

FARES PLEASE!

June 2017

\$2.50 incl. GST

News from the Ballarat Tramway Museum

After Dark



Above: Unlike the 'old days' it is rare for No 40 to venture out after dark. The occasion was for 'Saving the Trams' the Museum's contribution to the National Trust Heritage Festival.

Photo: Peter Winspur 22/5/17

Inside: 'From Red to Green'

Ballarat Trams are Ballarat History

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Heritage Award

The winners of the annual Ballarat Heritage Awards were announced at a formal ceremony on Tuesday 16th May. At the suggestion of Virginia Fenelon, the Museum applied for consideration for an award in three categories.

The restoration work on *Cuthberts 939* was submitted. The Museum did very well against stiff competition. We won the “conservation of a heritage place, historic collection or tradition” award, were highly commended in the “heritage innovation” award and were a finalist in the “adaptive reuse of a heritage place” award.

Congratulations to all those who worked so hard on bringing 939 back to life and to Virginia who penned the submissions. Participation in the event will have helped to increase the Museum’s profile in Ballarat.

Lake & Gardens Masterplan

A preliminary draft of the Lake Wendouree Masterplan was published in May. When finalised later this year this will guide activities in and development of the precinct for many years. It will supersede the 1995 masterplan.

The draft document contains the following recommendations:

Tramway and Military Interpretive Centre

Consider the proposal and recommend that:

- The South Gardens location be considered an unsuitable site for the exhibition of military memorabilia but that an alternative location be sought in Ballarat where it more closely aligns with the site and building function.
- A small expansion of the Tramways (sic) Museum be included within the Master Plan to enhance the interpretation and display of the significant history of trams in Ballarat. This expansion should extend to the south and be undertaken in such a way that improves the facades and presentation of the tram shed to the parkland.
- Car parking improvements be considered off Gillies Street to better service the expansion and attraction of the Tramway Museum and the adjoining Trout Hatchery.

For the development of the Museum, the good news is that it’s significance is recognised and a small extension and the improvement in the appearance of the building is supported. Construction of new buildings anywhere in the precinct will be almost impossible in the future.

The Museum has spoken to the RSL representatives and they have accepted the recommendation. For us it will make it more difficult to find funding to improve the building and in coming months the Board will engage in a rethink about the internal layout of the building.

Membership Renewals

Renewal notices for the 2017-18 year will be sent out on 1 July. If you have made a tax deductible donation to the Museum during the past year, your Receipt should be attached to your renewal form. Receipts for any late donations will be sent out with the next issue of *Fares Please!*

Membership rates are now set at the Association’s Annual General Meeting and at the last meeting members present, on a recommendation from the Board, resolved to raise all membership fees by five dollars.

With the considerable rise in the cost of postage and the cost of each printed copy of *Fares Please!* at about \$2 it was agreed that persons who elected to receive it electronically could claim a discount of \$10. The Annual Report will continue to be posted to all members.

Payment can be made by EFT as well as by cheque, credit card or cash (at the Museum). To ensure your membership is processed please return the whole renewal form. A scanned copy by email to secretary@btm.org.au is acceptable.

