

# FARES PLEASE!

December 2013

*News from the Ballarat Tramway Museum*

## Photo Opportunity



**Above:** Resplendent after a complete repaint and chosen as the Christmas Tram, No 13 is the perfect background for a family 'happy snap' at Carlton Street on Sunday 8 December. The tram had actually been brought out to be photographed as the availability of a conductor and very mild weather enabled the much more open and very popular No 26 to run. Following the photos all the passengers reboarded No 26 to complete their trip.

*Photo: Peter Winspur*

**Season's Greetings to all our members and friends**

*Ballarat Trams are Ballarat History*

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### City of Ballarat Grant

The Museum has received a grant under the City of Ballarat's 'Preserving Our Heritage Together' Grants Program for 2013/2014. The grant is for \$5,000 for the reconstruction of Ballarat Electric Supply Company of Victoria Tram car No. 12. A condition of the grant is that the Museum spend \$5,000 on the project. The Museum is grateful for this grant and thanks Warren Doubleday for writing the submission.

### Around the Museum

#### Tram No 18's 100<sup>th</sup> Birthday

On Saturday 2 November, instead of enjoying its significant birthday resting outside the front of the depot Tram No 18 was put to work in Wendouree Parade. After lunch, the tram was joined by our other centenarian, Tram No 40. The items in recent editions of *Fares Please!* reflecting on these two trams saw several members and friends visiting to enjoy the day. Former Malvern Tram Depot employee, Ron Scholten, and friends attended to pay tribute to the tram and to Alex Cameron, the Chairman of the Prahran & Tramways Trust at the time No 18 entered service at Malvern Depot as No 63.

#### “Springfest”

The annual *Springfest* market was held around Lake Wendouree on Sunday 3 November. Disappointing weather saw a smaller attendance than in 2012, but the Museum had a good day with some 364 passengers travelling. This remains the only day in our calendar when the tramway operates where people use the trams mainly for transport and conductors sell a complicated variety of tickets. Tram No 671 returned to service after work on both bogies.

#### “Tram Pull”

Organised by *Rotary – Young Ambition*, now as an annual *Springfest* event, this year's “Tram Pull” was the most successful ever. Ten teams from various businesses in Ballarat competed to see which could pull a tram the quickest along the short distance of the gardens loop. The cup was again won

won by *C B Fitness*. All proceeds for the event go to various Ballarat charities.

#### Annual General Meeting

The Annual General Meeting was held on Sunday 10 November. Some twenty five members attended. The meeting approved the proposed new Rules of Association and these are now with the Department of Justice for final approval. Following the meeting members were given the opportunity to ride in No 13, the most recent tram to be repainted.

#### Your Board of Management

Joining the Museum's Board are three new members. Len Millar returns after a seventeen(!) year absence. Peter Waugh offered to join and Reece Carter was co-opted at the first meeting of the Board on 8 December. Paul Mong was elected as Vice President. We welcome the new and returning members and congratulate Paul on his elevation to Vice President. Paul has been extremely effective in recent years in representing the Museum's interests to local government.

#### Maintenance & Restoration

The Museum's maintenance and restoration staff continues as a tiny team which manages to achieve an amazing amount. Dave Macartney reports that since the beginning of October the trucks on trams 671 and 27 and the floors on trams 39 & 27 have been repainted. Tram No 671 was lowered back on its bogies, tested and returned to service. Cosmetic work continues on No 22. The repainting of the ceiling has been completed. The motorman's windows have also been removed for repair. On 26 October Simon Jenkins led a team which spent a day raising and tensioning the overhead on the depot fan and access track.

#### Planning for the Future

The Museum has received approval from Heritage Victoria for the plans it submitted for the proposed major extension to the building. This was an essential first step in what will be a long process to create a first class display area. As the Museum is situated within a heritage classified place any

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alterations now require heritage as well as planning approval. The formal plans the Museum has developed and the permit give us a basis on which to seek the significant funding required to implement the project.

On 8 December the Board set aside most of its meeting to discuss the direction of the Museum over the next three or so years. Many of the matters raised at the members' meeting on 27 July were considered and priorities have been set for the implementation of many proposals. The restoration project given the highest priority was Tram No 12. The grant from the City of Ballarat will assist in the progression of this project.

