

# FARES PLEASE!

February 2015

*News from the Ballarat Tramway Museum*

## An Outing for Horse Tram No 1



*Photo: Peter Waugh*

Sunday 25<sup>th</sup> January saw many happy travellers as No 1 plied the rails for the first time in over a year. It is planned for the tram to run on the Sunday of this weekend each year.

With Matt Thompson on the reins and Richard Gilbert on the brake we hope Noah & Hank took a careful note of the speed limit!

**Inside: The Story of Ballarat Tram No 30**

*Ballarat Trams are Ballarat History*

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### Around the Museum

For the first time, the Museum operated “Santa Trams” on Saturdays 13 and 20 December. From 1:00pm until 3:00pm Santa (Roger Salen) and his magic elf (Roger Gosney) travelled on our tram to entertain the littlies and others. Tram No 28 was decorated for this year’s celebration.

Over 120 people rode on the two Santa Trams, with the warmer weather making quite a change from Santa’s normal habits. Because of the road closure at Depot Junction and the regular December Farmer’s market spreading out over the roadway on the first day, we were able to park our tram from early morning in the middle of the market. It was popular with visitors.

The road work in Wendouree Parade took a little longer than anticipated. What appeared straightforward on the Council’s plans proved to be a little more complicated, particularly the camber on the roadway, where an even curve suddenly veered in the opposite direction. As reported in the last edition, at one stage a short section of the track was knocked out of gauge by a back hoe which was excavating alongside for the new kerbing. Our tramway workers did an excellent job in repairing the damage and ensuring that the section was safely tie barred in gauge before the area was resurfaced. The track from Depot junction to Carlton Street has been virtually untouched since 1905 and is programmed to be first to be replaced.

After some final finishing touches and line marking, the road was finally reopened on 23 December just in time to for trams to again run over the whole line for the holiday season.

The rearranged Wendouree Parade now loops to the west to avoid having cyclists cross the tram track on an acute or fine angle, which has caused some problems in the past. The tram tracks and poles are still in their original position, but now Depot Junction is in a traffic island of its own. An unexpected benefit is the realisation that even a bogie tram can comfortably fit on the depot lead clear of both the main line and the new road. This opens up endless possibilities for the Traffic Branch to operate short workings, block cars and anything

else they can dream up. Running into the depot trams no longer diverge on the roadway, but cross almost at right angles which has vastly improved safety.

Geoff Gardner volunteered to run the tram on Christmas day and, with great weather, some 116 passengers were carried. In multicultural Australia not everyone is sitting down to roast turkey at lunchtime and, with all other attractions closed, our tram is a great attraction for visitors and locals alike.

December 26<sup>th</sup>, Boxing Day, was the 40th anniversary of the commencement of passenger carrying tram operations in Wendouree Parade. Gavin Young who drove our first tram on the same day in 1974 was the motorman for this special event. A ‘gold coin donation’ day was declared and 130 people rode during the day.

Once again Trams. 27, 40 and 38 ran the service, fortunately without 38 blowing a motor as it did forty years ago. The WIN News TV crew arrived and filmed it all, and the story appeared on regional and national television that night.

Due very much to the efforts of Peter Waugh, our new marketing manager, local publicity has been excellent over the past month or so. *The Courier* gave us a three page spread in January, celebrating our 40 years of passenger service. Not to be outdone the museum has featured more than once in *The Miner* Ballarat’s free weekly. The edition on 22<sup>nd</sup> January saw a full front page photo followed by a feature promoting the horse tram on page two. Further in was an article and photo about the realigned roadway.

In the workshop Tram No 18 has been lifted and the truck has been sent to UGL Ballarat for refurbishment. The roof has been resealed and repainted. Part of the steel bands that hold the panels on were also taken off to check condition underneath and then refitted. The laborious task of rubbing the car body down for repainting can now begin.

The process to commission Tram No 939 is continuing. Warren Doubleday has been

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following a comprehensive check list to ensure that the tram is safe to operate. On Wednesday 28 January the tram ventured to St Aidans Drive for the first time as brake and clearance testing was undertaken in Wendouree Parade. No issues were identified. The tram must be accredited by Transport Safety Victoria before it can run in service. The refurbishment of the body will now commence and discussions are continuing on a suitable colour scheme. Paul Mong has sought professional assistance for the redesign of the central food handling section of the tram and initial concept plans appear to be very suitable to ensure the tram can be used for a multitude of events.

Dreadful weather during recent Heritage Weekends in May saw the Board decide to move our annual horse tram day to the Australia day weekend. Planned for last year our readers may recall that the day was cancelled at short notice when we were advised that Bruce Hill, our horse man, had passed away suddenly.

The Museum has been fortunate in securing the services of Matt Thompson who took on Bruce's horses and on Sunday 25<sup>th</sup> January 'Hank' returned to take charge of our tram. He was ably assisted by 'Noah'. A great day was had by all. 207 people of all ages rode the tram.

