

FARES PLEASE!

April 2020

\$2.50 incl. GST

News from the Ballarat Tramway Museum



INSIDE:

COVID 19 SHUTDOWN

THE OTHER VIRUS

TRAMS 21, 22 and 23



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From the President

Paul Mong

Since the February edition of “Fares Please” there have been some major changes in our lifestyles to help prevent the spread of the Corona-virus.

On Friday, 20 March, the board agreed to temporarily close our museum and suspend tram operations.

Prior to this happening it was a very busy time around the museum with preparations undertaken for our busiest weekend of the year the Begonia Festival. Fortunately this was able to go ahead and I would like to thank all our volunteers who helped over the long weekend. We

had a total of over 6500 visitors to the tramway over the weekend. We had about 20 volunteers assisting each day; it was a fantastic achievement by our museum. It was great to have a large number of our new younger generation volunteers helping out over the weekend, which is very important for our future.



Paul Mong supervising the move at Diamond Creek.

Photo: Carolyn Cleak

Over the past 12 months we have been assisting the Nillumbik Shire council and Diamond Creek Rotary club with technical advice and equipment for their tram project which was part of Victrack’s Retired tram project. On Tuesday, 11 February, we assisted them with installing track and relocating tram 812 to the final site at Diamond Creek. In exchange the museum was able to obtain some spare parts and a set of good bogies which will be overhauled. The museum is very supportive of this community project and is looking forward to the finished result which will see the tram turned into a café overlooking a brand new adventure playground.



Moving Tram 661 into storage.

Photo: Paul Mong

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pay our respects to their Elders, past, present, and emerging.

On Thursday 13 February we relocated Tram 661 from Ballarat to our off site facility at Bungaree. It will be stored there until Bendigo Tramways can fit it in to their busy schedule for repairs. The following day we saw the arrival of Melbourne Tramcar Preservation Association (MTPA) W2 class tram 407, which was unloaded and taken to the workshop for a full check over before it was operated over the Begonia Festival long weekend. It played a very important part and attracted a large variety of interest from our visitors. I would like to thank MTPA for their ongoing support with this project. It has been a great outcome and opens up the possibility that further trams could be rotated around in the future from their collection.

For the last two years we have been working with the City of Ballarat and Heritage Victoria to obtain permits for our museum extension. At



Tram 2 at Bendigo, March 2020.

Photo: Paul Mong

the end of March, Heritage Victoria approved the plans subject to some minor conditions. This is a fantastic result. I would like to thank the Museum Extension committee, chaired by Virginia Fenelon for their persistence in getting the permit approved. We are now working with the City of Ballarat to amend our existing planning permit.

Over the past month there has been a lot of progress on Geelong Tram No. 2 which is being restored at the Bendigo Tramway workshop. It has been jacked up and preparation work has started for the installation of air lines and electrical cables.

At Bungaree Tram 1029 has been placed into the new shed ready for restoration. We have installed pallet racking to store our spare parts. We have made a pattern for a 21E side frame for making a truck for tram 12 later in the year.

With the tramway not operating there are still a few things happening around the museum behind the scenes. Our safety committee continue to work on our safety management system and our museum manager is working on cataloguing our collection.

I would like to thank you all for your ongoing support through this very hard time however I can assure you once we all get through this crisis the museum will be back and operating bigger and better than ever before.

New Members

The Museum welcomes the following new members and Junior Supporters:

- 987 Rosario Occhipinti of Brisbane
- 989 Karissa Hunt of Delacombe
- 7097 Al Wong of Sunshine
- 7098 Ruby Occhipinti of Brisbane

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*2020 Begonia Festival.
Gavin Young, Pierre Taylor, Chris Phillips and
Arthur Adams. Photos: Peter Waugh*

That other virus – the Spanish flu

By Alan Bradley

Preamble

Between 1914 and 1918 millions of men from around the world fought in the Great War. The signing of the Armistice on 11 November 1918 ended the fighting, but the War left many dead or wounded, and saw the end of great empires. About 4,000 men from the Ballarat district served during the Great War, with about 800 dead.

With the war over an Avenue of Honour was planted in Sturt Street. The old Agriculture Society's Showgrounds (at the corner of Haddon Street and Wendouree Parade), which had been used for troops between 1915 and 1918, was used as a venue for the "Peace Show" on 13 and 14 November 1918. Crowds poured onto trams for the journey to the Showgrounds, now clear of troops and renovated. The "Peace Show" attracted the greatest attendance and gate receipts in the Show's history. Ballarat people wanted to resume normal life again.

