

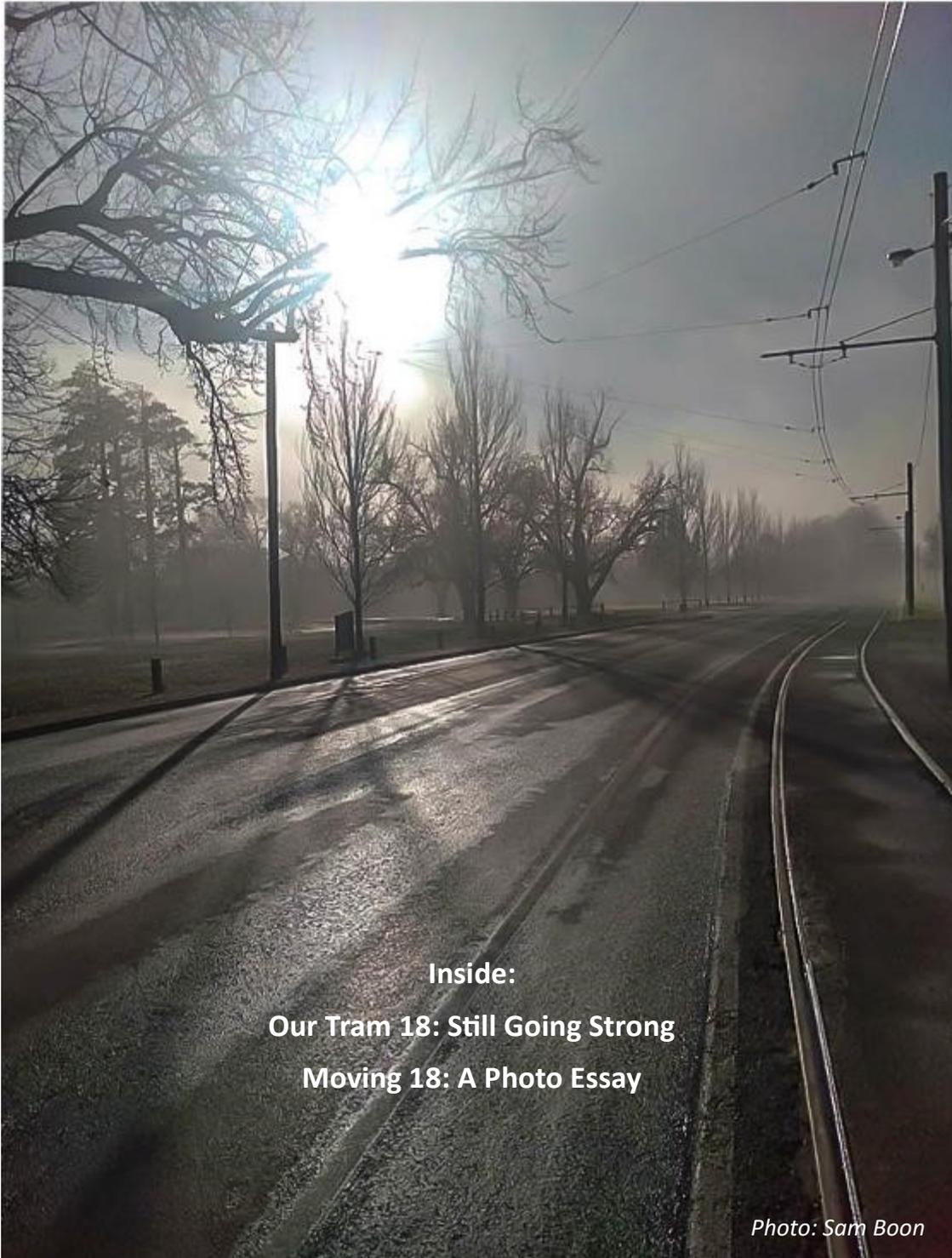
FARES PLEASE!

August 2019

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Morning on the Parade



Inside:

Our Tram 18: Still Going Strong

Moving 18: A Photo Essay

Photo: Sam Boon





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 27 October 2019, 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 6 October 2019.