Membership News

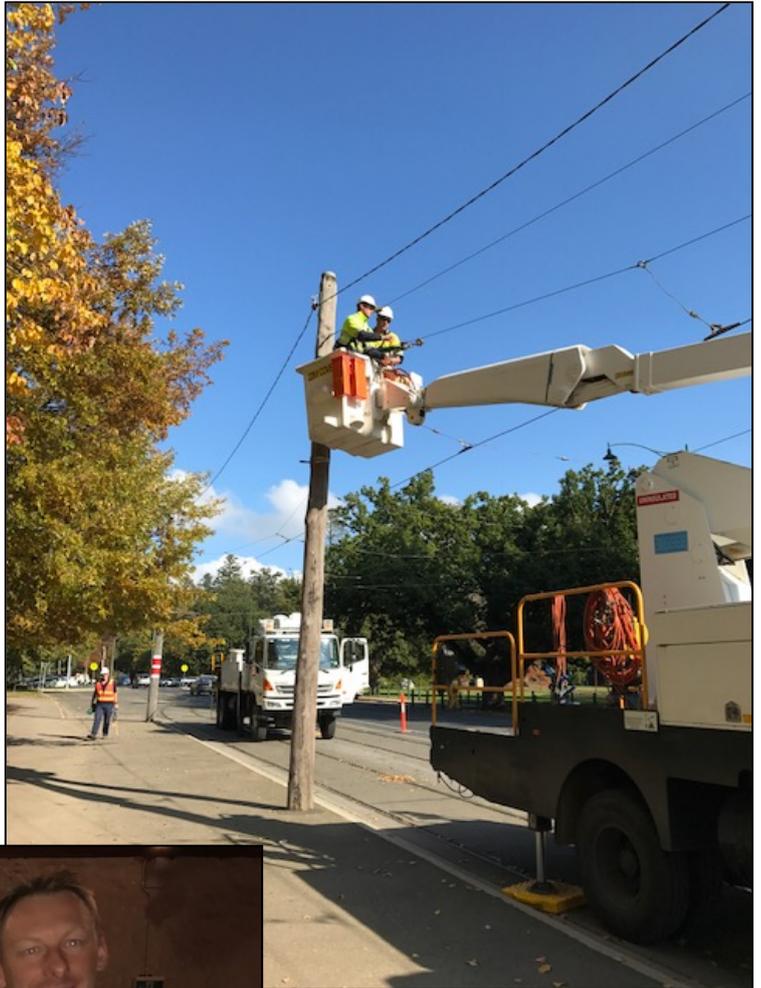
The Museum welcomes the following new members and Junior Supporter:

928	Lynne Williams of Wendouree
929	Jinheng Fang of Mt Clear
5090	Jack Lewis of Sebastopol

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Above: Motorman Salen on his last day.
Photo: Peter Waugh 6/5/17



Above: Contractors making easy work of installing new span wires.
Photo: Paul Mong 14/5/17



Above: Neville, Peter, Virginia & Paul at the Ballarat History Awards on 16th May.

Right: It was decided recently that the original signs erected with the new fence a few years ago needed enlarging.
Photo: Peter Winspur 14/5/17



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Around the Museum

Saving the Trams

This year the Museum's contribution to the annual National Trust Heritage Festival was a night time event entitled "Saving the Trams" Held on Saturday night 22nd May it was almost exactly forty-six years since the public meeting at which the Ballarat Tramway Preservation Society was formed. Well known foundation member, Richard Gilbert, gave an enjoyable illustrated talk on the early days of the Museum. A ride along a very dark Wendouree Parade in No 40, the last tram to run in 1971, was followed with tea and coffee to warm the guests on their return to the Museum. A cold, but pleasant night, although the small number of attendees was a disappointment.

Overhead Replacement

In May the wires supporting the overhead at the south end of Gardens Loop were replaced. Many of them had been brought down when a tree blew over some time ago. In times past we would have done the job 'in house'. Unfortunately, the need to take adequate precautions to ensure that the work is carried out safely now precludes this. Not only did we need traffic management, workers need to be qualified to work at heights. ERP, an electrical company, were contracted to do the work and with the assistance of our volunteers the whole job was finished in half a day.

Pedestrian Crossing

It pays to have people at the Museum during the week. Recently, contractors arrived to commence kerb and gutter work to install a pedestrian crossing in Gillies Street behind the depot. It was to go immediately opposite the loading track which runs from 5 Road. Neville Britton's negotiating skills have seen Council agree to move the crossing a few metres further south and to build the new kerbing so that there is now a direct driveway from the car parking area. The crossing is also better placed in leading to a new pathway which now runs past the building all the way to Wendouree Parade.

Group visits

The number of group visits increased substantially this year to the end of June. This

was in addition to the functions on *Cuthberts 939*. Geoff Gardner has designed an effective action plan for school visits. A recent visit by over one hundred students from Langwarrin Park Primary School saw six of our volunteers participate. This allowed the children to be broken into groups of twenty-five for tours of the Museum whilst other groups were riding the tram. A few years ago a shortage of weekday volunteers would have precluded this.

