc.
- P.O. Box 632
- BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate.

Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting.

Around the Depot

After over thirty years the valley gutter between the 'old' and 'new' sheds had developed several serious leaks which were very evident during the storms which hit during the Begonia Festival. In July it was completely replaced and new high capacity downpipes were installed. The job cost some \$4,500.

Thanks to the generosity of our members there are now sufficient funds to finish paving the display area of the 'old' shed and also line the walls. The job of clearing the remaining 'junk' in the area is almost complete and bitumen should be laid in the very near future.

Repainting of No 27 is proceeding slowly. The cold, damp weather has not helped. The new green topcoat looks superb and the car should be back in traffic soon.

There has been a welcome recruit to the traffic staff with Adam Francis joining us. He has just qualified as a conductor and we hope to see him driver training in the next few months.

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The Prahran & Malvern Tramways Trust

By Alan Bradley

On Sunday 30 May 2010 the centenary of the Prahran & Malvern Tramways Trust (PMTT) was celebrated, exactly 100 years after the official opening ceremony in 1910. Two ex-PMTT trams (Nos. 44 and 84) that had run in Bendigo for decades, and are now in their former PMTT format, colours and numbers, were on display at the heritage-listed Malvern depot. Maximum traction bogie tram No. 44 (ex-Bendigo No. 17) ran trips for the public from the depot along busy Glenferrie Road to the Dandenong and Hawthorn Roads crossover. "California combination" tram No. 84 had been newly rebuilt to its earlier PMTT appearance, and looked far different from the shabby Bendigo No. 16 that had hardly run since the 1960s. That evening the celebrations were featured in several TV news bulletins.

The PMTT had a great influence on both the Melbourne and Ballarat electric tramway systems. Hence this article to mark the centenary.

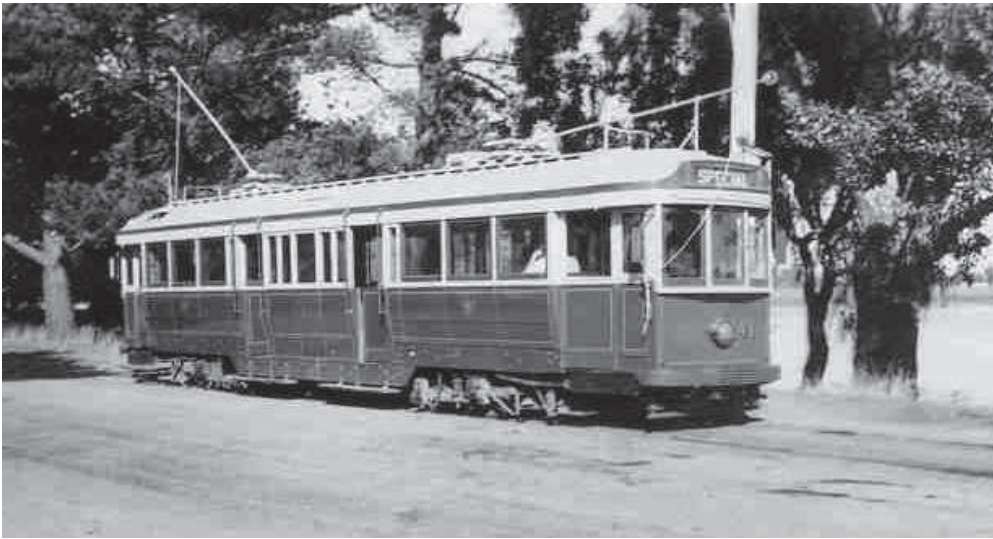
Formation of the PMTT

Melbourne's large cable tram system was completed in 1891. Over the next few years there were many demands from local councils for extension of the cable tram network to newer suburbs. However the cost of doing so was prohibitive and in any case the future lay with the newer technology of electric trams. Two electric tram systems opened in 1906: the privately operated Essendon tramway, and the Victorian Railways St Kilda to Brighton line.

During 1907 the Prahran and Malvern councils in Melbourne's south-east formed a Trust chaired by Malvern councillor Alex Cameron to construct and manage an electric tramway system. An Act of Parliament was passed in December 1907, and the PMTT came into being. Track construction commenced in October 1909, and a depot and sub-station was built in Coldblo Road Malvern. The first lines were officially opened on 30 May 1910, with dignitaries riding the then new single truck combination trams. The silent movie film taken that day was shown on the evening news bulletins 100 years later.

In 1911 the PMTT negotiated to build and operate lines for the councils of Hawthorn, Kew, St Kilda, Caulfield and Camberwell. The PMTT was re-constituted to include representatives of each of those councils. Between 1911 and 1916 new lines were built through the eastern suburbs from Mont Albert, East Kew and Victoria Bridge in the north to St Kilda Beach, Point Ormond, South Caulfield and Glenhuntly in the south. Additional trams were built, the Malvern Depot was expanded, and a second depot built in Kew.

