

FARES PLEASE!

February 2019

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Sharing the knowledge



Driver training with Richard Gilbert and Matt Grindrod

Photo: Peter Waugh

Inside: Tram 14, a brief history





Australia Day Awards

The Floral Tram Project was a finalist in this year's Ballarat City Council Community Awards. While we were not the winner, we did receive a lot of positive attention from the community. We are especially grateful to the members of the community that put their time and effort into writing the application. And we also congratulate those individuals and groups who won the awards this year.



Helen Britton, Carolyn Priddle, Lynne Williams, Mayor McIntosh and Pamela Waugh at the Australia Day Awards. Photo: Peter Waugh

Costa and Dirtgirl visit

In February the ABC TV stars, Costa from Gardening Australia and Dirtgirl from Dirtgirl World came to Ballarat for the opening of the Ballarat Begonia Festival. Peter, Pamela, Neville and Andrew showed them the Floral Tram and took them around the Museum. We felt quite honoured that they took time from their busy schedule to see the work we have been doing.



Dirtgirl and Costa at the Museum. Photo: Peter Waugh

Floral Tram Launch

The Floral Tram will be launched on 24 February, at the Botanical Gardens by the Mayor of Ballarat, Councillor Samantha McIntosh. This will be the first time the tram will be seen in public, The launch will give all the volunteers an opportunity to view their completed creation, and let them be the first to take a ride. The tram will feature in regular service throughout the Ballarat Begonia Festival. As the first Floral Tram for 80 years, this will be quite an event.

January 2019

The Museum operated trams right through the January holidays, with hundreds of visitors enjoying the chance to ride in our trams. Because of some very hot days, the service was cut back

on a couple of days in order to look after our motormen. Sadly on a few days the Museum displays were closed because of a shortage of volunteers. If you could give up an afternoon every couple of months, we could have the doors of the shed open every time the trams are running. It is a great way to meet people, especially some who have travelled a long way to view our unique collection.

Mess room renovations

The renovated mess room, especially with its air conditioner was very welcome during January's hot weather. The new office space is a much more efficient space, and has been able to cope with several people working at the same time. If you haven't seen the changes, call in and have a look.

Workshop

The workshop crews have been kept busy with the regular rounds of maintenance and repairs to the tram fleet. A couple of major problems were fixed easily because we had a supply of restored spare parts on hand. New member Gordon Bentley has been busy for the last few months restoring our spare brake controllers, and we now have some ready for immediate use if required. A new work bench is being planned to allow work on restoring some of the compressors.

Other activities in the workshop have been preparing Tram 661 with a frame to hold the flower panels. Our woodworking expert, Adam, is back finishing the roof of the 1905 Tram 12. Now sitting at floor level, it is easy to view the amazing amount of work that has taken place over the last 12 months.

Our scissor lift has been borrowed by the Melbourne Tramcar Preservation Society at Haddon, and is being used to give safe access to the roof of one of their trams which is being recanvassed. Sharing of knowledge, equipment, and parts between the two groups has been of great benefit to both.

Cuthberts 939

After a very busy Xmas season, the crews have had a good break during January. A new tea menu has been developed including the Chairman's Choice, a strong, robust, no nonsense tea with Irish flavours, like our first chairman, Sir Henry Cuthbert. The tram is perfect for small private functions, seating up to 24. Call the Museum to arrange a visit or make a booking.

New Members

- 969 Mr Steve Grosby of the UK
- 970 Mr Paul Noake of Sebastopol
- 971 Ms Juliana Addison, MLA, of Ballarat

Horse Tram

The No. 1 Horse Tram will be in action again on Sunday 14 April

National Trust Heritage Festival 2019

A Devonshire Tea served on our award winning restored vintage tram, Cuthberts 939, as it cruises gently through Ballarat's beautiful Botanical Gardens on the edge of Lake Wendouree. The event ends with a tour of the Ballarat Tramway Museum and its workshops.

Friday 3 May at 11.00 am and 1.30 pm.