Tickets allowed people to ride the electric tram as well and a total of 496 journeys were made for the day. We intend to make the Sunday of this weekend the a permanent fixture for the operation of No 1.

A project on the drawing board for some time is the building of a new office and meeting room upstairs. This will allow the current archives room to become purely a storage room for our growing collection. With the completion of the rebuilding of the substation the space above is now available for this new room. Quotes have been obtained and a start should be made in the coming months. The project will also see us take the opportunity to redesign one of the original roof trusses to improve headroom.

The much better availability of a local workforce which is able to volunteer on weekdays has seen the beginning of weekly Tuesday work days. Normally work starts at 10:00 am and goes until 4:00pm. Anyone interested in assisting should contact Paul Mong, our project manager, on 0418 182 536.



Above: Peter Waugh snapped Nos 27 & 1 in the new reserved track 25/1/2015

### Membership News

The Museum welcomes the following new members and Junior Supporter:

- 866 Mr William Wilson of Alfredton
- 867 Mr Bruce Thomas of Forestville, NSW
- 5071 Master Zev Gluch of East Brighton



Above: A unique view of the new Depot Junction

Photo: Roger Gosney 23/12/14

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**Left:**

Santa came early for this happy young girl

*Photo Peter Waugh  
13/12/2014*

**Right:**

Trams 38 & 40 pass at Gardens Loop on Boxing Day

Forty years earlier on the same day in 1974 the Ballarat Tramway Preservation Society had commenced regular services utilising these trams. Resplendent today, they both looked very tired at the time.

*Photo: Simon Green*



**Left:**

Horses and young girls!

*Photo: Peter Winspur  
25/1/2015*



## 5. FARES PLEASE!

# What Happened to Ballarat Tram No 30?

Ballarat Tram No 30 began its life in Melbourne as No 33. Ordered from by Duncan & Fraser in 1918 by Hawthorn Tramways Trust and purchased subsequently by the Footscray Tramways Trust it was one of seven cars which commenced service at Hawthorn in 1920 before moving to the isolated system at Footscray in 1921. In 1923-1924 the cars moved to Essendon and No 33 was renumbered 183 and classed 'M' by the current owner, the Melbourne & Metropolitan Tramways Board. <sup>1.</sup>

In 1935 the tram was one of four identical cars sold to the State Electricity Commission and it entered service in Ballarat in August 1935 as No 30. On the closure of the Ballarat SEC tramways in 1971 the tram was one of the few which did not find its way to a museum or a park in rural Victoria, but went to a property near Kaniva in the far west of the state. <sup>2.</sup>

In 1974 it was rescued by a group of enthusiasts and brought back to Ballarat. The purchase of land at Haddon, not far west of Ballarat allowed it to be moved from a temporary home in the Council depot.

The Haddon Tramway Workshops, later to be known as the Melbourne Tramcar Preservation Association, was formed to rebuild the car. Over time the focus of the organisation changed and No 30 found itself travelling across the Pacific Ocean.

Several years ago the Museum received an email from Richard Holmes in California seeking information about the car. This is his story.

<sup>1.</sup> Destination City 5<sup>th</sup> Edition (1993) p.58

<sup>2.</sup> The Golden City and its Tramways (2005) p.93



No 30 at Kaniva with some of the recovery team in 1974

*Photo: the late Bill Kingsley*

## Reconstruction of Car 183

By Richard Holmes

The history of car 183 has been quite exceptional from its origin in Australia, shipment to Oregon and the reconstruction in Willits, California.

The car was shipped to Portland Oregon in 1980 where it caught fire. The fire destroyed most of the original wood structure.



After the fire it was shipped to Willits California for rebuilding. The sequence of pictures on the following pages show 183, then numbered 30, before shipment to the US, then the level of destruction due to the fire, and finally how the car looks today.

**Right:**

Before shipping to Oregon

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Remaining from the original car was the steel frame and running gear and many burned timbers that were used as patterns to reconstruct the wood frame and body.

The entire body has been rebuilt as close to original design as possible using traditional mortise and tenon joinery from the frame up. Considerable emphasis was placed on maintaining the original structural design and construction techniques. The following sequence of photos shows the beginning of construction in 2005 to the point where the body is near complete, now work on the interior was started.

The interior of the car has been finished in African mahogany with some red oak shown in the sequence of pictures below. The interior was finished in a similar fashion to SEC Ballarat tram numbers 26 and 33 with mirrored sash at both end bulkheads. All finished brasses have been polished and recoated with lacquer before installation.

**Above:**  
After the fire in Portland  
(As seen in 1987)

**Right:**  
The extent of fire damage  
  
The remains are protected  
by a tent.