During late 1918 and early 1919 the troops came home from Europe. With the War over surely good times could resume again. But with the troops came an unseen enemy.

The pandemic

The "Spanish flu" did not begin in Spain. One theory is that the flu began in China, and was brought to Europe by Chinese labourers. Another theory is that it began in Kansas, USA, from where it then travelled to Europe with American troops. The outbreak spread through soldiers being treated in military hospitals in northern France. From there the virus spread quickly to Allied and German soldiers and to neutral Spain. Due to wartime censorship news of the sickness first made headlines in Spain.

As the Spanish King also became infected, the disease became known as the "Spanish Flu." As the war ended, homebound soldiers then carried the Flu around the world.

INFLUENZA

FREQUENTLY COMPLICATED WITH

PNEUMONIA

IS PREVALENT AT THIS TIME THROUGHOUT AMERICA.

THIS THEATRE IS CO-OPERATING WITH THE DEPARTMENT OF HEALTH.

YOU MUST DO THE SAME

IF YOU HAVE A COLD AND ARE COUGHING AND
SNEEZING. DO NOT ENTER THIS THEATRE

GO HOME AND GO TO BED UNTIL YOU ARE WELL

Coughing, Sneezing or Spitting Will Not Be Permitted In The Theatre. In case you must cough or sneeze, do so in your own handkerchief, and if the coughing or sneezing persists leave the theatre at once.

This Theatre has agreed to co-operate with the Department Of Health in disseminating the truth about Influenza, and thus serve a great educational purpose.

**HELP US TO KEEP CHICAGO THE
HEALTHIEST CITY IN THE WORLD**

JOHN DILL ROBERTSON
COMMISSIONER OF HEALTH

Due to its isolation Australia had months to prepare and much early good work was done. Maritime restrictions were placed on incoming vessels in October 1918 after outbreaks occurred in South Africa and New Zealand. The precise source of the first known infection – in Melbourne in January 1919 – was never discovered. In Ballarat the first case of Spanish Flu was diagnosed on January 24, 1919 when a traveller heading home to South Australia from Melbourne fell ill. Nine other cases soon followed, four of them critical.

In 1919 Ballarat was still divided into the City of Ballarat, the town of East Ballarat and various boroughs and shires. While Ballarat Base

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Hospital had always treated infectious disease, an argument arose over whether the hospital or council should build an isolation ward. Eventually it was agreed an isolation camp should be constructed at the Showgrounds. But conditions at the “Showground Hospital” were stifling in the February heat of summer, and eventually flu patients were sent to the Alfred Wing of the hospital. Delegates from the City and Town Councils began working together on a combined approach to the outbreak.

The second wave of the flu, in particular, had more brutal effects than typical influenza, not least because it was likelier than the ordinary flu to be joined by bacterial pneumonia. The second wave did not spread to Australia for several months, but took hold during April 1919. Male patients were sent to Pleasant Street Primary School (close to the lake), and female patients to the Alfred Wing of the hospital.



Alfred Wing, Infectious Diseases ward, July 1918
Photo: Ballarat Base Hospital Trained Nurses League
Victorian Collections, BBHTNL 0926

Then as now, various forms of “social distancing” were tried. State borders were sealed. Ballarat’s theatres, movie-houses and the Fine Art Gallery were closed. Schools were shut and Sunday schools suspended. Churches banned communal singing and introduced mandatory gauze masks; some churches closed.

Public gatherings were restricted to 20 people, and band concerts in the Gardens Reserve were banned.

Tram services

The Spanish flu hit tram services in many cities world-wide. From London, Vienna, Berlin and Madrid to Brisbane so many drivers and conductors were ill that only reduced services could operate. One day at 2 pm in the heart of



Seattle, Washington, 1919

Wellington, New Zealand not a single tram or motor vehicle could be seen. In Seattle (Washington State) masked conductors refused to let passengers on without a mask.

But trams also had their uses. In Christchurch (New Zealand) compressed-air braking units on 14 trams were adapted to operate a sprayer to disperse a solution of zinc sulphate on all major routes. In Sydney two C class trams, initially converted as ambulances for wounded soldiers, were pressed into service for Spanish flu patients.

Ballarat's trams were fumigated with sulphur after each service. Former Tramway Inspector H. P. James recalled:

Then we had that dreadful Spanish influenza; people were frankly scared. The tram staff had to wear gauze masks, impregnated with formalin. Gerald O'Hara cut a hole in his and smoked his pipe through the aperture. Dispenser-Inspector H.P. James had to administer two quinine powders to each man.