Tickets for two adults \$40.00

For bookings and conditions see:

<https://www.trybooking.com/BAFUB>



Our scissor lift in action at Haddon. Photo: Tony Smith

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Imagining the Horse Tram back in Sturt Street. Photo created by Dave Robinson



Dirtgirl and Costa on the 2019 Floral Tram. Photo: Peter Waugh

TRAM 14

By Len Millar

Ah, Tram 14, you've had an interesting life! You were one of 20 single-truck trams built in 1915 by the Meadowbank Manufacturing Company in New South Wales, for the Prahran and Malvern Tramways Trust. You, and the Trust's other 105 trams were taken over by the new Melbourne and Metropolitan Tramways Board on 2 February 1920. On that day the new Board also took over the Hawthorn Tramways Trust (31 trams), the Fitzroy, Northcote and Preston Tramways Trust (5 trams), and the Melbourne, Brunswick and Coburg Tramways Trust (18 trams). The North Melbourne Electric Tramways and Lighting Company Limited (and its 15 trams) was purchased by the Tramways Board on 1 August 1923.



As No. 29 at the Geelong Railway Station.
William F. Scott Collection

Then, in 1928, Melbourne No. 75 (along with six other "J" class trams) was sold to the Melbourne Electric Supply Company Limited for use in Geelong. Its new number in Geelong was 29, and its first day in service was 6 July 1928. In the next year, MESCo was absorbed by the State Electricity Commission of Victoria. In 1932, along with the other "J" class cars, No. 29 received the Geelong style conversion for one or two man operation. This reduced the seating capacity to 32. It also received boxes mounted above the destination indicators at each end, which were fitted with three coloured lights for use at night to indicate which route the tram was serving. No. 29 ran up 342,042 kilometres (212,535 miles) along Geelong's streets, being in service from until 9 May 1936. But things were about to change yet again!

The SECV inherited three tramway systems in Ballarat, Bendigo and Geelong – the first two being in a run-down state with poor track and out-dated rolling-stock in poor repair. So the Commission outlaid considerable sums to relay a lot of the tracks and buying "newer" surplus trams from Melbourne. There was an on-going rationalization of the single truckers at Ballarat, Bendigo and Geelong, and on 20 May 1936, our much-travelled tram was transported to Ballarat, becoming Ballarat No. 14. During the next three months it was adapted to the Ballarat "Standard 1/2 man type", with two opening doors at each end – which reduced the number



PMTT 76 at Batman Ave terminus, c1925, one of the 20 "J" Class trams. Photo by Lee A. Ratten.

From the David Webb collection, courtesy of the Melbourne Tram Museum.

Meadowbank only built the 20 "J" class trams for Victoria, but built a total of 930 trams for Sydney, including a fair swag of that city's "J", "O" and "P" class trams. Ballarat 14 started its operating life as Number 75 for the P&MTT, and retained that number with the M&MTB – now as a "J" class. In Melbourne, it clocked up 678,099 kilometres (421,351 miles).

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No. 14 in Sturt Street Ballarat—date and photographer unknown.

of seats to 28. It also received a new livery of dark green and cream, the floor was covered with “Lastoleum” (an early variety of malt-hoid), new weather blinds, new destination blinds AND the saloon seats were upholstered! This work was completed on 16 August 1936 – and 14 started its service around Ballarat streets.



In late May 1939, No. 14 had an argument with a truck at the corner of Drummond Street North and Webster Street. These things happen; and the “Ballarat Courier” newspaper captured the incident!

The late Wal Jack made notes from the SEC’s tram records, and we read that on 29 May 1945 the tram received windscreen wipers. A damaged ceiling and apron were repaired by 16 May 1946. By 18 February 1950, 14 was repainted in mid-green and ivory – a livery it has retained ever since.

In December 1970, No. 14 was decorated for a stint as the Myer Christmas Tram. The main colour was white – and would have been very visible to motorists.

No. 14 performed 1,020,141 kilometres (633,886 miles) of passenger-carrying duties around Ballarat’s streets, and was the last tram



No 14 turning into Bridge Street from Main Road, c. 1971.

Photo by Andrew Cook

overhauled and repainted by the SEC. But its use was curtailed by the closure of the single-truck car routes (Victoria Street, Mount Pleasant, Gardens via Drummond Street North, Ripon Street and Sturt Street West. The poorly-patronised View Point route via Ripon Street

closed first on 13 March 1970, followed by the Victoria Street to Gardens via Drummond Street North route on 22 August 1971. Two weeks later on 5 September, the Mount Pleasant to Gardens via Sturt Street West service ceased. Finally, the bogie trams that plied the Sebastopol to Lydiard Street North route ran for the last time on the night of 19 September 1971.