The PMTT was so successful that tramways trusts were formed in other parts of Melbourne. Two routes of the neighbouring Hawthorn Tramways Trust (HTT) crossed PMTT lines in Glenferrie and Burke Roads. Other trusts formed were the Melbourne Brunswick and Coburg Tramways Trust (MBCTT), the Fitzroy Northcote and Preston Tramways Trust



Another PMTT tram to run in three cities.

MMTB E No 39, Geelong No 39 and Ballarat No 41 pictured beside Lake Wendouree, 13 April 1956.

*Photo: Wal Jack
(BTM collection)*

and the Footscray Tramways Trust (FTT).

One consequence of the success of the PMTT was a tremendous increase in loading on some of the cable lines following the feeding in from the electric trams to the interchange points. Four PMTT lines connected with the Brighton Road cable line, which entered the city via St Kilda Road. Two other PMTT lines connected with the Victoria Bridge cable line, which entered the city via Collins Street.

M&MTB takeover

On 1 November 1919 the Melbourne and Metropolitan Tramways Board (MMTB) came into being. On 2 February 1920 the MMTB inherited the cable tram system as well as the electric tramways of the various trusts, and in 1922 took over the privately operated Essendon tramway. Only the two Victorian Railways lines remained outside MMTB control. The PMTT was the largest of the trusts, and handed over to the MMTB 35 miles (56 kilometres) of track, two depots plus its trams. PMTT Chairman Alex Cameron became the first chairman of the MMTB, and many former PMTT staff took leading roles in the MMTB over the decades to come.

Electrification of the Brighton Road cable line took place in 1926, thus allowing electric trams on the former PMTT lines to run through to the city. The same occurred in 1929 when the Victoria Bridge cable line was electrified.

Of the 216 electric trams inherited from the previous operators 110 were built by the PMTT, 35 by the HTT, and the rest by the other operators. The PMTT trams retained their original numbers, while the other operators' trams were re-numbered. Each class of tram was classified, with the PMTT cars taking up classes A to L, plus the O class (which the PMTT had sold to the HTT in 1916). There were so many types of tram and mechanical equipment that from 1923 onwards the MMTB began building large numbers of W class trams to a uniform design.

The PMTT built two main types of tram. The A, B, H, J classes (total 62 trams) were single truck "California combination" types similar to our No. 26. The C, D, and E classes (total 22 trams) were maximum traction bogie types. When first built they had seating against the saloon entrance bulkheads, plus full length seating in the dropcentre section (as seen on Bendigo's

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ex-PMTT No. 44). In the mid 1920s the MMTB altered the seating arrangement to resemble that of the W2 class trams then being built (like our No. 40 does now).

Other types were the F, G, K and O classes (total 21 trams). Also of note were the six "L" class four-motor bogie trams, a precursor to the famous W2 class. Some of the L class ran in Melbourne until the 1980s.

The PMTT trams in Ballarat

By the late 1920s the MMTB had a large number of "W2" class trams, and many surplus single truck trams. In 1927 the four O class bogie trams went to Adelaide. At the same time the State Electricity Commission (SEC) was shortly to take over the three provincial tramway systems in Ballarat, Bendigo and Geelong. The original trams in Ballarat and Bendigo needed replacement, and extra trams were

needed for Geelong.

In 1931 five PMTT single truck trams went to Ballarat, to become Nos. 16 to 20. In 1936 four more were transferred to Ballarat from Geelong to become Nos. 11 to 14. Each of them was converted to the standard Ballarat one-man format.

Meanwhile the maximum traction bogie trams were repainted MMTB green and remained operating. By the mid 1940s the MMTB had a larger number of W class cars of various classes, and was building more. The maximum traction bogie trams became surplus and the SEC purchased some for the three provincial systems. In 1951 three ex-PMTT bogie trams (still carrying their wartime blackout white paint strips) went to Ballarat where they became Nos. 38 to 40. In 1956 when the Geelong system closed three ex-PMTT trams were transferred to Ballarat and became Nos. 41 to 43.



C class No. 33 in PMTT colours in Coldblo Road. No. 40. The exact date of the photo is unknown.

Sister C class No. 35 became Ballarat No. 40. Photo: C.F. Dewey (BTM collection)

Of the 33 SEC passenger trams that ran in Ballarat from 1930 to 1971 their origin was as follows: ex-PMTT, 15; ex-HTT, 14; ex-FNPTT, one; ex-Adelaide, three. Of those 15, No. 16 was scrapped in 1956, No. 19 was swapped to Bendigo in 1960, and No. 20 was scrapped in 1970 after being demolished by a semi-trailer in Victoria Street. This left 12 ex-PMTT trams out of the 24 still in service when the Ballarat system closed in 1971. More details are in the appendices.