ESCo Records and Liverpool

During May 2017, our Manager Museum Services, Warren Doubleday, visited the Liverpool Maritime Museum Archive storeroom and the photographed the 3rd Minute Book of the Electric Supply Co. of Victoria (ESCo) – some 325 images. The Company electrified both the Ballarat and Bendigo tramway system and ran them until 1934 when they were taken over by the State Electricity Commission of Victoria. The company was Liverpool based with the directors meeting there. The Minute book commenced in May 1920 and finished in 1934, when on the 2nd October, the last meeting was held and the company wound up. The Minutes of the last meeting used the very last page of the book! The Secretary had excellent hand writing.

The Liverpool Museum's store is currently undertaking a major exercise to find out what it has in its archives and you never know they may find the first two ESCo minute books. It also holds the records and drawings of the Vulcan Foundry, the company which made the Victorian Railway's J class locomotives in the mid 1950s. The Museum itself is in the Albert Dock buildings which is a massive set of waterfront warehouse buildings that front the Mersey River and built in 1840, a few years before gold was discovered in Ballarat.

A couple of years ago, Alan Bradley, author of *The Golden City and its Tramways*, found that the Liverpool Museum had this minute book and some other financial records, but visiting the store is only possibly on the last Friday of the month.

Warren's recent trip to Europe enabled him to plan to travel to Liverpool on the appropriate Friday where it turned out to be 29 degrees

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(locals sweltering) and visit the storeroom by pre-arrangement. He left a copy of our book and a print of a recent postcard image of the power station as thanks. Alan now has the files and is starting to read them. Another article will be coming soon.

While in Europe, Warren visited Rotterdam, Den Hague, the Amsterdam Tramway Museum, Antwerp, the ASVi Museum (www.asvi.be/en/index/index.htm) at Thuin and the Brussels Tramway Museum, the latter two are in very good buildings and with excellent presentations. In the UK, visits were made to the National Tramway Museum at Crich, Seaton, Birkenhead and the Great Orme Museums and the Manchester tramway system. All the Museums were very welcoming and provided ideas for our Museum as well.

A number of heritage railways both in Belgium and the UK were visited as well along with a number of other museums, including Stonehenge. The latter needs to improve its shuttle bus service between the Visitor centre and the "Stones".

New Registrar – Tourist & Heritage Railways

Following the retirement of Adrian Ponton last year, David Lamb has been appointed to the statutory position of Registrar, Tourist and Heritage Railways.

Within days of his appointment David had telephoned our president, Greg Rodgers, to introduce himself. He has commenced visiting each of the groups to familiarise himself with their operations and the different and common issues which face each one of them. Peter Winspur has also had the opportunity of meeting David.

At a recent meeting of the Association of Tourist Railways, the president, Steve Strangeward, reported on a meeting he had had with David where he raised a number of issues. These included the ongoing maintenance of infrastructure (for many groups this belongs to the state through VicTrack), the need to develop avenues for access to capital funds and, more immediately, the process by which redundant rail assets are offered to the groups.

Retirement

Roger Salen has decided that it was time to hang up his cap for the last time. With the passing of Bill Kingsley in 2012 Roger inherited the honour of being our most senior driver (actually oldest!) driver. Roger has obviously always been fascinated by things which run on rails as the huge collection of donated railway magazines at the depot attests.

He tells the story of visiting the gardens in the late nineties, seeing the trams and thinking: "I would not mind having a go at driving one of those". He made contact with the Museum thinking that it would probably take years to progress up the grades to become a driver. To his surprise he joined in May 2000 and found himself almost immediately "swinging the bag" as a conductor. Driver training commenced soon after and by August 2001, Roger was out there on his own.

Since then he has been one of our most regular drivers. In more recent years Roger has also been seen in a Santa Suit. The Museum now needs another of our drivers with a flowing white beard to step up!