#### General

During November the Museum was visited by the 2<sup>nd</sup> Ballarat Scouts, the 1<sup>st</sup> Alfredton Scouts and the Boolarra Primary School.

Auditors from Transport Safety Victoria visited on Saturday 2 November. The audit was quite specific. It dealt with track inspections – are we doing what our Safety System says we do? It also looked at our progress in developing Safety Interface Agreements. Under the Rail Safety Act any interface with an outside body, such as Council or, in our case, the power supply company must be covered by a signed Agreement which identifies any risk which may occur as a result of this and develops protocols for dealing with these risks. The development of such Agreements has been a slow project and the Museum has yet to see any actually signed off. We are awaiting the Auditors' report.

#### Surplus Restaurant Trams

With the conversion of two more W Class trams in Melbourne to restaurant trams, Trams Nos 937 and 939 became surplus and were offered complete to the heritage sector. Bendigo Tramways applied for Tram No 937 and to ensure that Tram No 939 was not broken up, the Museum has agreed to take the tram. We have no immediate plans for the use of the tram, but it will be well preserved under cover.

### The Museum is now on 'Facebook'

Gone are the days of typewriters and faxes, the Ballarat Tramway Museum is now introducing a way of communication between customers, volunteers, staff and potential customers. Facebook is a popular free social network website that allows registered users to create profiles, upload photos and video, send messages and keep in touch with friends, family and colleagues. With the use of Facebook customers can interact with us to check in on upcoming events and give us feedback through this official Facebook page.

You will find our Facebook page at [www.facebook.com/btm.org.au](http://www.facebook.com/btm.org.au)

Go ahead and like the page if you are a Facebook user and pass on the word to others.

If you would like to comment or give me feedback regarding the Facebook page or other marketing please contact me on [reece.carter@rocketmail.com](mailto:reece.carter@rocketmail.com) or post me a letter to the depot

Att: Reece Carter  
PO Box 632  
Ballarat, Victoria, 3353  
Australia

*Reece Carter.*

### 40 Years Ago

A major event in the Museum's development occurred forty years ago on 4 October 1973 with the creation of the Ballarat Tramway Preservation Society Limited. The registration of the existing Society as a Company gave the organisation a strong legal basis under which to operate. The *Associations Incorporation Act* dates from 1981 and at the time becoming a Company was seen as the most suitable legal entity. Unfortunately, reporting requirements were quite rigorous and in 1995, the Museum applied to change to an incorporated association. This also enabled a name change to what was considered the more appropriate "Ballarat Tramway Museum Inc." from 7 August 1995.



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### 2013 "Springfest"

**Top left:** Another 'Tram Pull' heat.

**Left:** The winning team.

**Above:** The Operations Manager hones his skills.

*Photos: Alastair Reither 3/11/13*

**Bottom left:** Peter Waugh mining the archives assisted by Reece Carter

*Photo: Roger Gosney*

**Below:** One has to start somewhere! Dave Macartney decorating this year's Christmas tram.

*Photo: Peter Waugh 16/11/2013*





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# A Sad Anniversary for Tram 13

Ballarat resident Graeme Van Berkel visited the Ballarat Tramway Museum on November 20th, the 71<sup>st</sup> anniversary of the death of his grandfather, Alexander Van Berkel.

Alex Van Berkel was born in Ballarat East in 1882. He worked as a farmer until joining the Electric Supply Company as a casual Motorman on January 12, 1912. A good worker, he was made permanent in 1913. Alex was a keen gardener, and often entered his irises in the Ballarat Show. He was proud of his service to the Tramway, and a large photo of the staff at the depot hung above the fireplace in the lounge room. This photo is now in the Museum collection. His older brother, Stuart (1879-1969), was also a Motorman for many years.