Relics

The PMTT ceased to operate many decades ago, but its influence is still felt today. The Malvern and Kew depots are still in use. All of the PMTT lines still operate, except for the short line to the beach at Point Ormond which was replaced by a bus service in 1960. The silver metal poles that carried the overhead wire remain along the

Point Ormond line, as well as the remaining ex-PMTT lines. Four ex-PMTT passenger shelters remain standing at various locations.

A surprising number of ex-PMTT trams have survived today, because so many of them operated for the SEC. Examples are in the collections of the Sydney Tramway Museum at Loftus and the Melbourne Tramway Museum at Bylands. Five ex-PMTT trams are in the Bendigo Trust fleet (including No. 7, which is ex-Ballarat No. 19).

The following ex-PMTT trams are in the BTM fleet: Nos. 11, 13, 14, 18, 38, 39 (the display area tram) and 40. In 2013 Nos. 18 and 40 reach their centenary. No. 18 is the only remaining H class tram. No. 40 was Ballarat's official "last tram" on 19 September 1971. The monogram on its saloon doors is yet another reminder of the long-departed PMTT.



Malvern Tram Depot Celebrates 100 years. 30 May 2010.
The original building has changed little.

Photo: Bruce Dixon

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Appendix 1: Ex-PMTT trams in Ballarat

Ballarat number	Year built	Previous service	Year transferred to Ballarat	Notes
11	1915	J 65, Geelong 28	1936	
12	1915	J 71, Geelong 27	1936	
13	1915	J 68, Geelong 30	1936	
14	1915	J 75, Geelong 29	1936	
16	1915	J 82	1931	Scrapped 1956
17	1915	J 73	1931	
18	1913	H 63	1931	
19	1915	J 76	1931	To Bendigo 1960
20	1918	B 89	1931	Scrapped 1970
38	1914	E 41	1951	
39	1914	E 42	1951	
40	1913	C 35	1951	
41	1914	E 39, Geelong 39	1956	
42	1914	E 38, Geelong 37	1956	
43	1914	E 40, Geelong 40	1956	

TOTAL: 15

Appendix 2: Ex-PMTT trams in Bendigo and Geelong

The following Bendigo trams once ran for the PMTT: 1st 4, 5, 1st 6, 2nd 7, 14, 16, 17, 18. Total: 8. Of those, 2nd 7 was transferred from Ballarat, and 5 from Geelong.

The following Geelong trams once ran for the PMTT: 24, 25, 26, 1st 27, 1st 28, 1st 29, 1st 30, 36, 37, 38, 39, 40. Total: 12. Of those 1st 27, 1st 28, 1st 29, 1st 30, 37, 38, 39 and 40 went to Ballarat, and 36 to Bendigo.



MMTB E No 40 is pictured in Geelong on 21 August 1955. It ran in Geelong as No 40 and later in Ballarat as No 43. Photo: John Webster (BTM collection)

Trams Come, and Go By Len Millar

There have been two tram “movements” recently, that involved somewhat greater distances than covered by our service cars along Wendouree Parade on a normal day.

On 27 April 2010, the body of the Museum’s maximum traction car, Melbourne 121, left its Newstead home of some ten years – for a new life south of Gisborne. The car, which was never part of the SECV fleet, had been under cover in a large shed behind Len Millar’s Newstead home after its life out in the open at our Bungaree property. The body of 121 was donated to the Society by member Geoff Cargeeg in 1978 after he discovered it sitting (under its own corrugated iron roof) at Mount Evelyn. The car was originally Hawthorn Tramways Trust car 15, and it is thought to have operated on the Trust’s opening day in 1916. It became Melbourne and Metropolitan Tramways Board “N” class car 121, and was sold in 1939. It is understood that the car was involved in a serious accident at St. Kilda Junction, being hit “amidships” by another tram. The car was repaired at the then-new Preston Workshops, but apparently did not return to active service.

At Mount Evelyn, the car body was given a tin gable roof to protect it from the elements, which remained intact right through its many years out in the open. That “false” roof guaranteed that the body did not deteriorate – a fact borne out by the good state of the roof canvas, the lack of rust on gutter fascias and the absence of significant levels of rot in the timber body.

In the Museum’s hands, much thinking went in to “what to do with it”. It wasn’t a

“Ballarat” car, but we didn’t have a representative of the several former “N” class cars that were part of the SECV’s fleet. Eventually, the Museum’s Board reluctantly decided that the car should be offered for disposal.

