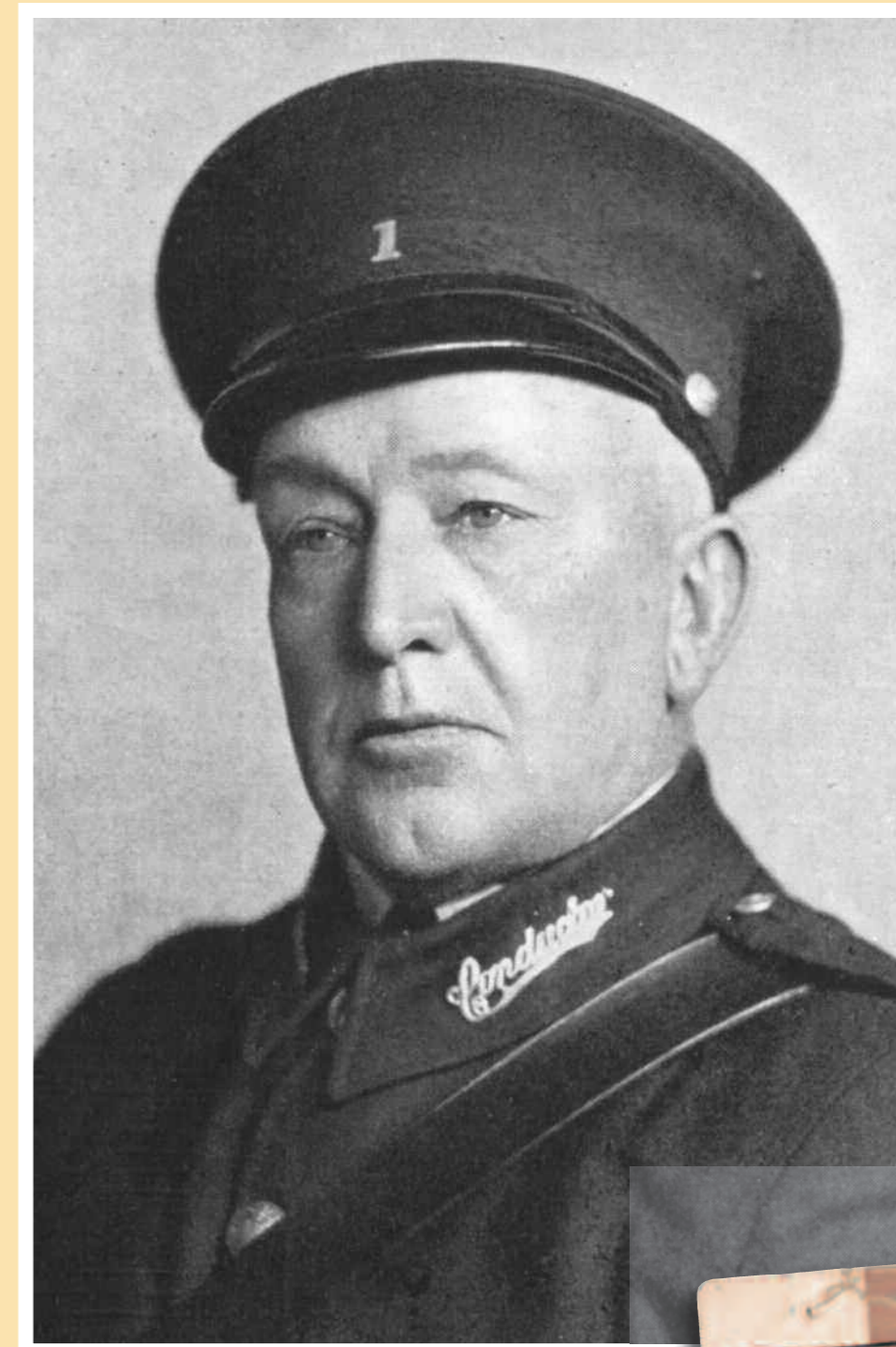


BALLARAT TRAMWAY CONDUCTORS



Above: SEC Conductor Archie Viccars during the 1950s.
Photo: BTM Collection



Above: Ballarat Tramways longest serving employee Robert Haines looking very authoritative.
Photo: BTM Collection

Conductors – or Connies – played an important role in the operation of the original horse trams, selling tickets to passengers and as well as performing numerous other duties.