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 forwarded by mail should be endorsed *Ballot Ma-*

terial 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.

New Member

The Museum welcomes new member:

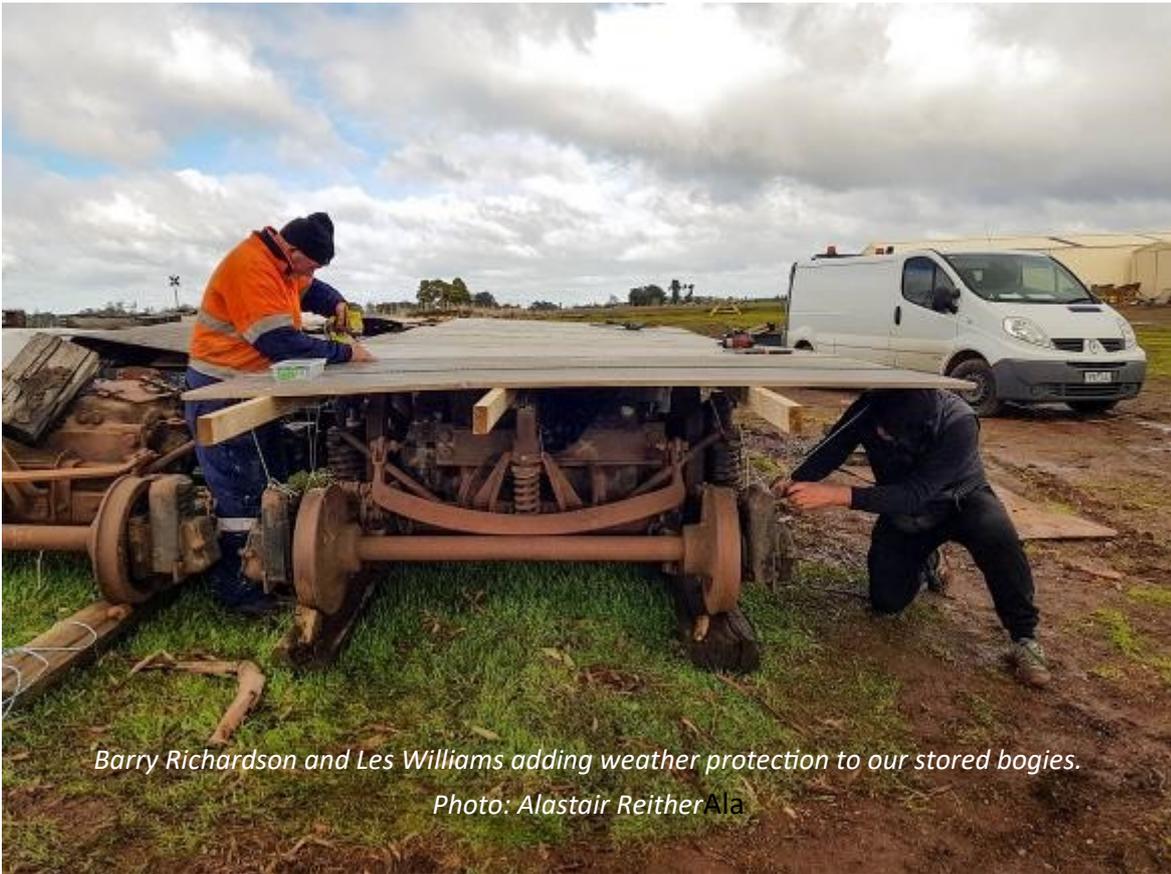
975 Ms Phillipa Sowman of Ballarat
Pippa has already commenced training to assist in the Museum on weekends.

