Fares Please!

August 2018

$2.50 incl. GST

Great Danes on Great Trams

Photo: Roger Gosney

Inside:

The Runaway Tram and the Bucks Head Hotel

Tram 12

It has been a busy couple of months, with visitors including the Great Dane Club, a Probus Club and the Botanikids. Cuthberts 939 has been on the tracks with High Teas, birthday parties and a murder mystery.

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 28 October 2018, 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
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any financial member aged 18 or over and who is entitled to vote at a general meeting may nominate himself or herself; or with the member's consent, be nominated by another financial member.

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 7 October 2018.

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 for-warded by mail should be endorsed Ballot Material on the back of the envelope. Any nomination must be 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.

WORKSHOP NEWS

Our workshop transfer bogies, former cable tram bogies from the Sydney Road cable tramway, have been under ESCo tram No.12. This tram has now been lowered to the Depot floor allowing easier access for those restoring the tram body.

The bogies were taking up workspace at the Depot, so they were transported by Damian Wood's tilt tray truck on Tuesday, 7th August to our offsite storage facility.

These bogies have an interesting history, being used originally under the bogie cable tram trailers on the Sydney Road route. After conversion of that route to electric trams in 1936 some of the trailer car bogies were retained for use at Preston Workshops as transfer bogies. They were used under the electric trams when the electric bogies were taken out from under the tram body for overhaul. They are an interesting archival item, surviving from around the time of the opening of the Sydney Road cable tramway in 1887.

NEW MEMBERS

The Museum welcomes the following new members:

950	Haris Daud of Creswick
951	Andrew Agardy of Black Hill
952	John Reynen of Sebstopol
953	Christine Reynen of Sebastopol

18 during testing on the depot track, 18 July 2018.
Photo: Mick Duncan

Moving the old cable tram trailer bogies on August 7.
Photo: Richard Gilbert

The Runaway Tram and the Bucks Head Hotel

By Alan Bradley

Introduction

On 8 May 1954 Ballarat tram No. 24 ran down the Sturt Street Hill, without its motorman but with a passenger onboard, and smashed into the wall of the Bucks Head Hotel.

6.30 on Saturday evening, jumped the tram points at the intersection of Sturt and Grenville Street, hurled fifty yards across Grenville Street, bounded onto a footpath, and crashed through a brick wall into the office of the Buck's Head Hotel".

The "Courier" reported: "Police were told that the tram had been a runaway, and had apparently been left unattended at the Lydiard and Sturt Streets terminal. It was the 6.28 pm tram for Mt Pleasant."

Spectators gathered around No. 24 after the runaway into the Bucks Head Hotel.
Ballarat Courier photograph.

This article looks at this famous incident, probably the most iconic tramway accident in Ballarat, from several points of view.

The Ballarat Courier

The "Ballarat Courier" of 10 May 1954 reported: "A lone woman sat terrified in a runaway tram which careered down Sturt Street about

A witness told the "Courier": "I looked across and saw something hurtling down the other side of Sturt Street. It was speeding, and suddenly it shot off across the street and bounced when it hit the gutter. I jumped off my bike and raced over. A lady was sitting in the rear right-hand side seat, crying 'Let me out, let me out.' I pushed the door open and let her out." He then went to the front of the tram and looked through

the dust and bricks on the floor for the driver, but he wasn't there.

The passenger

On 10 July 2017 I interviewed Terry Hore and his mother, Patricia Hore by speaker phone. Terry had emailed the museum seeking "info about a runaway tram incident when an unattended tram in Sturt St ran down the hill and derailed at the bottom and crashed into a pub".

The tram had his grandmother inside.

Terry's grandmother was Mrs Johanna Cochrane. She was a nursing aid at the Benevolent Home off Drummond Street North. That evening Nan came off the late shift and took the tram for her normal journey to "Stones corner" (the corner of Main and Bridge Streets) to her home in Grey Street. Just after 10 pm the tram ran down the hill. She was in the end seating, and she braced herself near the doorway. She said that the tram made a noise and went through the wall of the pub, but she wasn't injured.