As our volunteers would have learned over the years, Roger brought his humour with him when he emigrated from the UK some fifty plus years ago. Occasionally he would contribute a gem for this illustrious journal:

LONG MAY THEY CONTINUE TO SERVE

Every Saturday and Sunday, every day during the holidays one of them travels at a stately speed up and down Wendouree Parade. They are mostly getting on a bit now, but in spite of a few creaks in the bodywork they still perform as required, if treated with due care and respect. Of course they are at the high maintenance stage of their lives, and are not as sleek and fast as the newer models, but the quality still shows through, and they get there if they are not rushed. So be gentle with them, they have had a long life of hard work.

Of course these remarks apply just as much to the trams as they do to their crews.

A.T.D.

your man at the front.

Thank you Roger. We hope you continue to keep in touch.

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Recent Donation

Wendy Hunt, the daughter of former SEC Motorman, Norm Hunt, recently donated several items to the Museum. Among them was an autographed menu from the farewell dinner and a bound notebook of the "Drivers Rostered Times". Drivers often created their own roster book. This one is special as it is both bound and typed! Norm's cap and cap badge were also donated.

Those who follow us on Facebook will have seen a couple of superb photos taken by Chris Phillips many years ago. The Museum is always more than happy to borrow and scan your photos of Ballarat to help enhance our collection. This is one of the best ways of ensuring they are preserved for posterity.

Accreditation

The Museum is an Accredited Museum and an Accredited Rail Infrastructure Manager and Rolling Stock Operator. During June, the Museum was visited by representatives of Museums Australia (Victorian Branch) and Transport Safety Victoria.

The Museum's visit was for the five yearly re-accreditation of the Museum. In order for us to keep operating our tramcars in Wendouree Parade we must satisfy Transport Safety Victoria, a statutory body, that our operations are safely managed and the vehicles and infrastructure is properly maintained. Both visits went well with some opportunities for improvement being identified.

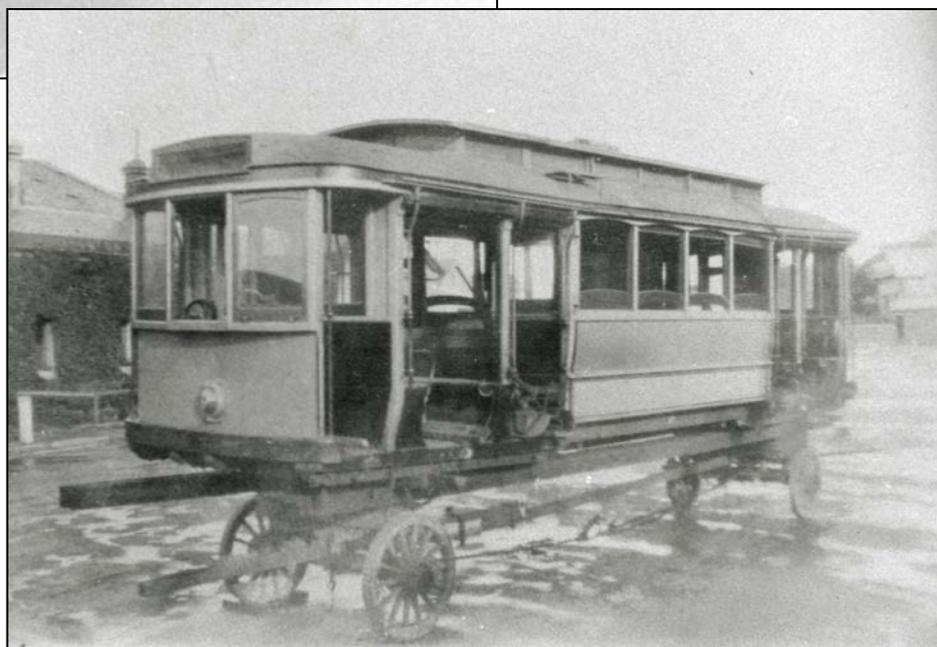


Left: No. 24, the first ex-MMTB car, running in Sturt Street in 1930.