No 14 in Sturt Street during the 1957 Begonie Festival.

Photo: J. Seletto

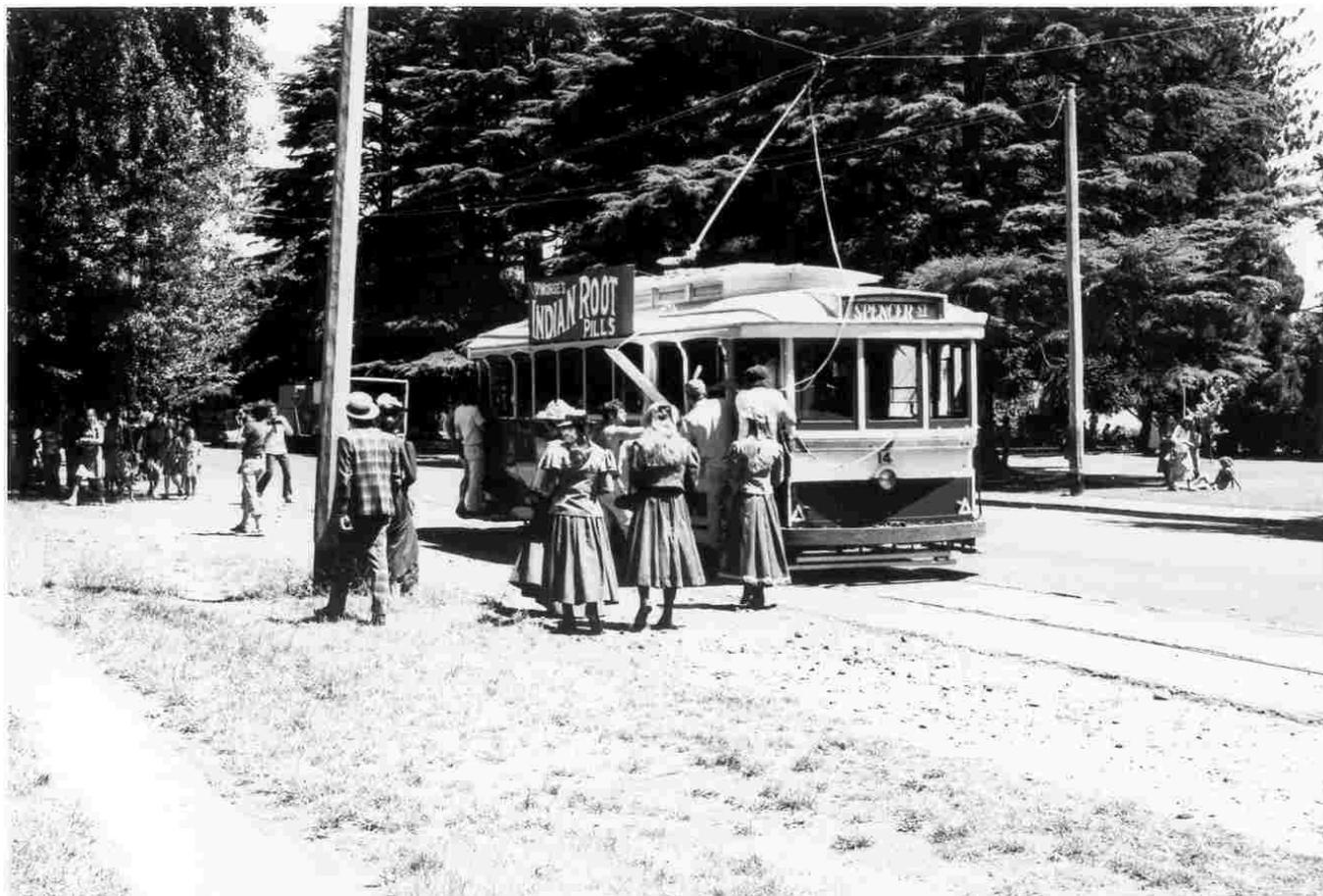
A short time later, 14 was gifted to the City of Ballarat, which in turn placed the tram in our custody. It arrived at our Depot after the original three road shed was completed – early in 1972. It is understood that the tram suffered at least one broken drivers' cab window(s) at one end during its post-closure storage, and ran for a few days with no glazing. Money was tight then!