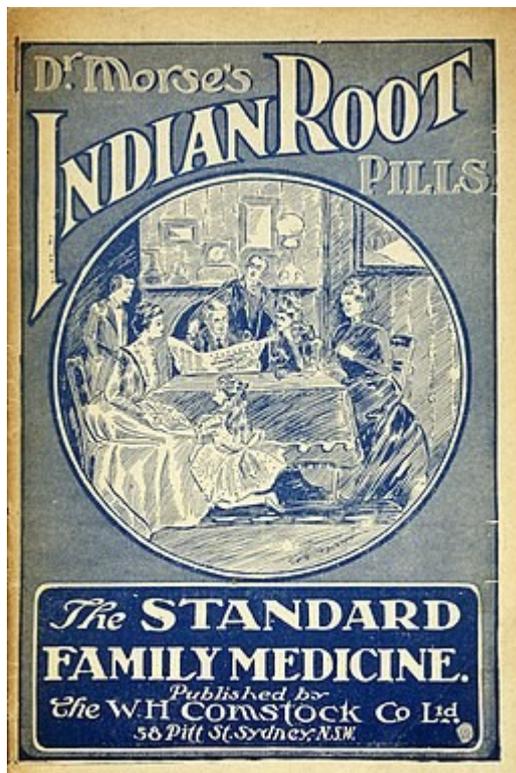
Those treatments quoted here were of dubious effectiveness. Quinine (made from the bark of the cinchona tree in South America) was an effective treatment for malaria, but was ineffective for treating viruses like the Spanish flu. Formalin can be toxic for humans, but this did not stop its use in "inhalatoria" - spaces where the public could inhale formalin fumes. Medical knowledge was not what it is now, and there was no Dr Google. Quack cures were advertised in newspapers.

An advertisement claimed that "Tens of thousands of bottles of Dr. Morse's Indian Root Pills

have been sold since the epidemic started", and "It can therefore be seen that Dr. Morse's Indian Root Pills have played their part as already stated in fighting the epidemic." The advertisement proudly claimed that "Dr. Morse's Indian Root Pills are like Ford cars". At the time the Pills were "recommended as a cure for biliousness, dyspepsia, constipation, sick headache, scofula, kidney disease, liver complaint, jaundice, piles, dysentery, colds, boils, malarial fever, flatulence, foul breath, eczema, gravel, worms, female complaints, rheumatism, neuralgia, la grippe, palpitation, and nervousness..."

Dr J. M. Gardiner (City Health officer) urged that precautionary measures be taken to prevent the spread of the disease.

He pointed out yesterday that in addition to inoculation and properly worn masks, each individual can have his own private inhalatorium. The latter is made as follows:- Roll a piece of cotton wool, the size of a plum into a ball, and cover with gauze; then sprinkle with a mixture of equal parts of creosote oil and Australian eucalyptus oil, and inhale at leisure.



The Commonwealth Serum Laboratories (CSL) produced a vaccine, and injections were given by employees of the two Councils. CSL produced 3 million doses of flu vaccine by March 1919.

Aftermath

By the end of 1919 the influenza pandemic was over. Across the globe, the pandemic had had a devastating effect on a population only just beginning to recover from years of war. It is widely accepted that many more people died from the influenza pandemic (50–100 million) than had died during the First World War (18 million) – but some recent estimates place the pandemic toll at around 17 million. Whatever

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the numbers, the Spanish flu is considered second only to the medieval Black Death plague pandemic in overall mortality rates.

By the end of 1919, an estimated 12,000 -15,000 had died in Australia of the Spanish Flu. In Ballarat 91 people died. One of them was tramway motorman William Jolly, who died on 11 April 1919 from “pneumonic influenza”. In 1920 his nephew Albert Jolly, who had fought on the Western Front, found employment on the Ballarat tramways as a motorman.

has arrived on Australian shores at almost exactly the same time of year the Spanish Flu hit in 1919. This is not the place to compare Coronavirus with the Spanish flu – hopefully it does not ultimately prove as deadly.