Photo: George Netherway

Right: Ex-MMTB No. 110 (later Ballarat No. 25) on a horse drawn jinker at Ballarat Railway Station after delivery in 1930.

Photo: George Netherway



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From Red to Green

By Alan Bradley

Preamble

1930 was the first full year of the Great Depression. As unemployment and social misery rose the Federal Labor Government of Joseph Scullin (the former editor of the Ballarat Evening Echo) struggled to cope. For many Australians whose wages were cut, or who had no job, the triumphs of cricketer Don Bradman and racehorse Phar Lap in 1930 gave them something to cheer.

In 1930 the Electric Supply Company of Victoria (ESCo) had been operating electric trams in Ballarat for 25 years. Its original 20 trams came into service in 1905, amidst great excitement as the old horse trams had been replaced. Three new trams were built in 1913, but no replacement rolling stock came after that. By the 1920s the trams, track and overhead were worn out. The Tramways Union complained to the Ballarat Council that the overhead wires were unsafe and sometimes fell down. Motormen were supplied with rubber gloves so they could handle fallen wires safely.

ESCo's lease was due to expire in 1931, and during the 1920s spent only the bare minimum on maintenance. Another player, the State Electricity Commission (SEC) was set up in 1921 to take over the private power operators in Victoria. ESCo hoped for an extension of its franchise – but the poor condition of its operations was not a great advertisement. In 1929 it was decided that the SEC would take over the power supply and tramway systems in Ballarat and Bendigo on 30 June 1934. ESCo would remain in charge under SEC supervision until then.

On our museum tracks today Nos. 26 and 28 in their red and cream ESCo colours stand out from our mostly green trams. But for the Ballarat travelling public in 1930, red trams were a symbol of a worn out system. This article tells how, over a period of nine years, Ballarat renewed its tramways, and changed from red to green.

“New” trams

During a meeting with the local councils in 1929 the SEC advised that it was negotiating with the Melbourne & Metropolitan Tramways Board (MMTB) in Melbourne for the purchase of surplus single-truck cars. Because they were heavier than the existing Ballarat trams, this would require a heavier track.

The surplus single truck cars first operated for the Prahran and Malvern Tramways Trust and Hawthorn Tramways Trust in the east and south-east suburbs of Melbourne prior to MMTB takeover in 1920. After the MMTB electrified the St Kilda Road cable lines in 1925 those cars were found to be unsuitable for services into the city, and with more W2 class trams entering service they were no longer needed.

Early in 1930 the first of the older Ballarat ESCo trams were scrapped, these being the two “summer” cars Nos. 19 and 20. Then on 17 February 1930 ex-MMTB No. 108 arrived at Ballarat Railway Station, and was transported by horse jinker to the Wendouree Parade tram depot. No. 108 was renumbered Ballarat No. 24 and repainted in the red and yellow ESCo colours, but remained in its original condition (like No. 26 looks now). It was placed in service on the Sebastopol line.

With its more solid construction, air brakes and motorman's seat, No. 24 was a vast improvement on the existing cars. A few days after entering service a municipal visitor from Melbourne saw No. 24 and commented: “That used to be on the Brighton line. Why not have more of those instead of those juggernauts you now have?”¹

Why not, indeed? Over the next few months four more ex-MMTB cars arrived. These were also repainted in ESCo red and yellow colours and entered service as Nos. 25 to 28. In 1931 five more ex-MMTB trams arrived in Ballarat, and these became Nos. 16 to 20.