On January 4, 1928, Alex suffered a terrible injury, which was reported in the Argus (January 6, 1928):

*“When Alexander Van Berkel, a tram driver, was reversing the destination disc on the last tram from Sebastopol on Wednesday night, he found it necessary to clamber up in front of the car. He caught hold of a short iron stanchion, and immediately received a violent*

*shock. He was unable to release his grip promptly, and his hand was burnt almost to the bone.”*

Alex’s last tram journey was in Tram 13 on November 20, 1942. While travelling down Sturt Street, between Doveton and Armstrong Streets, Alex must have felt seriously unwell. He applied the brakes and brought the tram to an unplanned stop. When the conductor, Andrew Johnson, went to the driver’s cabin to see what was wrong, he found Alex dead at the controls. Sadly, Alex again was reported in the newspapers, this time as far away as Tasmania, where the Burnie Advocate (November 21, 1942) wrote:

### **“DIED AT HIS POST**

*BALLARAT, Friday: Feeling ill, Alexander Van Berkel (61), of Ballarat, while driving an electric tram down Sturt street this afternoon, pulled the tram up, collapsed, and died at his post.”*

Graeme was very pleased to see the care and attention that had gone into restoring Tram 13, which was an important part of the Van Berkel family history.

*Peter Waugh*



**Above:** ESCo employees c1915. Alexander Van Berkel is probably one of them. *BTM collection*

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### A Visit to Our Friends Overseas

During October, Richard Gilbert travelled to Christchurch, New Zealand, to join with friends at the Tramway Historical Society in celebrating the 150 years of railways in New Zealand. The event was based at Ferrymead, the terminus of the first railway in New Zealand and at that time it was laid to the 5feet 3 inches gauge.

Ferrymead was the temporary port for Christchurch at the time of settlement and the area is now the site of the Ferrymead Park, a 1920's style village encompassing all organizations who seek to display their particular interest in a village atmosphere. The tramway museum ideally forms part of that village.

The railway group has an incredible operating railway which uses steam, diesel and electric traction. The Ferrymead Railway is connected to the mainline railway and so ideally formed the operating base for all manner of museum operations and provided locomotive facilities for visiting steam and diesel locomotives used on mainline excursions.

Richard enjoyed an excursion to the Weka Pass Railway, which junctions from the main line at Waipara, hauled by vintage diesels on Saturday, 26<sup>th</sup> October and on the Sunday all events were focused on Ferrymead. The tramway, along with the other attractions, was extremely busy and Richard, being a THS member, offered to help wherever needed and as such was utilized as a conductor for part of the day. The remainder of the day saw Richard used to assist in crowd control, especially at the 'Cathedral Stop' where the public had to cross one track to join trams at a double faced platform.

Alan Roi and David Hinman, good and close friends for thirty years, were pleased to offer the roles of conductor and crowd controller and Richard found it was most enjoyable to be actively be involved as a member of the Society.

The restored Birney tram from Invercargill made one of its first runs and is an incredible restoration, keeping in mind the state it was in when obtained from its resting place in a backyard. It also doesn't have the side to side 'wobble' we are used to when travelling on SEC Birneys in Bendigo.

A mainline steam trip to Timaru was enjoyed on the Monday and an evening railcar ride to Springfield followed on the Tuesday.

David Hinman took the time to show Richard around the city tramway and inside the tram depot, which is still not available for use due to earthquake damage. The trams will be temporarily stabled in the glass atrium area over the road from the presently unused depot.

At the request of David Hinman, in his official position of Principal Adviser, Central City & Projects at the Christchurch City Council Strategy and Planning Group, Richard made a presentation to the Christchurch City Traffic Planners on the question of trams running against traffic on one side of the street. The traffic planners had concerns for the truncated working of the city tramway, which was soon to recommence, as it involved running against road traffic. David quickly remembered the operating situation at Ballarat and some notes and photographic images were quickly cobbled together for the presentation. The planners listened to the submission, but went about instituting their ideas of line marking across the track area on the road. At least a submission was made drawing on our experiences.

In all it was a great and worthwhile visit to Christchurch and a chance to share tramway skills with a fellow tramway museum.

*Richard Gilbert*

*Editor's Note: The City Tramway in Christchurch partially reopened on 27 November.*

# They're back!

## City Tramway finally reopens

With a speech from the Mayor and a spell from the Wizard the Christchurch Tramway, with trams from three South Island cities, was back in business.

It was a grand occasion. After so many postponements and false hopes, on 27 November trams finally returned to the streets of Christchurch, shuttling between New Regent Street and the Museum. Until the Rolleston Avenue - Armagh Street section is repaired and reopened (let's not even hazard a guess when that will be!) the trams will be running "wrong way" as they return eastwards from the Museum. Not too much of a problem for 11 and 15 as they have doors both sides, but the Brill is working in a way it was never intended to work since its conversion to one-man operation.