Tram 504

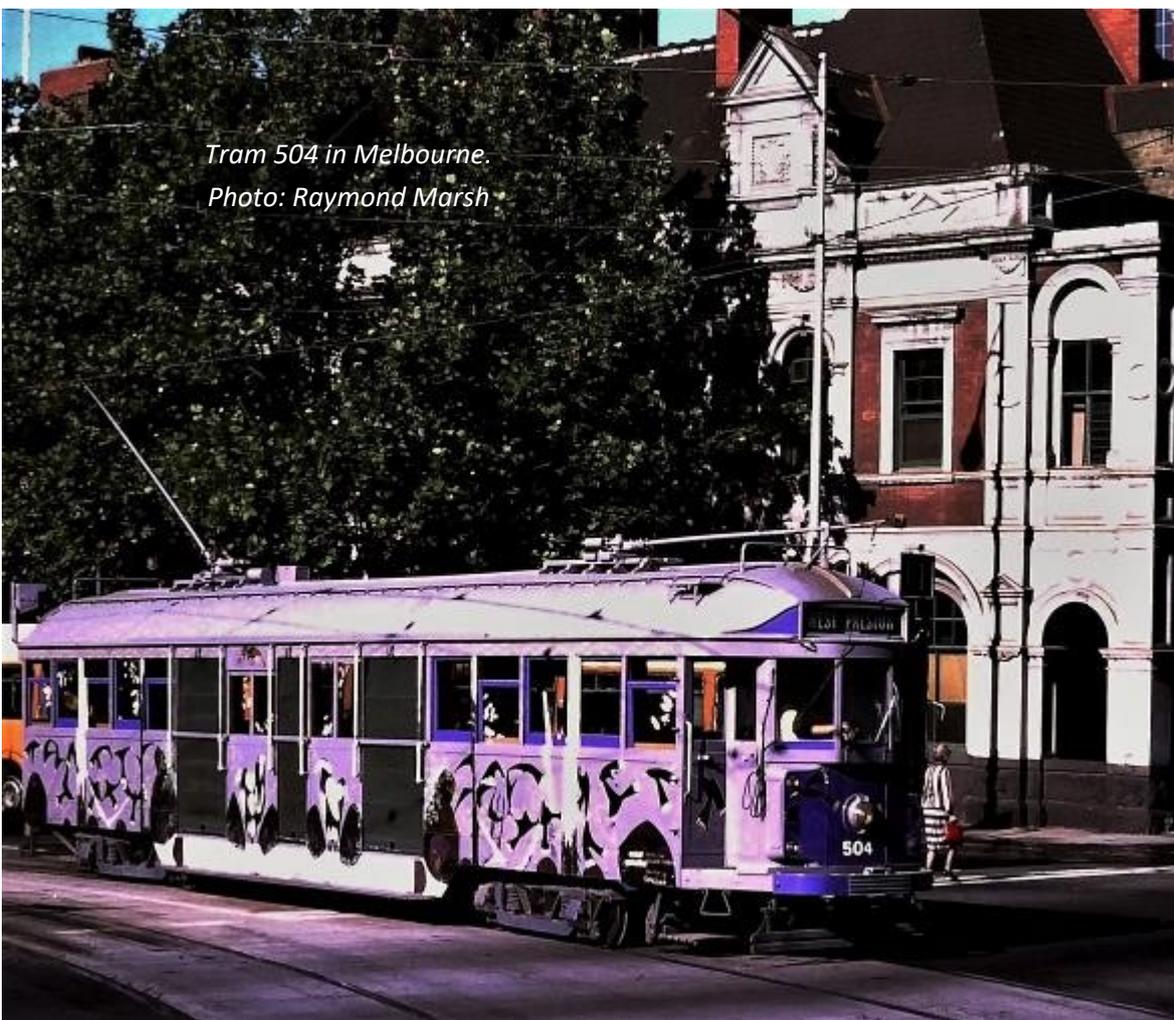
The BTM has been storing Melbourne Art Tram, No. 504 for several years. This tram was painted by Clifton Pugh in 1978, and was one of the first of the painted trams. The State Government have now confirmed that the tram is now in the ownership of the Museum, and we have commenced a conservation report to find out what will need to be done to restore the artwork and return the tram to service. A full report will be in the next issue.