The "Courier" reported: "Mrs Cochrane showed great foresight for she was said to have been seated in the centre compartment of the vehicle. As the tram moved off and sped down the rather steep incline just above 'The Courier' office she made her way to the rear compartment of the lurching vehicle, shut the dividing door and sat and waited".

The "Courier" reported that Nan "escaped with a shaking and shock". The publican in the hotel was seriously rebuffed when he offered Nan (a serious tee-totaller) a nip of brandy to "calm her nerves", but she said "Liquor will never touch my lips" (even though she had worked in hotels herself). There were a few surprised and shocked after-hours drink-ers behind closed doors, as this was the era of six o'clock closing. Patricia and her husband (who were based at the RAAF Base at Ballarat Airport) heard about the accident on Radio 3BA and came to the city afterwards. Terry was about a year old at the time.

Nan would have been lost without the tram service, which she used every day to go to and from work. Later she moved to Clyde Street, on the Lydiard Street North line.

Nan was born in 1905, so she would have been 49 when the runaway tram incident occurred. She was single at the time, and lived to be 93. Terry and Patricia along with others in the family all had suffered a serious tongue lashing from their 5 feet 2 inch Nan at one time or another. In later years when she saw long haired men down the street she would tell them to "get your bloody hair cut".

I gave Terry and Patricia details of the runaway tram incident from the "Courier." Terry noted the time difference – they remembered the incident happened after 10 pm, but the "Courier" stated the time was about 6.30 pm. The "Courier" reported that Nan "showed great foresight" as she moved from the centre compartment to the rear compartment of the tram, closed the door and sat and waited.

Two months before the runaway into the Bucks Head Hotel No. 24 is seen in Lydiard Street North on the day that Queen Elizabeth visited Ballarat.
Photo: Keith Kings

The "Courier" stated that a nine year old boy "escaped death by seconds" when he left the office of the Bucks Head Hotel shortly before the tram crashed through the wall. When it is remembered that the tram had gone down the hill, crossed the road and mounted the footpath without hitting another vehicle or pedestrian, it was a lucky escape for all in the vicinity that evening.

The motorman

The "Courier" reported: "Within minutes of the crash a tramwayman, Mr Frank Callahan, hurried to the scene, and after making numerous inquiries, appeared to be on the verge of collapse. He was assisted into the hotel, where he rested. He later left, accompanied by other tramwaymen, and went to the tramways' Sturt Street office."

Herb Knight (a Tramways Union delegate at the time) "There were points in front of the tram, and they hadn't been turned against the tram. So we lost that case. Naturally we tried but he lost his job. We lost it because they suspended him and eventually sacked him, because they felt it was negligent on his part. He should have turned the points in front of the tram, which would have sent it up Lydiard Street. And it wouldn't have run down the hill at all."

Tram 24 in 1973 on a farm near Ballarat
Photo: John Theodore

The aftermath

Rubble was removed from the roof of No. 24, but the first efforts to move the tram were unsuccessful. A bogie tram with a cable was tried; then an RACV truck and a tram, but the truck cable snapped. Finally a heavier cable was used, and the truck and tram hauled No. 24 off the footpath, across the roadway and back to the track. The west wall of the hotel office was smashed in, but a large mirror and office phone were undamaged, while the light was switched on after the tram was removed.

The front end of No. 24 had taken the brunt of the impact and was badly damaged. Strangely enough the front headlight remained undamaged. By mid-1955 its status was: "Damaged cabin removed and car partly stripped: not officially scrapped, but unlikely to run again." (1) Early in 1956 three bogie cars arrived from the Geelong system, making it less likely that No. 24 would be rebuilt; it was scrapped in February 1957.

The Bucks Hotel itself was repaired and kept trading. The hotel which had marked the terminus of the horse trams and early electric trams was demolished in 1960, six years after the accident.

The folklore

Like any good story, this one gets bigger over the years. A pictorial history published in 1989 described the incident as follows: "Tram invades bar of Bucks' Head Hotel. It wasn't uncommon for trams to jump the tracks as they rattled over the points on the Sturt St incline and on this occasion wide-eyed drinkers in the bar were showered with bricks and mortar." (2) As we have seen No. 24 smashed into an empty office at the Bucks Head, and not the bar.