Staff have their work cut out remembering to change poles at either end, carrying their cash from one end of the tram to the other, and switching the PA system and traffic indicators.

The trams look superb, probably better than they have ever looked thanks to the skill and dedication of Graeme Richardson and his team.



Pictorial coverage of the occasion and the events leading up to it, starts on page 5.

*Michael Esposito, Christchurch Tramway's Managing Director, and Lianne Dalziel, Christchurch Mayor, shared ribbon cutting duties and declared the City Tramway, closed since the February 2011 earthquake, back open for business.*

Photo: DLA Turner

## The Christchurch Tramway Reopens

**Above:** From the front page of the December issue of *Ferrymead Tram Tracts* the Newsletter of the Tramway Historical Society, is the news that the Christchurch City tramway has reopened after the disastrous earthquake. The THS is the owner of most of the trams used on the tramway.

Now is the time to consider visiting the city to help support its efforts to bring back the tourists.



### Melbourne's E class trams

The formal introduction into traffic of Melbourne's newest class trams during early November has seen many references to them being the "E class Tram". What of the original batch of E class trams? Originally they were not known as an "E class" when built by Duncan and Fraser of Adelaide for the Prahran and Malvern Tramways Trust in 1914. The classification as an E class only occurred after they were absorbed into the MMTB fleet in the early 1920's and later on they were known as a "C class" – indicating the maximum traction type bogie trams.

The table on page 9 shows that of the 10 tramcars built in 1914 and known later as the E class, five remain complete with bogies and three of these remain in operable condition at either Ballarat or Bendigo. The Ballarat Tramway Museum has two former MMTB E class trams, Ballarat Nos. 38 and 39. No. 39 although converted to a static display area, one of the bogies of this tram remains underneath it.

It is interesting to compare the two series of trams, built almost 100 years apart. When Duncan and Fraser built the trams for the PMTT, they were built with 56 seats. The drop-centre section originally had two and two seating against the saloon bulkheads and full width cross bench seating the remainder of the drop centre. During the mid 1920's the trams were altered to reduce the seating to 48 by relocating the bulkheads and only having two and two seating in the drop centre section, allowing the conductor and passengers to circulate through the tramcar.

At the time of writing this item, the unloaded weight of a new E class tram remains "commercial in-confidence" as does the motor sizes. It is understood that the fully loaded weight with 214 passengers is about 70 tonnes. Working back with the average passenger weighing about 110kg (that's with all their backpacks, suitcases etc.), the new trams have a mass of about 46 tonnes.

The total passenger (crush) loading of the 1914 E comes from a data sheet held in the BTM collection for Melbourne trams, compiled by Wal Jack and others. It is suspected that the standing rate is a higher figure than the 4 passengers/m<sup>2</sup> used for the 2013 E class tramcar.

The one difference between the two trams is their seating capacity. Today's trams are built on the basis of providing more standing room, but also having to provide space for wheelchairs and in some European cities, bicycles. A significant difference is the space and comfort provided for the driver, gone is the small seat against a bulkhead, replaced with an ergonomic chair with the most used controls placed in the arm rests. Also the new E provides air-conditioning, low floors (much faster and easier to load) and higher speeds – some 80kmph compared to about 50kmph (if you were lucky) on level track.

	1914 E class (as built)	2013 E class
Length – m	13.50	33.45
Width – m	2.62	2.65
Passengers – seated	56	64
Passengers - standing	84	150
Passengers – total	140	214
Mass tonnes	17.6	46
Mass / metre length	1.3	1.37
Seats / metre length	4.1	1.91
Passengers total / metre length	10.4	6.4
Air-conditioned?	No, but good ventilation with open doors!	Yes