References:

1. 'The 1918 flu pandemic', URL: <https://nzhistory.govt.nz/culture/influenza-pandemic-1918>, (Ministry for Culture and Heritage), updated 26-Mar-2020
2. “Reminiscences of the tramways Grand Old Man” by H.P. Hames, 1939.
3. The Mercury (Hobart) 25 March 1919
4. Ballarat Star 3 February 1919



Opening the Arch of Victory. Source: ABC News

In 1920 the Prince of Wales (who later abdicated his throne) opened the Arch of Victory at the entrance to the Avenue of Honour. Ballarat began the long process of recovering from the twin traumas of war and Spanish flu. One positive from the outbreak was that the City and Town Councils discovered the virtues of combined action in a crisis. In 1921 the two Councils amalgamated.

A century later another world-wide pandemic has hit. Remarkably, the coronavirus of 2020



TRAMS 21, 22 AND 23 – 107 YEARS OLD THIS YEAR!

By Len Millar

1913 was a busy year for the Electricity Supply Company of Victoria Limited (hereinafter ES-Co). Eight years earlier the Company had inaugurated electric trams in Ballarat with 20 single-truck trams. Work is currently in progress at our Depot on re-building Tram 12 (which was one of the original “fleet”), but in 1913 tracks were laid south from Victoria Street, and three extra cars were ordered by ES-Co., to cope with the extension of the city’s electric tramways into the Borough of Sebastopol.



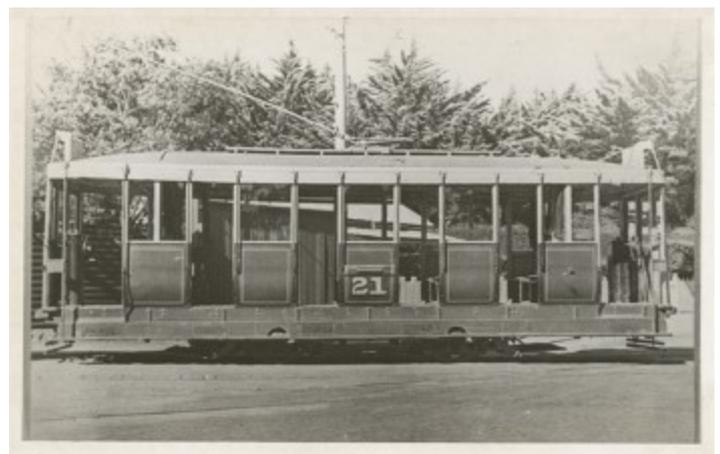
*Tram 21 in Skipton Street, Redan.
Photo: Wal Jack, 16 March 1935*

The three cars were built by the Adelaide company, Duncan and Fraser – which at the time was promoting itself as “Contractors and Carriage Builders, Franklin Street, Adelaide”. The company’s “Steam Works” were at suburban Kilkenny and its Melbourne representatives were “Gow Bros., 8 Market Buildings, William Street”.

Duncan and Fraser Limited opened for business in 1865 – initially building horse-drawn carriages, then horse trams and, later, motor cars. In 1873 the company built two carriages for the Adelaide, Glenelg and Suburban Railway Company. Then in 1884 the Adelaide and Suburban

Tramway Company ordered 20 horse trams from John Stephenson and Company in New York. What arrived in Adelaide from the United States were 20 un-assembled horse trams. Given that Duncan and Fraser had quite some experience in the field, it was chosen to assemble and paint the horse trams – for the sum of \$40 (20 pounds) per tram. Duncan and Fraser went on to build 100 of Adelaide’s 163 horse trams and 124 of its early electric trams. Success led to success, and from 1910 it obtained orders in Victoria from the Prahran and Malvern Tramways Trust, the Hawthorn Tramways Trust, the Melbourne, Brunswick and Coburg Tramways Trust and the Fitzroy, Northcote and Preston Tramways Trust (a total of 141 trams) as well as 18 trams for ES-Co’s Bendigo tramways and 10 for the Melbourne Electric Supply Company Ltd. Geelong system.

But by 1919 Duncan and Fraser’s tram orders dried up and the company decided to abandon coach and tram building and confine itself to automotive manufacture. By 1927 the construction of the Ford Motor Company’s Model T Ford motor car bodies became the company’s principal activity, and it was operating automotive distributorships and dealerships. However, the succeeding Model A Ford required an all-steel car body, which Ford’s U.S. headquarters decided would be made in Canada and its new plant in Geelong.



Tram 21, Wendouree Parade, 1935. Photo: SEC

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Tram 22 in Wendouree Parade, outside the Tram Depot.

Photo: Wal Jack, 2 June 1935

That was a body blow for Duncan and Fraser and, later in that year, the shareholders decided to close the company.