The references

1. "Electric Traction" July 1955
2. John Reid, John Chisholm, Max Harris. "Ballaarat Golden City" page 95.

A Short History of the Buck's Head Hotel

By Peter Waugh

The Buck's Head Hotel, 1873.
Photo: Unknown

The Buck's Head Hotel will long be remembered for having been the scene of the tram crash in May 1954, achieving iconic status for this one event. Guides at the Ballarat Tramway Museum are frequently asked about the crash, and if visitors were to be believed everybody in Ballarat was either in the bar or on the tram on that fateful night. Alan Bradley's article shows that this was not the case; there was only one passenger, no driver, and the tram crashed into an empty office. So what was the background of this historic hotel.

The owner of the hotel from 1862 to 1868 was John Basson Humffray, the secretary of the Ballarat Reform League. He wanted a legal solution to the miners' grievances on the goldfields in 1854 but was replaced by Peter Lalor whose direct actions resulted in the Eureka Rebellion. The earliest newspaper report of the hotel was June 1862, when James Dodds was granted the publican's license. Dodd had been at the Red Hill Hotel since 1856 and was also a member of the Ballarat East Council. He suggested his new hotel, being on the boundary between Ballarat East and Ballarat, would be the perfect venue for joint council meetings.

In August 1876 Frederick Wilson bought the hotel and took over the publican's license from Dodds, and began a major overhaul of the hotel. Wilson had been publican at two other Bridge Street hotels, the Exchange Hotel, and the Cumberland and Durham Hotel, for at least seven years. Wilson replaced the original wooden building with a two-story brick building and changed the hotel to open into Grenville Street. The hotel had 26 bedrooms, and you could get a meal in the largest dining room in Ballarat for one shilling.

In 1892 and 1893 Wilson again made extensive changes to the hotel. By purchasing a block next to the hotel he was then able to increase the size of the hotel. New designs were drawn up by Ballarat architect Andrew Piper (who also designed the kiosk in the Botanical Gardens now called "Pipers by the Lake"). A large cellar was built, and an upstairs billiard room "fitted with two of the best tables in the colony, and which, by an ingenious arrangement of iron girders, are carried independently of the floor. This room is 49 feet x 20 feet, and is 16 feet high, the light for the tables being obtained from lantern lights above them. The seating is

The Buck's Head Hotel c.1890. Photo: State Library of Victoria

got up in cedar and Utrecht velvet, and of the most luxurious description. The ceiling and wells to lanterns are profusely decorated with wreaths of flowers, vases, scenery, and land-scapes." (1)

The Buck's Head Hotel, c.1950s
Source: State Library of Victoria

The hotels lavatories were given an extended description, as they were something quite new for Ballarat: "Adjoining each story lavatories and conveniences have been erected, the former being up with marble lavatories, with silver plated taps and shampooing apparatus. The old No. 2 parlor has been renovated and redecorated and turned into a ladies room, adjoining which has been erected a ladies lavatory, fitted up with a marble lavatory of a most luxurious description. A special feature of the additions is the mode of ventilating by tubes. Sixteen of these tubes are taken from the ceiling of each story and connected through the roof into "Torpedo Ventilators," thus effectually carrying off all impure air. The lavatories and conveniences are also in a similar manner; the window also being so arranged that there is a free circulation of fresh air at all times." (1)

The decorations in the bar areas used the theme of the Buck's Head, even including mono-gramed silver shields, with B.H.H., built into the horseshoe shaped main counter. "On each side of the counter are cedar and kauri panelled

partitions, forming two snug parlors, the top panels of these partitions being enriched with silver-plated stag's heads. The central fixtures and the partitions are finished on top with hand-some cedar and kauri cornices, and surmounted with panels of colored glass in lead fretwork, each panel having a painted buck's head in the centre…the external windows have been re-glazed with hand-painted panel in lead fret-work, with deer scenes after Landseer, such as " The Monarch of the Glen, "The Challenge," "The Sanctuary," &c…the gas fittings, which were made by Messrs Danks and Co. of Mel-bourne, to order, are very handsome, being ren-dered effective by the introduction of silver plated stags." (2)

Wilson had the Buck's Head for forty years. He invested in many schemes, including losing thousands of pounds in the Melbourne Tram Company, perhaps the hotel's first connection with trams. The hotel was demolished in the 1960s and replaced by a modern supermarket (now a Priceline pharmacy).