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PMTT & MMTB Number	Post MMTB Disposal	Post Geelong Closure in 1956	Post SEC Closure In 1971/72	December 2013 Status
36	Body sold 1940			Scrapped
37	Geelong 38	Body to City of Newtown for display at Queens Park. Disposed of by the City late 1959. Body given to a local scout group for scrap due to vandal damage.		Scrapped
38	Geelong 37	Ballarat 42	Zion Congregational Church, Sebastopol, Trucks to PETS Perth – later acquired by BTPS. Body acquired by TMSV 1981 after a stint at the Creswick North Primary School.	Body subsequently acquired privately and since broken up and scrapped.
39	Geelong 39	Ballarat 41	To Wimmera River Improvement League Horsham, subsequently to the Old Colonial Village Restaurant.	Horsham
40	Geelong 40	Ballarat 43	Apex Club Geelong, for display at Queens Park as Geelong No. 40. Acquired by the TMSV during 1987.	TMSV Bylands
41	Ballarat 38		To BTPS 1971	BTM Operable
42	Ballarat 39		To Lions Club, Lismore. Acquired by BTPS 5/1976. Motors sold to pay for transport to Lismore.	BTM Static – converted to a Display Area during early 1990's.
43	Body sold 1943			Body went to a Mitcham property; still there in 1988.
44	Bendigo 17		To Bendigo Trust	Rebuilt and repainted as PMTT 44 during 1981 – Operable.
45	Bendigo 18		To Bendigo Trust	Bendigo – rebuilt as a full saloon tram. Was the “Gold Tram” in Ballarat, and numbered 45, between 3/2001 and 4/2005. Remains an operable tram in Bendigo though currently stored at the Gasworks.

### References

Destination City

The Golden City and its Tramways

Destination Eaglehawk

VigSig

Last Tram at 11

BTPS Disposal list document, contained within Information for Members and Interested Parties March 1972

– BTM Reg Item 5921.

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History of the Geelong Electric Tramways – David O’Neil

Geelong Advertiser – 27/10/1959 re No. 38

Trams Down Under – re MMTB Nos. 38 and 43.

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Probably the most interesting point is that three of the 1914 trams remain operable, largely because of their good fortune to have another life with the SEC after the MMTB finished with them in the 1940's. You could ask the question, is it likely that these three trams will remain operable for another 100 years? Hopefully so; there is no real life problem, given that they are relatively easily maintainable bodies and equipment, they do not see daily use and live in a museum environment. The new E class trams have very complex control equipment and whether this will be maintainable in 2113 is unlikely; however it could be replaced as has occurred for the refurbished Melbourne trams now known as W8's.

The Ballarat Tramway Museum, along with Bendigo Tramways look forward to preserving the original Melbourne E's for the next 100 years.

## Membership News

The Museum welcomes the following new members and junior supporters:

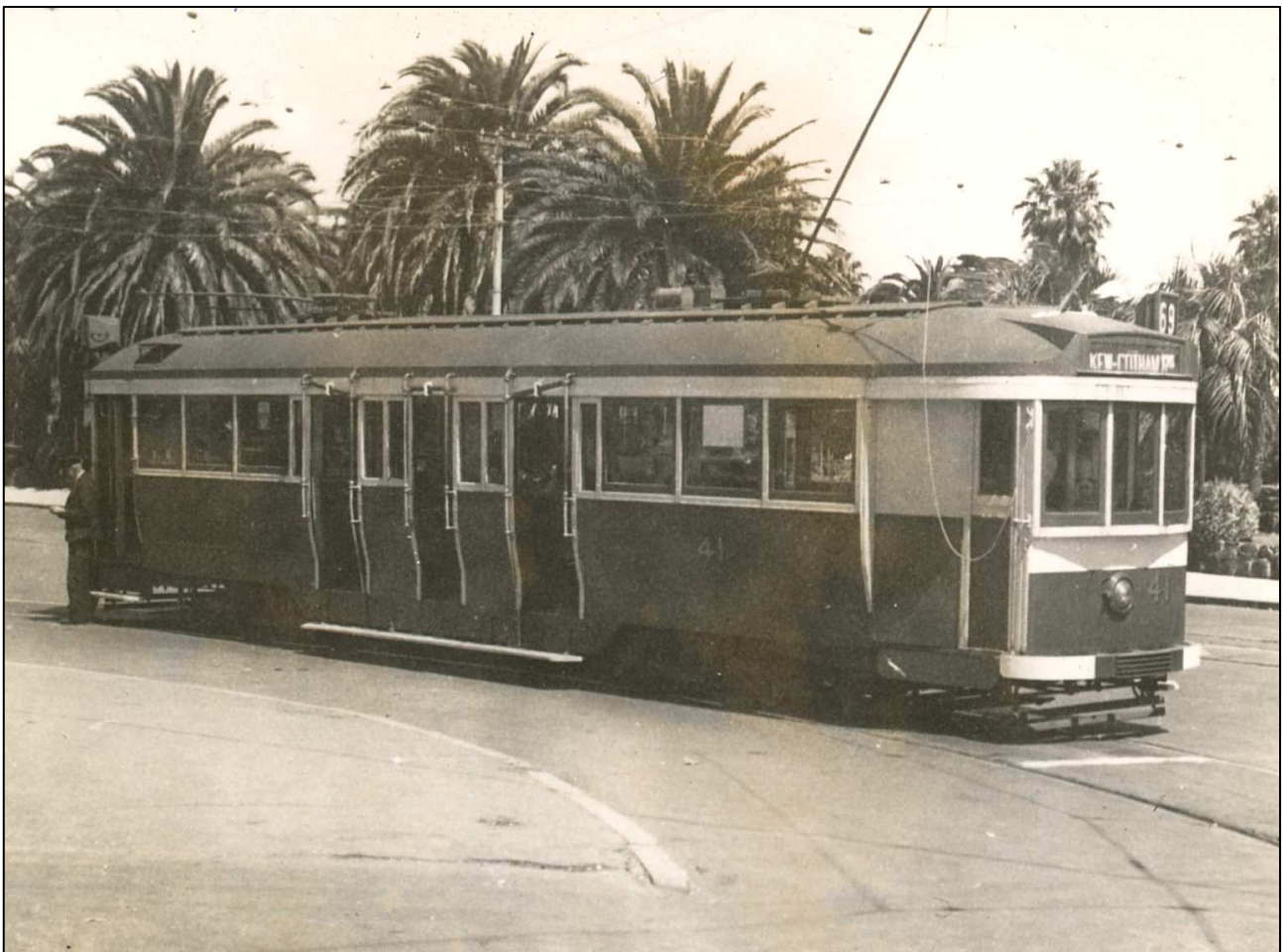
- 846 Wade Barry of Ballarat
- 847 John Leonard of Junee
- 848 Regula Dutli of Alfredton
- 5064 Robyn Dutli of Alfredton
- 5065 Sophie Dutli of Alfredton

## OOPS

In the October edition on page 10 footnote 15 should have read:

The date is unclear. Wally Jack's notes state the conversion occurred on 31/12/1935; the body card gives the date as 31/12/1935 and the rest of cards for the tram gives the date as 31/12/1936.

The error was made by a sub editor.



**Above:** Later to become Ballarat No 38, this photo of No 41 is from the Wal Jack collection. On the rear is written: "C" class N<sup>o</sup> 41(Maxim Traction trucks) ex Prahran & Malvern T.T. car on Balloon loop, Esplanade St Kilda (opp Luna Park) (St Kilda – Cotham Rd Kew line) Route N<sup>o</sup> 69 4-1-43 No 41 was actually an E Class tram.



# 11. FARES PLEASE!



**Above: E Class Tram No 6001.**

The photo is taken from the same location as the photo of No 41. McDonalds is to the left of the photographer. In 1943 the terminus for the route 69 was on the side of the road almost at the gutter. The double track from Carlisle Street finished outside the building which preceded McDonalds. A single track then ran clockwise around the building, entered Acland Street and then turned left into Carlisle Street. It was constructed to cope with heavy the crowds which arrived from the eastern suburbs to enjoy all the nearby attractions. A double track connection to the city lines was in almost the same location as it is today.

*Photo: Warren Doubleday 11/12/2013*



**Above:** Geoff Gardner carefully guides No 661 into the loop during “Springfest”

*Photo: Alastair Reither 3/11/2013*



**Above:** Richard Gilbert and David Hinman at Ferrymead on Sunday 27 October.



## 12. FARES PLEASE!



**Above:** No 40 joins No 18 to celebrate No 18's 100<sup>th</sup> birthday

*Photo: Benjamin Boehle-Mitchell 2/11/2013*

**Below:** No 26 and No 13 at Carlton Street *Photo: Roger Gosney 8/12/2013*



**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.

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