Some spent their entire working life working on the trams. Ballarat's longest serving employee was Robert Haines who retired in 1937 after fifty years of service with both horse and electric trams.

Connies

Apart from selling tickets, each conductor was expected to dust the horse tram's seats and windows before each trip, check passengers were safely seated and call out street names. Hours were long and pay was low. During the 1890's conductors were paid 14 shillings per week, half that of a Melbourne cable tram conductor.

Cash collected was balanced against the tickets sold. If you were short, it was taken out of your wages or you were sacked for being incompetent. If you were over, it was kept by the Company.

There were no ticket machines on trams in Ballarat. The Museum still issues traditional tickets.

Dave Kellett (1923-2008)

Conductor, Driver and Inspector

Dave commenced as a conductor with the State Electricity Commission in 1949 after returning from service in the Second World War. Although badly injured following a collision with a semi-trailer whilst driving in 1954, he worked through until the tramway system closed, in 1971.

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



Above: Conductor Kellett about to go to work.
Photo: G. Kellett, early 1950s

Right: Arm badge of a horse tram conductor.
Photo: BTM Collection



Right: A weekly ticket when there was time to go home for lunch.
Photo: BTM Collection

The Two Bottle Box



When operating a tram in the one-man mode, drivers were issued with a large tin – a connie box – to hold ticket wallets, spare tickets and other equipment. Some crews occasionally used them to hold other non-essential items as well – thus earning it the 'two bottle box' nickname. This was in the days before zero blood alcohol.



Above: Dave Kellett's ticket punch in the Museum's collection.
Photo: BTM Collection