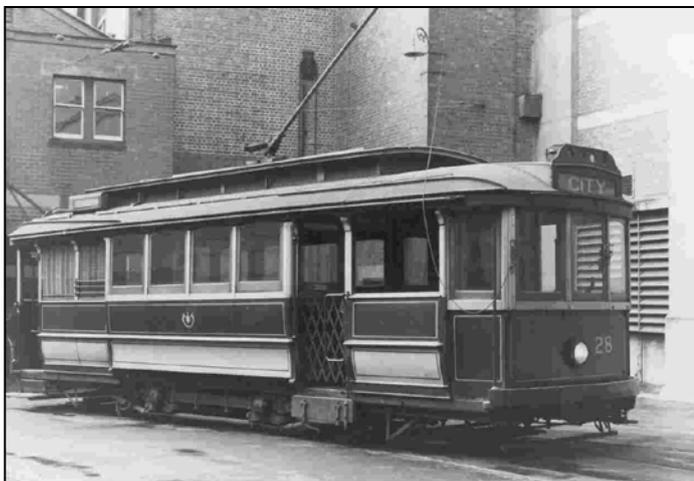
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The SEC takes over

The SEC was now the not-so-proud owner of three tramway systems in Ballarat, Bendigo and Geelong.² During 1932-33 an investigation by the SEC concluded that tramway rehabilitation was a more economical option than replacement by trolleybuses or petrol buses. The works (particularly tram track relaying) would also provide work for the unemployed; this was important when the unemployment rate was 26.9% in Ballarat, and 32.3% in Sebastopol. By purchasing second-hand trams, and using second hand rail where possible, the tramways could be rehabilitated to last a further 15 years at moderate cost. Finance for the works came partly from unemployment relief funds.

The SEC proposed to save money by pruning or re-routing some lines. One of the proposals was to re-route the Gardens line along Sturt St West to Gillies St, then back to Wendouree Parade past the Fernery. But lobbying by locals MPs and councillors prevented any change, and the routes remained as they were.

By 1935 the Ballarat tramways had a new image. Track laying and overhead renewal had commenced, with the old "concrete stringer" style of track construction replaced by a more solid sleeper construction. Many of the original ESCo cars had been scrapped, and No. 23 had been converted to a scrubber. The traffic crews were fitted with new green uniforms and leather cash bags in place of the old blue uniforms.



Above: Geelong No. 28 in the "Geelong" style of one-man conversion, later used in Geelong. The additional doorway was closed off by a folding grill. *Photo: Keith Kings 21/8/1955*

The provincial cities were giving Melbourne a lead, as the MMTB was also adopting green uniforms. Soon there would be both green uniforms and green trams.

The "Ballarat" type

During 1932 Geelong was the first of the SEC systems to develop a successful one-man car. Panels were placed on the end platforms, a wide doorway was created on the front left side, and the end seating was re-arranged. Passengers entered on the front left hand side. To provide for peak loading when a conductor was available, an extra doorway was placed just behind the saloon on the left-hand side. The "Geelong" type was also used in Bendigo, and with its front left-hand doorways was ideal for centre-of-the-road track.

Ballarat was different, because of its mix of centre and side of the road track. Some of the ex-MMTB cars remained for a time in original condition. Then two types of one-man operation were tried. Stage 1 involved cutting an aisle through the end seats, and lowering barriers to control access so that passengers had to pass the driver. Stage 2 involved the removal of the right-hand side of the motorman's bulkhead and placing of panels between the doorway and saloons. But this was unsatisfactory, as passengers could only enter on the right-hand side (alright for Sturt Street, but not elsewhere), and the doorways were narrow. Clearly something better was needed.

Below: No. 28 in Stage 2 form and in red and yellow ESCo colours. *Photo: Wal Jack 2/6/1935*



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Above: Official photo of the Stage 3 format doorway, showing the seat behind the motorman (later discarded).

In March 1935 No. 27, still in Stage 2 format, was painted green and cream (in the colours we see it in now). Meanwhile the depot staff had been working on the Stage 3 style. Each of the four corner doorways was widened by narrowing the driver's bulkhead and moving the bulkhead pillar back towards the saloon, so as to widen the doorways. Doors with access windows were provided as well, as we see today on our green SEC trams. Pull-down roller blinds were provided to provide shelter in the former open sections.