Paper vs PDF

There are differences between the print and email editions of "Fares Please." Pages on the print edition are arranged for economic colour printing, and may not correspond with page numbers in the email version.



*Barry Richardson and Les Williams adding weather protection to our stored bogies.
Photo: Alastair ReitherAla*



*Tram 504 in Melbourne.
Photo: Raymond Marsh*

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Night Tram

The anniversary of the closure of the Ballarat Tramway system will be again marked by taking Tram No. 40 out for an evening run on 19 September 2019. This will be a great opportunity for photographers, and for those wanting to discover what public transport was like in the olden days. Tram service will operate between 7.00-8.00pm

Tram Showcase and White Night

The 2019 Tram Showcase will take place at the Museum on Saturday 21 September. All of the museums electric trams that are available for service will run. At the end of the day they will form a cavalcade from St Aidan's Drive terminus to the Depot. Afterwards, trams will continue to operate in the Ballarat Botanic Gardens precinct until 8pm. An opportunity to ride a heritage tram after sunset before attending Ballarat White Night.

Tram 661

The insurance claim for No. 661 damaged during the Begonia Festival has been settled. The tram will be going into storage, and later repaired at Bendigo when their schedule allows for it.

The Bogies

Work crews have been busy making sure our spare bogies are protected from the elements. Thanks to those who braved cold, wet and windy conditions to complete the task.

Track work

Fulton Hogan have been given the contract to replace the rails between Depot Junction and Carlton Street. This will take place in October, and is expected to take two weeks.



Matt Grindrod shows a young visitor the ropes.

Photo: Peter Waugh

New trams

The Museum successfully applied for two trams from the collection at Newport. No. 836 and No. 1029 will be delivered in the next weeks. We plan to have 1029 back in service as soon as workshop space allows for its restoration. No. 836 will need to be assessed to determine the work needed for a restoration, and will be placed in long term storage.



Tram No. 1029 drops sand in Plenty Road, Melbourne.

Photo: Raymond Marsh

Vale Neville Hesketh

By Richard Gilbert

Neville Hesketh, a long serving Conductor at the Ballarat Tramway Museum, passed away recently. He often worked on mid week charters in those times when less people were available during the week than now. He never went through with completing the Driving Course as he preferred to mingle with the passengers by conducting.

He had many interests including the Ballarat Woodworkers Guild and he assisted at the Clunes Booktown Festival where he drove the town shuttle bus and also organised a Chess Competition during that event.

Neville also volunteered for the Kelaston Aged Care centre in Wendouree, when it was operated by Vision Australia, and often drove the bus to take the residents on outings.

He retired from active tramway service in 2018.

Neville was a pleasant man and will be sadly missed by all who worked with him over the years at the tramway.



Richard Gilbert and Neville Hesketh heading off for an afternoon on the trams. Photo: Peter Waugh



Working on the trams. Photo: Richard Gilbert

OUR TRAM 18 – STILL GOING ALONG QUITE WELL AT AGE 103!

By Len Millar

Some 103 years ago, just before the outbreak of World War 1, ten four-wheeler trams were built by the Adelaide firm Duncan and Fraser for the Prahran and Malvern Tramways Trust (P&MTT). These trams were similar to many built for the various Melbourne municipal tramways trusts in the early years of the 20th Century – being a single truck, drop end, open California combination car. The enclosed saloon sat above the 1.98 metre (6'6") wheel-base Brill 21E truck, and the two lower end platforms were open (to the elements!). Our centenarian (plus) was one of 62 "California combination" cars built for the P&MTT between 1910 and 1918.

in the saloon were removed and longitudinal seats installed. This change was necessary so that the air tanks could be installed above the saloon floor. When the tram became part of the Melbourne and Metropolitan Tramways Board (M&MTB) fleet it kept its old number 63, and was classified as an H class tram.

On 24 March 1928 it was allocated to Glenhuntly Depot. In Melbourne our tram clocked up 435,016 miles (700,932 km). It was sold to the Electric Supply Company of Victoria, arriving at the ESCo. depot in Wendouree Parade on March the 21st, 1931. Melbourne No. 63 became the second tram in Ballarat to carry the number 18. Its old M&MTB livery of chocolate and cream was replaced by the Company's dark red and white livery.