Our Tram Record Book shows that 14 had both its lifeguards re-fitted, the controllers greased



Flooding in Wendouree Parade

Ballarat Courier Photo.



On the set of "The Getting of Wisdom" in 1977

and adjusted and the brakes checked. No. 14 had the privilege of being the first of our trams to have its pole put up onto the wire. 600 volts (direct current) flowed to the lights, and then the compressor on 14 July 1974. It was also the first to move under power – although No. 27 was the first to run out onto Wendouree Parade. No. 14's first actual day in traffic along Wendouree Parade occurred on 23 February 1975, and the driver signed it off "No. 1 end second notch Parallel was blistered and the tram had inconsistent "excelleration""!!!! Ahem! It must have performed very well!

In 1977, it was "Lights! Cameras! Action!" for No.14. It was used in scenes for the filming of "The getting of wisdom". To pay lip service to the era and the Melbourne setting, placards showing "SPENCER ST." were affixed to the destination indicator glass. The "tiger stripes" at one end were obscured by panel green paint.

A big move happened to 14 just a year later. It was returned to its first home - Melbourne - to take part in the 1979 Australia Day "Transport Cavalcade". 14 landed down on the rails at the M&MTB's Preston Workshops on 11 November 1978 and received some attention from the staff there. The controller at No. 1 end was rebuilt, the compressor overhauled, all electrical circuits were tested, the body tightened and the governor adjusted.

No. 14 spent the day trundling up and down La Trobe Street in the company of the M&MTB's toast-rack "V" No. 214 and its "X2" 676, as well as the Bendigo Trust's toast-rack car 17 and the TMSV's Birney 217. A ballot was held amongst our drivers and conductors to determine who would be 14's crews for the special event. 14 then enjoyed quite a holiday - firstly down at Preston Workshops and later at our off-site store at Sebastopol. Finally, it was moved



In La Trobe Street, Melbourne in 1979.

Photo: Peter Winspur

back to our Depot on 29 November 1979. 14 then re-commenced traffic in Wendouree Parade and on New Year's Day 1982, it ran 23 trips for the day – which is quite a few more than the average daily number of trips - around 15 to 16. But on 9 March 1983 it excelled itself, by doing 27 trips. One would feel that the crew well deserved a medal for their long hours on duty “out on the road” that day.



Trams 14 and 40 in Lydiard Street, Anzac Day, 1959.

Photo: Wal Jack

The tram was stored in May 2003 for a few months, so that its motors could be checked and overhauled by ABB at its Spotswood factory.

As at 30 June 2018, 14 had clocked up 44,344 kilometres (27,544 miles) in Wendouree Pa-

rade. So in its 114 year life, it has travelled a total of 2,085,626 kilometres or 1,295,948 miles. One wonders how many million passengers it has carried!

Tram 14 was classed by the M&MTB in 1920 as a single-truck, drop end, open California combination car. It is 9.43 metres (30'8") long, 2.72 metres wide, and is 3.25 metres high. Its wheel-base is 1.98 metres, with 838 mm diameter wheels. It still has its Brill 21E truck and two 40 kW (45 hp) motors. It has Westinghouse T1F controllers, weighed in (when built) at 12.3 tonnes (tare) and originally seated 36 passengers.



Tram 14 interior.

Photo: Peter Waugh

Our tram 14 has served its several owners (and their passengers) well and is in line to have an overhaul and re-paint soon. Job well done, 14!

You remain on the City of Ballarat asset register, along with your “J” class sister No. 18 – the next tram story to be told.

Cable Chasey

By Neil Huybregts

In the days of cable trams, the game of cable chasey involved tying something, say an old tin can, to a string and dangling the string down the slot in the middle of the road until it snagged onto the cable and went zooming up the street. Everyone would then run after it, probably failing to catch it until the first corner, where the string would break as the cable went straight on to the pulley while the tracks – and the slot – would go round the curve.

I've collected two stories about cable chasey, one passed on to me by someone who used to play it and, if you Google "cable chasey" (with the quote marks) the one and only hit: a record of a North Melbourne resident's memories.