Around this time four additional cars were received from the MMTB, which became Nos. 30 to 33. No. 30 was the first car converted to the Stage 3 style, and it was launched to great fanfare on 12 September 1935. Councillors and SEC officers boarded No. 30 in Wendouree Parade. The Mayor of Ballarat, Cr Martin (who had previously promised his colleagues that he would not drive the tram into the lake) put on a conductor's hat and bag and drove No. 30 to the city. The guests went to the SEC's Electra Hall in Camp Street for speeches. The "Ballarat Courier" was suitably impressed with the new type:

"The doors are arranged on a different plan from the old cars, and the end platforms, usually a cheerless place in which to travel, have been rendered as draught-free as possible. Then from the floors the slats have been removed and a close covering substituted – again less draught – and the seating in the saloon has been remodelled, the slatted seat giving way to a rubber material, which is infinitely more comfortable. The seating in the end vestibules is still slatted, but the panelling of the car has been greatly improved, to adapt it to the Ballarat weather, and the steps are low, so that elderly people are not inconvenienced. The entrances and exits of the car are exceedingly well arranged".³

This new type became known as the Standard type, or Ballarat type, and all the ex-MMTB cars were converted to this style and painted green over the next few years. This type proved to be ideally suitable for Ballarat, as passengers could enter on either side as needed. A journey from Bridge Street to the Gardens required the doors to be changed three times.¹

During 1936 Wendouree Parade was widened. The tram track was re-laid closer to the lake, and the stone pillars at each end of the Gardens (at Carlton Street and St Aidans Drive) were moved closer to the lake. The Ballarat Courier noted: "With the introduction of the new tram type, passengers will always get on or off on the lake side. If a passenger is on the footboard he is in danger of striking these pillars, which are close to the car steps".⁴

The last of the ESCo trams

After the official ceremony for the launch of No. 30 it was noted that ESCo No. 1, which was used for the official launch of the electric service in 1905, was still running in service in Ballarat. No. 23 had been converted to the scrubber, but several of the older cars remained in service until 1936.

Around this time the SEC swapped trams between its Ballarat and Geelong systems. Four Birney cars from the recently closed Port Adelaide system went to Geelong.⁵ Four Geelong ex-MMTB cars transferred to Ballarat, and these became Ballarat cars 11 to 14. This

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allowed all the remaining ESCo cars to be scrapped. In Bendigo some of the ESCo cars remained in service until 1947.

No. 28 was the last ex-MMTB car seen in red colours. In 1938 it was altered to Standard type and painted green and cream.

The odd cars

In February 1936 a different type of MMTB car arrived, ex-R class No. 153, which became Ballarat No. 29. It had a straight frame, rather than having drop ends, and so had higher steps. No. 29 was unpopular with both passengers and crews, and no other cars of this type were purchased.

In December 1937 three more Port Adelaide cars, Nos. 10, 69 and 92, came to Ballarat. No. 10 was altered to Standard type and painted green and cream. The other two cars ran in their dark red and yellow Adelaide colours and numbers for some time. No. 92 was repainted in green and cream in 1938 and became No. 22. No. 69, the last red car, was painted green and cream early in 1939 and became No. 23. Both 22 and 23 remained in California combination style, and were not converted to Standard type.

Ballarat now had 22 green single truck trams, of which 19 were Standard type. This accompanied all of the changes made during the 1930s: the track and overhead renewed, the Lydiard Street North extension built, and the signalling system installed.



Above: The official party about to board No. 30 for the launch of the new improved tramcar type, 12 September 1935. The Mayor Cr Martin is on the footboard.

Postscript

Later in 1939 World War 2 started. With petrol rationing patronage soared to record levels. Passengers crowded onto the single truck cars as best they could, sometimes on the footboards or bumper bars. Ballarat's first bogie trams arrived in October 1945, a few months after the war had ended. The robust single truck cars served Ballarat well, and lasted over double the expected 15 years predicted in 1932-33, until the end of service in 1971.

Now in museum service the single truck cars have all reached their century,⁶ Nos. 26 and 28 are back in red and yellow ESCo colours, and No. 27 is in its 1935 SEC green and cream. Even the green uniforms and leather cash bags recall the 1930s.