The State Electricity Commission of Victoria (SECV) took several years to arrange the take-



Tram 63 (our No. 18) in service in Glenhuntly Road, Elsternwick. From Andrew Cook's collection.

Our No. 18 started its life at the P&MTT's Malvern Depot as the Trust's No. 63 in 1913. Air brakes were fitted to 63 in July 1920, and 11 months later the transverse Brill tip-over seats

over of the Company's assets, but finally assumed control on 1 July 1934. Soon thereafter the SECV set about converting its ex-Melbourne single-truckers for one man operation. The first form of alteration was to cut



Tram 18 at the City stop, Sturt and Lydiard Streets, July 1971.

through the drop-end seats and altered use of the barrier rails, but the later alteration became the final one for Ballarat “truckers”. The bulk-head at each end behind the motorman’s position was reduced in width, four pivoting (and lockable) doors were fitted, and each drop-end’s two full width passenger seats were replaced by shortened fixed longitudinal timber seats (which incorporated the metal sand boxes) behind timber and metal side panels incorporating sprung roller canvas weather blinds.

No. 18 trundled along Ballarat streets for some 25 years after its arrival until February 1956 when it was stored outside the Depot, because three bogie trams were due to be transferred from the SECV’s Geelong tramway when it closed on March 26. With seven bogie cars now in Ballarat, the depot would have been stretched to capacity. However, on August 28, 1960 18 was brought in from the cold and re-

turned to service.

In our Archives there are hand-written cards filled out by the SECV’s depot workshop personnel. These cards show details of the major and minor works carried out on the trams to keep them running reliably in service. One card shows that on 25 September 1940 the motorman’s seat at No. 2 end was re-upholstered. On 16 May 1941 new motorman’s foot-rests were installed. On 30 June 1942 extra strap-hangers were installed. “Ormonoid” flooring was applied to the foot-boards on 12 January 1944. Again, by 1 June 1950, the top and fronts of the roof were stopped and painted with “Sealcoat”. In 1949, No. 18 was repainted in mid-Bristol Green and Ivory colours.

1964 in Ballarat was a special year for the southern suburb of Sebastopol; the Borough of Sebastopol celebrated its centenary. To mark

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the event, the SECV agreed to re-paint No. 18 in a striking gold livery with bold signage advertising the centenary. Over 60 incandescent light globes were installed right around the bottom of the roof. It must have certainly “lit up” the streets at night!

Then towards the end of that year the local Myers store paid for No. 18 to be done up as Ballarat’s first Christmas Tram.



The first Myer Xmas Tram, December 1964.

Photo: Lillian Butler

And if that wasn’t excitement enough, on 18 March 1969, No. 18 got nudged at its rear by a car in the narrow Bridge Street, which at the time was still the main Western Highway between Melbourne and Adelaide. No. 18 was derailed and headed for the local Dickins super-



No. 18 derailed in Bridge Street, March 1963.

Photo: Ballarat Courier

market. “The Courier” was on hand to take a photograph, given that its offices were only 150 metres away.

On Sunday, the 19th of September 1971, the street tramways of Ballarat closed. After some years of pressure from the SECV, the State Government finally had the numbers in the Legislative Council to “rubber stamp” the lower house’s bill to close the un-profitable tramways operation in Ballarat. Tram 18 had travelled 522,723 miles (841,241 km) during its Ballarat career.

On the day after the last route (Lydiard Street North to Sebastopol) closed, our No. 18 was driven from the Depot down to the “Hospital Corner” (the intersection of Sturt and Drummond Streets) as the first leg of its transfer to Sebastopol. The Borough Council had successfully applied to the SECV to display the car under cover in Victory Park in Vickers Street. No. 18 was certainly special in the eyes of the Borough Council because it was their Centenary tram seven years earlier!