121’s new owner, Neil McDonald, heard about 121’s availability from fellow telephony enthusiast, BTM’s Richard Gilbert. Neil will house his telephony collection in the car, after he has returned it to near-original condition. That restoration effort will be aided by a collection of spare parts from the bodies of Ballarat cars 35 and 42, both of which had fallen into disrepair. Neil intends to house the car body in a “tram-port” (that is, a long carport!), and will be using seating and bulkheads for display shelving. The tram’s drop-centre will be his workshop. The No. 1 end saloon will house switch-boards to enable old-fashioned “Putting you through!” calls to be made on the various operating hand-sets and switch-boards. Neil has been researching for the right paint colours for his chosen chocolate and cream livery, and our colleagues at Bendigo have pointed him in the right direction – given that they have just restored two Prahran and Malvern Tramways Trust cars, 44 and 84.

We are glad that 121 has found a good new home – and a new role!

A recent visitor to our Ballarat tramway has been ex M&MTB “X1” class car, 466, which is owned by Newstead Tramcars Pty Ltd. (which comprises members Darren Hutchesson and Len Millar). The fully restored, accredited and operating car was transferred from Bendigo to our depot on 4

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November 2005. Darren and Len needed to have the tram readily available for demonstration to prospective purchasers. But also, the tram was available for our use in “traffic”. Our records show that it operated in revenue service along the Parade on 20 days, running 207 trips – or 530.7 kilometres. The car even ran as one of the shuttle cars in 2008, 2009 and 2010 for the intensive service we provided for the Begonia Festival.

Our drivers and conductors appreciated the folding doors, which kept out any stray cold Ballarat winds, and we feel sure that our passengers enjoyed the good all-round visibility and smooth ride!

But space in our Depot is always at a premium, and with the arrival of No 22 and the imminent return of the re-profiled wheels for car 38 (from our colleagues at St. Kilda, South Australia), it was necessary to evict the mobile tenant! On 13 May 2010 the car was driven out of our Depot to a designated spot on Wendouree Parade, where a 50 tonne swivelling crane had no trouble lifting the four-wheeler on to a waiting low-loader. Reports suggest that the tram travelled back to Bendigo at 100 k.p.h. – a speed that it could never reach under its own power!

At Bendigo, 466 was towed off the semi by tractor via their new ramp, and after being positioned under the trolley wire, was driven into the Weeroona Avenue depot (by the same proud co-owner who moved it out of our depot earlier in the day).

466 earned its keep while it was in our care, and we wouldn't mind seeing it again one day.

May be in SECV green and cream? Well,

after all, if the SECV had purchased the Footscray trams after that system closed in 1962, the life of the two central Victorian provincial city operations may have lived a long way past 1971/2. The “experts” in our ranks hypothesize that had the four-door “X1” cars come to Ballarat (with Ballarat's need to load from both sides along the various routes) and the two door “X2” cars gone to Bendigo, the SECV might have not been in such a hurry to close up shop.

466 was built at Preston Workshops, and issued to traffic in 1928 and spent much of its life on the Footscray Depot routes. It is known that it was transported (by road) on to the main system at times and operated on the all-night services. 466 and 467 (now preserved at Bylands) were stand-by tourist cars from the late 1920s and through the 1930's, backing up “Y” 469.

The “X1”s are like big “Birneys”, being 9.45 metres long, weigh just over 10 tonnes, and were originally fitted with Birney-style “dead man” controllers and manual-lap” brake equipment. 466 now has standard self-lapping brakes, and electro-pneumatic door controls and marker, turning and brake lighting powered from two 12volt batteries. The driver can pre-select which doors are to be opened or closed, although we only used the Lake-side doors along the Parade. Comfortable tip-over seats and no bulk-heads provided passengers with a good “ride”.

Owners Darren and Len are very grateful for the generous assistance provided by our maintenance staff in cleaning and servicing 466 while it was at Ballarat. The car earned its keep while it was in our care – and we would not be averse to maybe seeing it again in the future.

Right: Tram No 121 leaving Mount Evelyn on 21 April 1978 after thirty nine years.

Photo: Peter Winspur



Above: A very tired looking No 466 at Ballarat Road terminus on 5 March 1962.

Photo: Peter Winspur

Right: Superbly restored, No 466 is seen in Wendouree Parade in Begonia service on 8 March 2010.

Photo: Peter Winspur



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New Members

The Museum welcomes the following new members.

- 811 Mr Graham Ryan of Frankston
- 812 Mr Myles Schiele of Brunswick
- 813 Mr Gary Newton of Canadian
- 814 Ms Bianca Brehaut of Haddon
- 815 Mr Adam De Zoete of Parkdale

Myles and Bianca are former Junior Supporters.

New Signage

In the past few months excellent new descriptive information signs have been erected throughout the Lake and Gardens precincts.

Below No 18 is seen sitting at St Aidans Drive on a miserable weekday day during the July school holidays. One of the new signs is visible on the left.

Photo: Peter Winspur 1/7/2010



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

For further information regarding the Museum, its activities and publications please contact:
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Our web page: <http://www.btm.org.au>