I've always been a bicycle fanatic, and in the 1970s, my favourite place to hang out was Bates Cycles in Coburg. Rupert Bates built his first bicycle frame in 1904, and was heading toward 90 years of age when I knew him. Out of the blue one day he asked me if I'd ever played cable chasey, then realised, at the age of twenty, that I was way too young. I still remember him explaining how it worked, and making the point that in those days, it really was much safer to play in the road.

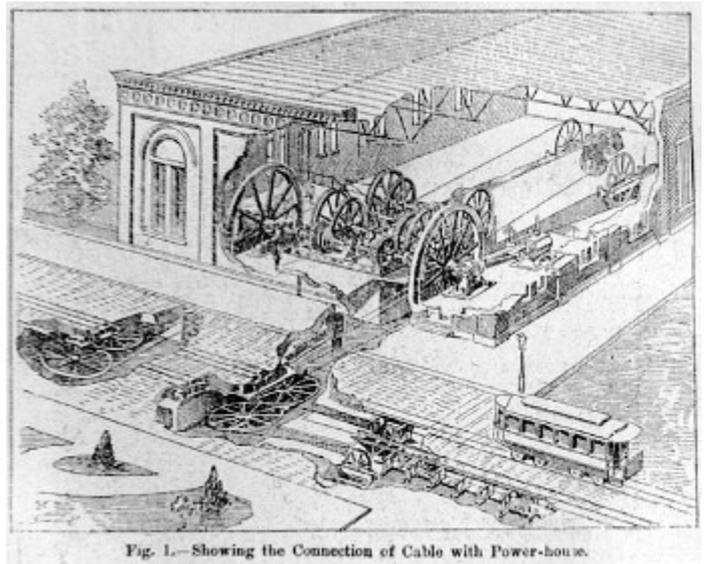


Fig. 1.—Showing the Connection of Cable with Power-house.

The Cable Power House.

Picture from Yarra Libraries Collection

North Melbourne resident Neville Govett's niece, Lorna Hannan, tells her uncle's story with style, referring to the kids as larrikins, and providing detail Rupert left out, like how the string or wire would eventually make its way to the engine house, where it would trip a release, stopping the cable – and all the trams on that route – for a few minutes while the cable was cleared

(<http://www.centre.org.au/images/uploads/nwmnews%20mar%2011.pdf>).

If anyone has heard of cable chasey, or knows of anyone who might know of it, let me know. You can reach me at neil.huybregts@hotmail.com or 0418 979 892.

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From the Collection

The Opening Ticket and Postcard

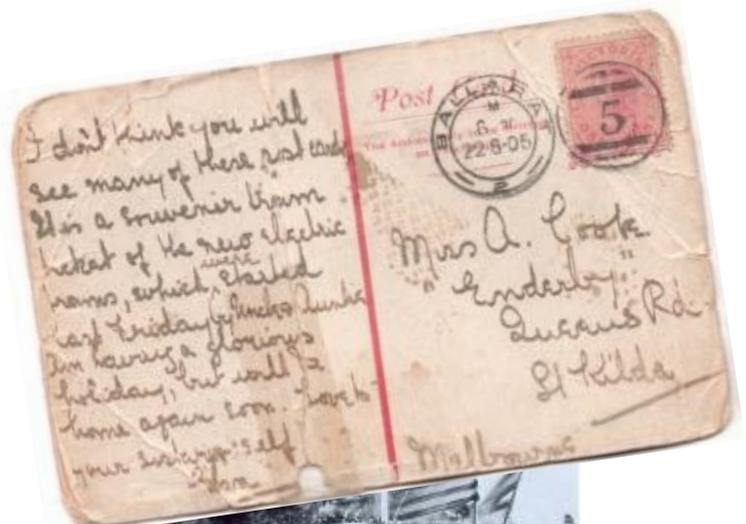


The ticket, and its message, with Agnes Coote.

During 2018, the Museum received a donation of one of the souvenir tickets used by the Electric Supply Company of Victoria to open the Ballarat electric tramways on 18 August 1905.

While the Museum has a number of these tickets in the collection, we did not have one that was used for its intention – a postcard that was mailed and recorded the event itself. Postcards were the 1900’s equivalent of today’s SMS or Instagram.