No. 18 became the very last tram operated and powered by the SECV along Ballarat’s streets. When it reached the overhead section insulator on the north side of Sturt Street, a Borough tractor was on hand, and towed the tram down Drummond Street South, Skipton and Albert Streets. At Vickers Street, No. 18 was rotated through 90 degrees and towed to the park, with the wheels running on lengths of steel channel. Once on-site, the tram was laid onto rails, a chain-mesh fence enclosure was erected, and soon thereafter the tram had a shelter with an open steel frame and a corrugated iron roof.

Unfortunately, vandals made several attacks on the tram over the next decade, and the elements did even more damage.

At our 1982 Annual General Meeting held on October 10, the then Ballarat Tramway Preser-

vation Society, Frank Hanrahan, announced that the Borough of Sebastopol council had agreed to the Society's request to make No. 18 available to operate on the Wendouree Parade tramway.



*Passing the Titanic Bandstand, March 1962.
Photo: Keith Caldwell*

Our November edition of "Fares Please" reported that "We acted quickly to move the car, which happened on November 2 - Melbourne Cup Day. A concrete wall at one end of 18' enclosure had to be demolished and some temporary track laid. Before shifting the tram, its bearings had to be oiled and despite the years of storage very little else had to be done to enable the tram to be rolled. Long-term Ballarat company, Barry James Cranes, lifted the tram and transported it to our depot, where it was un-loaded at the rear doorway at 2:50 pm and pushed into the shed. During the next two weeks the tram was cleaned, motors dried out, and the controllers and brakes checked and cleaned. Minor restoration had to be made to the lighting circuit due to minor modifications carried out by the Borough some years earlier for Christmas lights.

On Saturday November 13 the lights were turned on and the compressor, without missing a tick, came to life. Later that day the tram was moved under power for the first time since it was driven from the SECV depot to "Hospital Corner" the day after closure of the tramways back in September 1971. A few trips were run up and down the ac-

cess track. The life-guards which had been damaged a few years earlier, meant that it could not operate safely in Wendouree Parade. The following day they were dis-mantled, repaired and re-assembled. Later that afternoon the tram ran out (onto the street) and completed two and a half trips, which cleaned the wheels and generally gave the tram a good shake-down!

Despite 11 years of storage the sanding equipment operated the first time. The body of the tram had deteriorated to some extent, although the roof is in good condition. Some internal ply panels have delaminated due to water seepage, and virtually all the window frames will need to be re-built and re-glazed. It is planned to carry what repair work is necessary and repaint the tram to enable its return to public service as soon as possible. All in all, it's an excellent acquisition!"



*Retrieving No. 18 from Victory Park, Sebastopol,
November 1982.
Photo: Warren Doubleday*

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Our Tram Record Book shows that from 1982 to 1984 the compressor was “fixed”, the brake re-juvenation completed and the saloon interior re-fitted. On 13 December 1991 Christmas Tram decorations were fitted. On 5 May 2000 it was involved in a minor “car ahead” with Tram 40 during that year’s Begonia Festival. In 2012, No. 18 was taken down to Preston Workshops for the wheels to be re-profiled. Without doubt the journey to and from Preston on board



No. 18 celebrating 60 years of electric trams in Ballarat, August 1965.

Photo: Ballarat Courier

a semi-trailer was the first time No. 18 had travelled at 100 kph!

During 2017 and 2018, with the aid of a very much-appreciated grant of \$10,000 from the Australian Government, No. 18’s truck received some major rejuvenation. A number of local companies carried out various tasks including stripping down (UGL at the former railways workshops), turning the truck bearings (Miller Brothers), new suspension bearings (Hasco Foundry), re-metalling of the axles (Avweld), the motors overhauled, baked and dipped (Ballarat Motor Bearings) and re-profiling of the wheels by Yarra Trams. Harrybilt Engineering and Welding Services also did sterling work. We overhauled the controllers using new and used materials, and our Dave Macartney was principally involved in repainting the exterior. The finishing touch, applying new numerals and SECV logos, was carried out a month ago.