Public Record
Office Victoria



BALLARAT TRAMWAY ST AIDANS DR

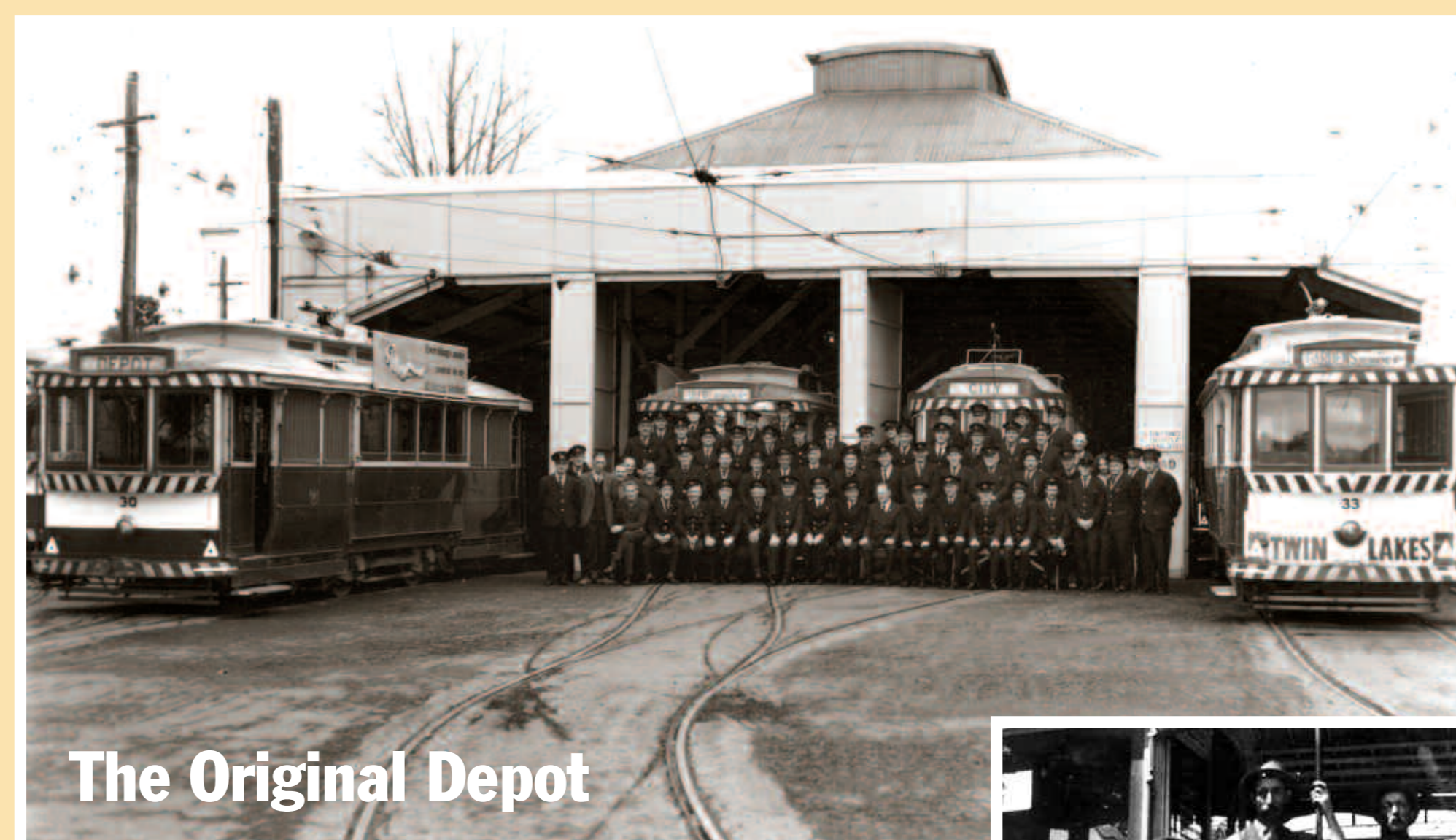


Above: The horse tram depot, c.1905.
Photo: BTM Collection

This location is named after the former St Aidans Theological College that was once located nearby.

When the gardens were created in 1857 they were fenced and gated. The gate pillars have moved to allow for the road to be widened, the last time was in 2003. The former gatehouse has been relocated to centre of the Gardens.

The St Aidans area was prone to flash flooding, though this usually didn't affect tram operations.



The Original Depot

Above: Ballarat Tramways Employees in front of the depot.
Photo: Williams Studio, August 1971



Right: Depot workers and the depot dog; late 1930s.
Photo: Jim Morgan

St Aidans Drive (North Gardens Reserve) entry



Above: Tram No.43 passes the gate pillars to arrive in the Gardens area. The 1887 Jubilee Church and Mount Warrenheip can be seen in the background. Photo: Andrew Cook, September 1971

Top: This area was prone to flash flooding. Here Tram No.41 makes a bow wave during the last days of SEC operations. Photo: Charles Craig, August 1971

Right: Tram 40 ready for service outside the original depot.
Photo: Ben Parle, January 1954

The Original Depot – 1887-1971

Ballarat's first tram depot was located near here – about 250m further along Wendouree Parade near Forest Street.

Built in 1887 by the Ballarat Tramway Co Ltd on a large site, it included paddocks for the horses, worker cottages and a church, that still stands. It was cheaply converted to an electric tram depot by the Liverpool UK based Electric Supply Company of Victoria in 1905. This company had built a lavish depot at Bendigo (still in use) but ran out of money when it came to Ballarat.



The State Electricity Commission of Victoria acquired the Ballarat tram system in 1934. The SEC refurbished the building in 1935. New maintenance equipment was installed along with improved worker facilities and even a tennis court was built. The building was demolished in 1972.

THE SEBASTOPOL LINE

Originally the Sebastopol line was to terminate at Victoria Street, however after some persuasive coercion by the Mayor of Sebastopol, the line was extended to Morgan Street – and the Royal Mail Hotel, of which he was also the publican.



Above: Looking north along Albert Street, a horse-drawn tram makes its way to the city. Photo: Harris House of Photography, c1900

Left: One of the "Sebastopol" tramcars built to service this line in 1913 at Victoria Street. Photo: Wal Jack, March 1935