The postcard was sent to the donor’s grandmother, Agnes Coote (born in Orbost in 1886), by her sister Eliza. They were both attending a boarding School “Enderby” in Queens Road, St Kilda. Agnes worked as a “Typiste” in a Collins Street office until 1929. Married in 1925, she had a daughter in 1930 and later was a proud grand parent of two grandsons. They remember her bringing matchbox cars and chocolate treats. Agnes died in 1969. The donor included an early photograph of Agnes in a letter that gave details of her life.



Opening day, 18 August 1905

By Warren Doubleday

Vale Lloyd Rogers

Richard Gilbert writes on his memories of Lloyd Rogers

The museum has received a large bequest from Lloyd Rogers of Melbourne, who was a tramway and railway enthusiast. Lloyd died two years ago, on 14th February, 2017. He was an electric train driver for most of his working life and had been retired for over 20 years.

He took a great interest in the Victorian Railways two electric tramways, that being the Elwood tramway and the Sandringham tramway. He collated a lot of information on them with a view to publishing a book on the subject.

He was a very polite and particularly precise man for detail and would always refer to correct names for things, such as 'The Sun News Pictorial' when we would call the newspaper 'The Sun'. He would refer to the drivers cab of a suburban train as 'the leading brakevan' (which it is correctly known in railway rule books.)



VR Tram No. 20 in Bob Prentice's yard - with left to right - Lloyd Rogers, David Clarke, Alan Brown (Minister for Transport), Richard Gilbert, Russell Nathan and Warren Banfield - 2 December 1992 at the time of the handover of the tram. Photo: Brian Goodwin, from the collection of the Melbourne Museum.

He would have collated a lot of information for the proposed tramway book and I hope the documentation is saved and maybe, in some form, it can be produced one day as a published work.

I used to take the time to chat with Lloyd when

we met at times in the meal room at work and developed a bit of a rapport with him. I recall being at Sandringham one day, when I was signing off from a driving shift, and he was making a precise inspection of the rooms of the station building relating their part in the station operation particularly in regard to the tramway operation administered there.

The tramway was under the control of the Stationmaster and the Booking Clerk handled the cash floats, ticket supply and correctly stocked the 'Conductors Outfit Tins'. This style of operation continued on when railway buses completely replaced the trams in 1956.

As part of that tramway history I arranged to obtain the special cabinet/counter which held the Conductors outfit tins and this cabinet has been at the Ballarat Tram Depot for over 15 years. The cabinet became surplus with the introduction of Metcard and along with the privatisation of the railway bus service, the bus drivers were no longer employed by the railway section of the MET and were therefore not part of the station staffing. The unique compartments for the Outfit Tins are quite useful for storing various books and brochures and we are all pleased to be preserving something tangible of the 'railway trams'.



Now we have not only preserved part of the Victorian Railways tramway, but have been boosted in our financial resources by a man who had an enduring interest in their history.

Vale Lloyd Rogers.



Peter Harrop places flowers on to the Floral Tram. Photo: Peter Waugh



Tram 14 under tow in Wendouree Parade after an electrical fault, January 2019. Photo: Neville Britton



Tram Tickets

A tram ticket is sold to a customer on the tram to show that they have paid for the tram ride. The money from ticket sales is used to pay for the cost of operating the tram.

These costs include paying all the people who work for the tramway— motormen, conductors, engineers, maintenance men, painters, cleaners, office staff, accountants and many more. It also has to pay for the electricity used to run the tram, the tram tracks, the overhead wires, and the cost of parts to keep the trams working. It should also bring in enough money to pay for new trams, new tracks, and new overhead wiring. Running a tramway is very expensive.



Tickets from the Ballarat Tramway Company, which ran the horse trams

In Ballarat, the cost of running the tramway was nearly always more than the amount raised



Ballarat tram tickets, the ticket on the right is from 1966 when decimal currency was introduced. It shows the value in cents, as well as shillings and pence.

through selling tickets. This meant that the tramway did not make money, and it actually lost money. In 1966-1967, the amount lost was \$231,000. This was one of the main reasons the government closed the tramway in 1971. The Ballarat Tramway Museum does make money from the trams, but this is because we do not have to pay our staff—they are all volunteers!

The money from selling the tickets is very important in keeping the trams running. It is important that there is a system for knowing how many tickets are sold, and how much money should be in the conductor's bag at the end of the day.