References:

1. 1893 'THE BUCK'S HEAD HOTEL.', The Ballarat Star, 16 September, p. 1.

2. 1892 'BUCK'S HEAD HOTEL.', The Ballarat Star, 10

Demolition 1960. Source: Ballarat Mechanics Institute

The "Guard's" Last Gong

By Richard Gilbert and Peter Waugh

Gavin "the Guard" Young retired from tram driving at the end of July, after 43 years volunteer service with the Ballarat Tramway Museum. When I told Gavin I was going to write about him in "Fares Please" he said, "Tell them I have just retired…I'm not dead!"

munching on his party pie, grinned, and said "Goodbye."

There have been lots of occasions of fun and sometimes drama as anyone could expect over 43 years of driving service.

Gavin designed the ticketing and record keeping system used by our Conductors which is based on the SEC and Melbourne system of the time, and, being employed in this field in the Accountancy Branch of the Victorian Railways he warmed to the project.

Bill Kingsley, Lou Melli, Andrew Cook and Gavin warm up at our primitive heater during track construction c. 1972

Being a founding member of the museum, he was in the first batch of drivers to be trained. This initial class was sponsored by a training arrangement with the Melbourne & Metropolitan Tramways Board conducted from Preston Workshops.

Gavin was chosen to drive the first test run of a tram from our depot to what was then the end of our short line across the park towards Wendouree Parade. This was in his chosen tram No.27, interestingly it was also chosen by him for his last day of driving. Gavin did not want a "big fuss" made about his last day, but he was pleased to see a small afternoon tea prepared for him as he came in from a last cold day on the track. When asked if he had anything he would like to say, Gavin briefly stopped

Although we won't see him on the Traffic Roster he will still attend to maintain our traffic records and no doubt answer the phone in his bullish way – "Tram Depot, Ballarat"

Gavin and Bob Prentice in the office, 1970s

Gavin's Last Day, August High Tea, Botanikids on Tram 671, and Gary working on Tram 12. Photos: Peter Waugh

TRAM 12

Len Millar

Most tram drivers would like motorists in their cars and trucks to "get out of our way". Oddly, one of our trams has landed in our collection by getting out of the way of motorists! When, in 1990, the Victorian Roads Construction Authority (now VicRoads) was beginning the Western Highway northern by-pass of Ballarat, we were offered the body of Electricity Supply Company Limited Tram No. 12 – which was in

No.12 in November 1990, during removal from the cottage
Photo: William F Scott

"the way". No. 12 was the bath-room annexe to an old miner's cottage at Nerrina, dating back, we understand, to 1854.

Alfred and Ellen Rayner lived in the Raynor Road cottage originally and the cottage stayed in the family's hands until 1965. The then-new owners were confronted by a Notice of Acquisition by what is now VicRoads for their property to help create the Ballarat By-pass.

The timber cottage had a few "add-ons" over the years - and one part included a bath-room. And that bath-room was the body of former ES-Co. Tram 12. One of the open ends of the tram was the bath-room itself, and a chip heater was installed in the adjoining driver's cab. One side and one end were exposed to the weather, the balance forming part of the annexe. A separate roof was built over the tram, which preserved the original roof.

The Ballarat Tramway Preservation Society (as it was then) was aware of the existence of the tram body for many years. We asked the then-owners if we could buy the body – to no avail, partly because the Road Construction Authority was about to acquire the property in the path of the proposed by-pass. The RCA was approached by us, and it promised to make the tram available to us when they had formally acquired the property.