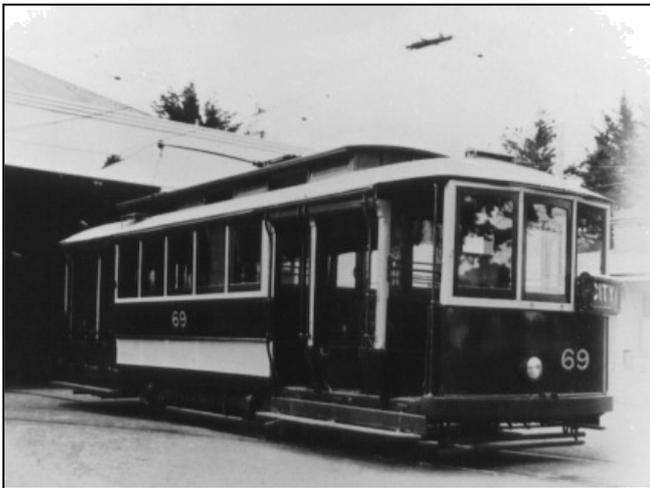
Above: No. 27, the first Ballarat car painted green and cream.
Photo: Wal Jack March 1935

References:

1. Ballarat Courier 21 February 1930
2. The SEC took over the Geelong system from the Melbourne Electric Supply Company on 1 September 1930, and Ballarat and Bendigo from the ESCo on 30 June 1934.
3. Doors were open on the left hand side in Bridge Street, then changed to the right hand side in Sturt Street, then to the left hand side at Pleasant Street for the journey along Sturt Street West, and then to the right hand side in Wendouree Parade.
4. Courier 19 March 1936
5. The single door entry on a Birney was not suitable for Ballarat, as one Man Operation with off side loading around the lake or in Sturt Street was not possible.
6. No. 33 was built in 1917, but first operated for the MMTB in 1920.

All photos from the BTM Collection

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Above: Ex-Adelaide No. 69 ran for some time in its dark red colours and Adelaide numbers. It was the last single truck tram painted green in early 1939. SEC official photo possibly taken in December 1937

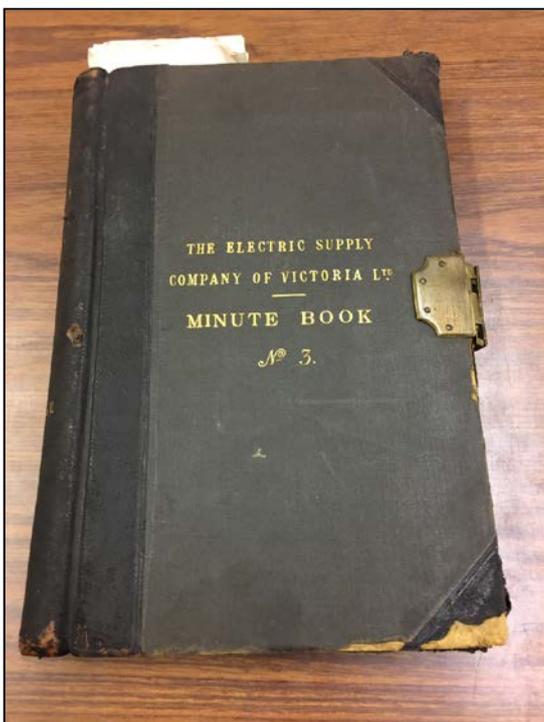


Above: No. 28 in Stage 2 form and in red and yellow ESCo colours on 2 June 1935. *Photo: Wal Jack*



Above: Ballarat Heritage Weekend 9/5/2009. Nos 26 & 28 in ESCo colours. Unfortunately, colour photography was rare in the early 1930s.

Photo: Peter Winspur



Above: Recent donations from Wendy Hunt

Left: ESCo Minute Book. Inspected by Warren Doubleday on a visit to Liverpool, England, it is fortunate that such a volume has survived.

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Peter Winspur 20/5/17

It was a glorious autumn in the Gardens



BTM Collection 13/5/17

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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