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*(The lady in the top right hand photo is Esther Class)*

The end benches are constructed of cherry and mahogany with tip-over backs that provide seating for approximately 10 at each end. The forward bulkhead behind the motorman was eliminated and the seating layout was changed in case it became necessary to allow for wheelchair access. All surfaces are finished with multiple coats of exterior varnish to provide for a lasting finish.. A sander is located under one of the seats at each end of the car operated by a foot button switch.

There is safety glass in all sashes in front of the motorman and tempered glass in all other sashes.

The roof carlines are made of laminated oak with two steel carlines (original parts) reinforcing the saloon roof. The roof boards are poplar and ash milled to a cross-section adopted from a Brill design optimized for streetcar roofs. All of the timbers supporting the roof and clerestory have been reinforced with feather bolts, angle irons and steel tension rods wherever applicable.



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**Above:** The detailed pictures of the saloon finish

**Below:** The finish details of the open ends



The truck was completely dismantled and components repaired as needed. Frame holes which were found to be badly worn were welded and re-bored. All axel bearings were replaced with new babbitt and line bored. Springs were also replaced as required.

Both motors were completely disassembled and the commutators turned and slotted. The brush holders were replaced with new maple units with new brushes. The armatures and fields

were re-insulated using a standard dip-and-bake process. All internal lead wiring were replaced and armature bearings were also replaced with new babbitt. Both motors underwent satisfactory bench testing before re-installation.

All that remains now is to get the car back on railroad tracks for debugging and adjustment.

**Below:**  
Rehabilitating the wheels and motors



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The group responsible for the reconstruction of this car, shown above, are Paul Class, Richard Holmes Jim Begear and Bud Stanton with funding from the Kairos Family Trust.

### **Tram 183 today**



#### **Acknowledgement**

We would like to gratefully acknowledge the assistance of Peter Winspur of the Ballarat Tramway Museum for all the detailed pictures of the sister cars there that were invaluable in reconstructing details of the interior finish of the car.

We would also like to thank Kym Smith of the Australian Electric Transport Museum for his assistance in replacing all the brass fixtures for the saloon.

We would also like to acknowledge the assistance of many others have also contributed to this project.

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## 40 Years Ago

Tramway officially Opened: On Saturday, 1<sup>st</sup> February, 1975, the tramway along Wendouree parade was officially opened for traffic by the Chairman of the State Electricity Commission of Victoria, Mr. J.C. Trethowan, B.Comm., F A S A. Society Secretary Clyde Croft acted as Master of Ceremonies for the day and other Official Guests were the mayor of Ballaarat, Sir Arthur Nicholson and Society President Mr. Maurie Calnin. The weather was fine and warm which added to the superlative scene of four trams lined up in Wendouree Parade next to a prestigious (sic) looking dais. The people

assembled were entertained to (sic) both a brass band and a pipe band and then listened to speeches from all the Official Guests. After the Official Opening was declared by Mr. Trethowan a banner was held across the path of tram Number 40 and the tram driven through this by Mr. Trethowan. The tramway was then well and truly opened.

This scene culminated three years of dedicated work by Society members and the Board sincerely thanks all those who have assisted in so many ways to have this project come to fruition.

*(From "Fares Please" March 1975)*



**Above:** BTPS President Maurie Calnin addresses guests, members & friends

*Photos: The late Bill Kingsley*



**Above:** Awaiting the conclusion of the speeches



**Above:** The banner to declare the tramway officially reopened is about to be broken

*Photo: BTM Collection*

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### From our collection - photos by Chas Bevan

The Museum recently received some colour slides from Andy Bevan, the son of Chas Bevan, a well-known worker on the Puffing Billy Railway. In every batch of photos some will include an angle or a scene that has not been observed before by ourselves whilst others are of familiar views. They also remind us of the changes which have occurred over the 43 years since trams ceased to run in Ballarat. We thank Andy for his donation which can only enhance the Museum's collection.



The roadway in Victoria Street, the entry to Ballarat from Melbourne, was flanked by wide and beautiful gardens in 1971. A very bare median strip replaced the tram line and today the flower displays are considerably smaller.



At a location which is almost unrecognisable today, No. 31 is about to descend Bakery Hill in Victoria Street on 19 December 1970. Mack's Hotel, now demolished is behind the tram. A large roundabout is now between the tram and the building behind the Beaurepaires tyres sign. This building survived a long struggle to retain the historic streetscape leading into Bridge Street and now houses a McDonalds Family Restaurant.

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**Above:** On 19<sup>th</sup> December 1970, Chas Bevan was at the Carlton Street loop, to see No 14 waiting as No 17, the last Myers Christmas Tram, passes. **Below:** The same location today. No 28 waits at the end of the current line. The loss of mature trees is evident while the roadway is formalised by concrete kerbing. (Photo: Peter Winspur, 15/2/2015)



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**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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