In early 1990, Museum personnel partly dismantled sufficient of the building that enveloped the tram to enable its recovery. Before lifting the body, it was jacked up in a few places to see whether or not it was free to be moved. Some of the bath-room wall was left attached to the tram body to support the roof in transit. Most of the former tram's door and window frames that were found in nearby sheds and were recovered by us as well. The tram was lifted out of it resting place on November 5, 1990, and upon arrival at our Depot it was placed on former Melbourne cable tram bogies, enabling it to be moved about the Depot when required.

The central section of Tram 12 started life as cable tram trailer No. 18 on the North Sydney cable tram system. Trailer 18 was built by the

Sydney firm B. Carne in 1891. As far as can be understood, the trailer left Sydney in 1905 and was shipped to Ballarat to form part of a new fleet of electric trams being built for the ESCo. Conversion of the body by Adelaide tram builders Duncan and Fraser was done at the Exhibition Building in Grenville Street in the centre of Ballarat. The complete bodies (including the

were discarded in 1907 in favour of four-sided revolving boxes fitted to the ends of the roofs. Finally in about 1921 the various destinations were painted on revolving linen curtains fitted to up-right boxes. Several other modifications were made to the 12 cars during their operating lives, including installing window sashes in front of the driver in 1911. The Union

Tram 12 at Lake Wendouree, c. 1925

Photo:

two open end sections) were built first, and then lifted on to the waiting Brill 21E truck frames equipped with the necessary electrical equipment. Originally the new trams had only magnetic brakes. No. 12 was one of 12 such cars introduced to traffic in 1906. Unlike the later Ballarat trams, the ESCo. trams had no air brakes. Normal service braking was done by a hand brake with a goose-neck handle.

The original destination indicators were metal plates hung outside the end aprons, but these

(supported by the City Council) then pushed hard to stop the Company's stated policy of one-man operation – in part because of complaints by women passengers at having to stand in the open end beside the driver whilst they paid their fares in the rain. ESCo. as an economy measure, trialled one-man operation on the Drummond Street North line but the Union and Council protested and the State's Industrial Registrar was called in arbitrate. His finding led to the Drummond Street North, Lydiard

Street North, Victoria Street and Mount Pleasant lines being operated one-man, and the Gardens and Sebastopol line trams would have Conductors. To collect fares on the one-man trams, signs showed "Pay-as-you-enter" signs on City-bound trams, and "Pay-as-you-leave" on outward- bound trams. On Sundays on the busier routes this system was reversed – although Conductors were still required on the Gardens lines when the heaviest loads were carried (especially during summer weekends!). Once on board, passengers paid their fares into a box behind the driver.

Photo: Warren Doubleday - Oct. 1993

The Company altered the original 18 trams by turning the end-platform seats inwards and placing hinged gates marked "Enter at Front End" at each entrance. Early in 1922, the Company placed notices inside trams stating that "Under no circumstances must Drivers handle passengers' monies"! Once on board, passengers paid their fares into a box mounted behind the Driver, which were fitted with a glass window and mirrors to enable the Drivers to see the coins.

Plain-clothes "spotters" were used to check for breaches of this rule for a few months, but the Company agreed to withdraw the "spotters". However the Union's demand to abolish the

one-man system was refused and an immediate two-week strike was called by the Union. The arbitrator was called in.

Speed was an issue for passengers. In early September 1905 the Ballarat Town Council criticized the Company for running its trams at 15 to 20 mph along narrow Bridge Street. Some passengers were said to be afraid that the trams would come off the rails while descending the east end of Sturt Street.

Upon 12's arrival at our Depot, it was found that the exposed parts of the Nerrina out-house suffered from the weather, but the protected sides and end were still showing good evidence of the colour scheme at the time of withdrawal. There were even some of the original Notices to Passengers evident. The roof was found to be in fairly good condition, considering its flimsy construction. It is in five butt-jointed sections without the normal continuous roof slats found on later trams. Three light fittings were still in place as were the flues for the oil lamps.