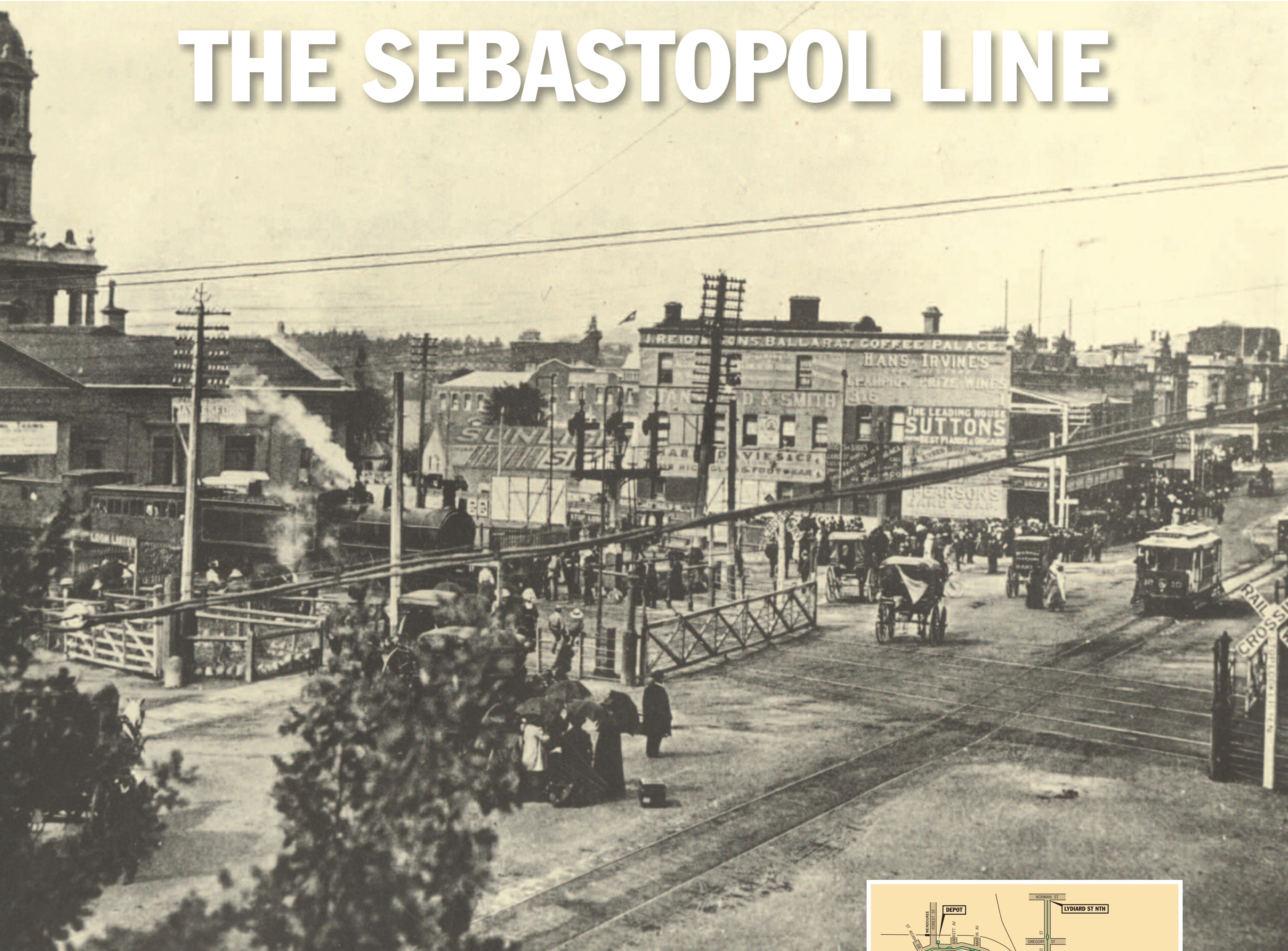
Above: The Sebastopol terminus – a favourite stop and watering hole for some Tramway employees. Photo: Chris Phillips, 1970



Above and above right: Shortly before the terminus, the tram crossed from one side of the road to the other. Once upon a time there was a weighbridge in the way. The line to Sebastopol ran along the side of Albert Street, then just a two lane local road. It is now a four lane highway. Photos: Andrew Cook, April 1971.



THE SEBASTOPOL LINE



Above: Train arrival at the Ballarat Railway Station, c1905.
Photo: BTM Collection

Right: The Sebastopol line ran along one side of Albert Street, then just a two lane local road.
Photo: Mark Plummer, September 1971

Far right: Nearing the end of its trip from Lydiard Street North.
Photo: Tony Smith, 1971