The tickets can give the tramway a lot of information. In the middle of the ticket is the price. This cost depended on how far the customer wanted to travel. For example on the horse tram in 1888, three pennies (3d) would get you from Grenville Street to the Botanical Gardens. The conductor would punch a hole in the side of the ticket on one of the numbers. The numbers would show where the customer got on the tram, and therefore how far they could go before they had to get off. The numbers on the left side were for trips going out of the city, and the right side for trips coming in.

The tickets were printed in number sequence, in books of 100. In the photo you can see the middle ticket is No. 032622, and the next ticket in the book would be No. 032623, and so on. At the end of the line, when the tram was being prepared for its return trip, the conductor would write the current ticket numbers in his journal. He would add up how many of the different tickets he had sold.

When a ticket inspector got on board, he would be able to read the information from the ticket. He would know how much you paid, where you got on and where you had to get off. He would know which trip and which day you got on the tram, so you could not use an old ticket.

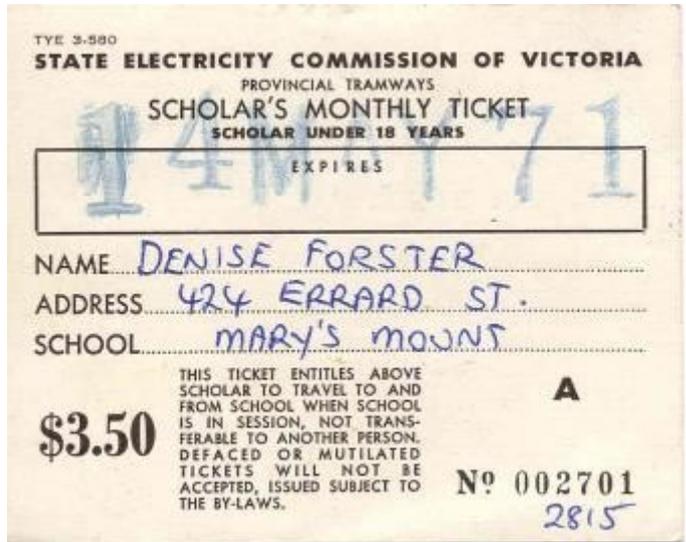
The Ballarat Tramway also had special tickets. School students could buy a “scholar’s ticket” which would be valid for a month. There were special tickets for blind people. And there were tickets to send parcels on the tram too.



The Electric Supply Company of Victoria, ESCo, used reusable tokens from 1913 to 1921. These small round pink or green tokens, made of Bakelite, could be bought in advance from the Tramway Office. They were then given to the conductor who would exchange it for a paper ticket. The tokens were then sent back to the office and used again.

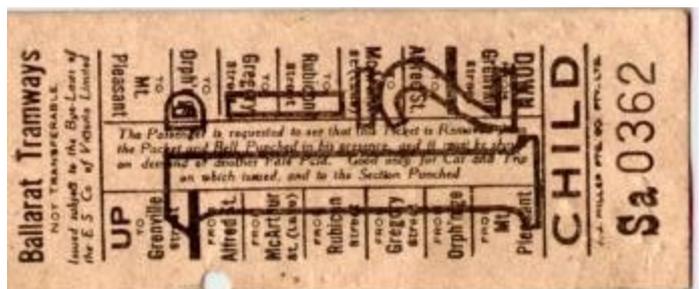


Another system tried by ESCo was a box with glass sides. Passengers would put the money into a slot and the motorman could see if it was the right amount. One motorman was sacked after he was found taking coins out of the slot on the farebox with a special tool he had made from wire.



People collect tickets as a hobby. Our museum has a large collection of tickets used on the Ballarat Tramways. These include the special souvenir ticket printed for the opening of the electric tram system in 1905. It also includes tickets which were found behind the seats when some of the trams were being restored. Ballarat children used to ask the conductors for the used ticket blocks, known as stubs. Conductors would often stick these behind advertising signs in the tram ready for the next young collector. Trainworld in New South Wales has a collection of over 18,000 railway tickets.

Tram tickets carry a lot of useful information, and they also hold memories. If only we could hear the story of some of our old tickets.



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Tram 14 lights up for the first time on 14 July 1974.



*Tram 14 on the last trip to Mount Pleasant, 1971.
Photo: Chris Phillips*



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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