The east end of the tram (in our Depot) survived intact, with the apron's headlight fitting. Part of the east-end bulk-head had been cut vertically to allow for a swing door to replace the sliding door. The saloon bulk-head and sliding doors are reasonably intact. The south side was completely rotted away, but the north side was in fair condition. The body's under-frame is in generally good condition, although some cross members are split and diagonal bracing has been cut through at some time. The saloon's timber framing shows signs of ad-hoc carpentry, indicating that changes had to be made when it was converted into an electric tram – to accommodate the electric motors. The side sills' frame-work show where the wheels had

worn into the timbers over its operational life.

Columbian Red with Gold lining was applied to the external top panels, and Ivory to the lower ones. The roof was White and the end dash panels were also Columbia Red with a thin Blue line and thicker Yellow lining. The interior is varnished wood. Signage is in Red. The words "Ballarat Tramways" were painted on the lower external side panels when built, but these were later painted over and a simple scroll provided in the corners of the lining.

The original six-window cable tram saloon was changed to a three window section at conversion in 1905 by simply cutting out the necessary vertical pieces. The body was obviously not dismantled during reconstruction.

Our Conservation Plan for the tram was drawn up by our Museum Services Manager Warren Doubleday and recommends reconstruction to its original 1905 form – without wind-screens. Body strengthening plates should be introduced where possible, in a way that does not affect the external appearance of the tram. The roof structure is weak and will require appropriate strengthening.

The original truck wheel-base was 6'0", but the Museum has available a 7'6" Brill 21E truck complete with motors. From an operational point of view, an air-braked tram would offer a safer vehicle, capable of being driven by all our qualified Drivers. However, the addition

of a compressor, etc. would place additional forces on the frame. A hand-braked tram would, however, be harder and more stressful for the Driver in today's Wendouree Parade traffic.

The Conservation Plan advocates using hand-brakes and, if possible, a magnetic braking system. A 6'0" wheelbase truck is recommended, with smaller-sized motors than originally installed. Destination indicators should be the four-sided roller perched on the ends of the tram roof.

And now today, our work on restoring No. 12 is well under way – with most of the saloon and open ends almost completed. The wood-work has been painstakingly done by local carpenter and joiner Adam Stephenson. We wonder if he is related the John Stephenson firm of tram builders of New York – who shipped many cable and electric trams "down under" around the beginning of the 20th Century!

Moving Tram 12 in 2014

Photo: Peter Waugh

TRAM NUMBERS

Tramway companies give each of their trams a number, so that records can be kept. These numbers were usually changed if the tram was sold to another company, or if the fleet was reorganized.

The first Tram 22

The Ballaarat Tramway Company had a fleet of horse trams numbered from 1 to 18. Tram No. 1 is still in our collection. The Electric Supply Company of Victoria rebuilt their Ballarat trams

The second Tram 22

from old Sydney trams and cable car trailers in 1905. These trams already had numbers, but they were given new numbers in Ballarat. They were numbered from 1 to 20. These numbers

replaced the horse tram numbers. Tram No. 12 is in our collection.

The third Tram 22

In 1913 the company built three new trams which were numbered 21, 22, and 23. We have Trams 21 and 22 in storage ready for restoring in the future. Tram 23 was made into a track cleaner and scrubber car, and is in the Tramway Museum Society of Victoria collection.

The State Electricity Commission took over the tramway in 1934, and replaced the ESCo trams with old Melbourne trams, which were renumbered for use in Ballarat. The SEC also added more trams over the next forty years. The SEC had 37 trams, using numbers 11 to 43.

The fourth Tram 22

Some trams had several different numbers, for example, our Tram 13, had been a Melbourne tram No. 68; it went to Geelong and was renumbered to No. 30. When it arrived in Ballarat in 1936 it was given a new number, No. 13.

Ballarat had four trams that were given the No. 22, one became the scrubber and cleaner, one was renumbered as 29 in 1938, one was scrapped in 1945, and the last one was renumbered as 37 in 1951.
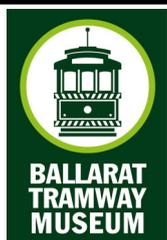
Tram in Lydiard Street passes the North Star Hotel, closed July 2018

BTM collection, date and photographer unknown.

Tram 32 in April 1956, outside the Royal Mail Hotel, closed July 2018

Photo: Ben Parle