No. 18 is still going strong! It weighs in at 12 tonnes, is 9.73 metres long, 2.72 metres wide and is 3.25 metres high. When built, it had seats for 34 passengers, with capacity for 44 standees. The final one-man configuration by the SECV reduced those capacities slightly. The tram still has its Brill 21E trucks – which have a 1.98 metre wheelbase. It still has its AEG “T1F” controllers and two 32.8 kW WH225 motors. In our service (as at 30 June 2018) it has travelled some 28,432 kilometres up and down “the Parade”. One wonders how many million passengers it has carried during its long life!

ORMONOID

“Ormonoid” was a special anti-corrosive paint designed for the prevention of radiation of heat, and as a damp resistant paint for flooring and walls.

It was patented in Australia by Lloyd and Co. Ltd., in August 1915.

The bitumen based waterproof sealer is still available in hardware stores today.

LAST TRAM TO SEBASTOPOL: MOVING 18 TO VICTORY PARK



Turning from Macarthur Street into Drummond Street, closely followed by the tower truck.

Photo: Lillian Butler

With the power no longer connected to the overhead in Ballarat South, the tram is connected to the Borough of Sebastopol's tractor for the rest of the journey.

Photo: Lillian Butler



Keeping a close eye on the connection the tram moves off under tow down Drummond Street.

Photo: Lillian Butler

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At Victory Park in Sebastopol, work is underway to prepare the rails for the tram to sit on in its new home.

Photo: Lillian Butler



The tram is turned off the Albert Street tracks to head west along Vickers Street towards Victory Park.

Photo: Lillian Butler

Steel channels are used as temporary rails to move the tram along Vickers Street.

Photo: Lillian Butler





Arriving at Victory Park.

Photo: Lillian Butler



The official handover—Cr. N. F. Donald and SEC Ivan Pellas, early Oct. 1971.

Photo: Lillian Butler

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Using the tram's roof to assist in constructing the new shelter in Victory Park, October 1971.

Photo: Lillian Butler



Tram 18 in its new shelter, Victory Park, Sebastopol.

Photo: John Theodore



Trams 13 and 38 meet at the Depot Junction. Photo: Sven Stephan



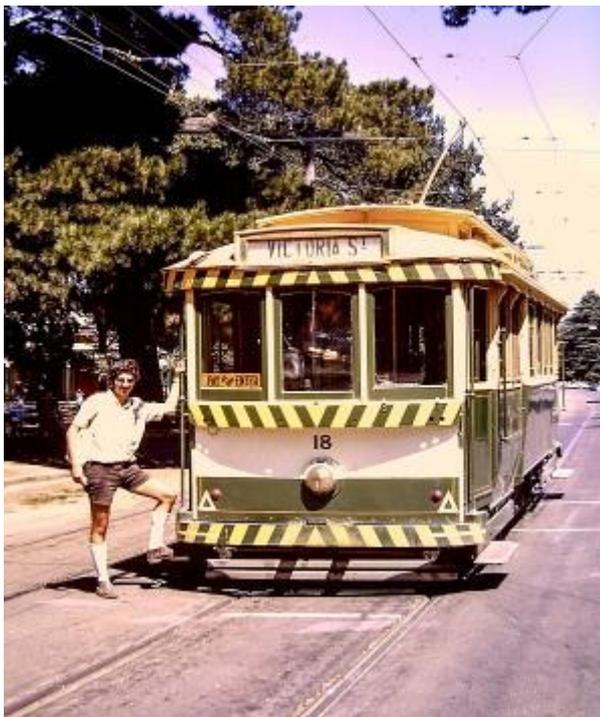
Tram 18 on jacks in 2018, with the bogies and motors removed.

Photos: Peter Waugh



Flooring goes into Tram 12, July 2019

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Above—No.18 at the Mount Pleasant Terminus, 11 April 1971. Photo: Andrew Cook

Left—Chris Phillips with No. 18 at the Gardens Loop



No. 18 at Lydiard Street Terminus, 1964. Photo: From the TMSV Collection



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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