But Duncan and Fraser's contribution to Australian transport lives on. The Ballarat Tramway Museum owns 13 Duncan and Fraser trams – being Horse Tram No. 1 (1887), ESCo. No. 12 (being re-built), 18 (1913, P&MTT), SECV's 26, 27 & 28 (1916, HTT), 32 & 33 (1920, FTT), 38 (1914, P&MTT) and 39 & 40 (1913, P&MTT). Oh, and ESCO's 21 and 22 which were built in 1913.

21 and 22, along with 23, were the only trams purchased new for Ballarat. All other trams have arrived second and third-hand. The trams were single-truck (four wheels), straight-sill, closed cross-bench cars and were known as the "Sebastopol cars" by management and the em-

ployees. The trams had Brush trucks with two GE267 38 horsepower motors, Thompson and Houston B49CC controllers and weighed in at 10.5 tons. In summer, there were seats for 50 passengers plus standees. In winter, most doorways were sealed off with weather blinds, and the seating capacity reduced down to 40. A central section of each bench seat was removed to provide an aisle. They were put into traffic with the ESCo's red and white livery, with blue scroll-work. They were apparently used only on the Sebastopol line, mainly only down to Rubicon Street. Under heavy loads, the axle boxes continued to break from the truss bar, costing the company as much as \$600 (300 pounds) per year. The breakage was later overcome by fixing a cap over the axle and axle box horns –horns. The idea was invented by the local shed foreman and was copied by other tram-

way systems. On another front, although ESCo. was implementing one person operation back in the early 1910's, the "Sebastopol" cars always needed conductors, as did the two toast-rack cross-bench trams 19 and 20.



*Tram 23, Wendouree Parade outside the depot, 1913.
Source: Wal Jack Collection*

In the early 1930's, the driver's "goose-neck" brake handles were replaced by a wheel-type handle. Soon after the State Electricity Commission assumed ownership of the Ballarat tramways, the "Sebastopol" cars were pensioned off from passenger-carrying duties.



*Tram 23 after conversion into the scrubber car in Lydiard St North cleaning a drain.
Photo Leon Marshall-Wood, 10 November 1947*

In 1934, the SEC converted No. 23 to a scrubber tram, by removing the various side panels and the seats, installing a large steel water tank and associated water plumbing and devices, to raise and lower the carborundum scrubbing blocks and deliver water down onto the rails just in front of the wheels.



Tram 21 at Redan in 1936. The body is sitting on a set of rubber tyred jinker wheels. Indicates how the body was sold at the time by the SEC and then loaded onto a vehicle for transport.

Photo Wal Jack



Scrubber car—inside view showing the water tank.

Photo: Andrew Howlett, 1971.



The un-numbered scrubber tram is at the Tramway Museum Society of Victoria's Bylands premises. No. 21 was sold by the SEC to a South Daylesford land-owner and used as the basis of a house. In 1994 our members dismantled the additions and the tram body was transferred to the author's Newstead property, but it was later transferred to Bungaree.

No. 22 was sold by the SEC in 1935 to the Schreenan family at Bonshaw, south of Ballarat, and converted into a workshop. The body was transported to our Depot in 2009, but to make room for what was to become "Cuthberts 939", it was moved out to our off-site storage facility at Bungaree in 2014.

Trams 21 and 22 are secured under cover off-site, and one day we will appraise the two bodies and develop a restoration plan. We may not be able to secure a Brush truck frame, but may be a Brill 21E will fit. Time will tell!

Postscript:

One day many years ago, at another place (Bendigo), I was showing my passengers around the depot and detailing the four main types of trams preserved. After I'd finished my spiel, one passenger came up to me and said "I'm related to the Mister Duncan of Duncan and Fraser". Wow, I thought! And only a month later, another passenger sidled up to me in Bendigo and said words to the effect "I'm the grand-niece of the Mister Fraser of Duncan and Fraser. Double "Wow"! Tram Royalty!

References:

1. "Destination EAGLEHAWK", compiled by the late Keith S. Kings, 1965;
2. "History of Ballarat Tramways – 1887 – 1953", by Wal Jack, un-dated, but understood to be 1953;
3. "The Golden City and its Tramways", by Alan Bradley, 2005;
4. "Last Tram at 11", by William F. Scott, 2008; and
5. <http://duncanandfraser.com>.



**From Dave
Macartney's
Collection**

Above: Tram 671 in Melbourne in the 1960s.

For the tram enthusiasts: identify the location.

Right: Tram 41 in Lydiard Street, as reflected in a mirror at Reid's Coffee Palace. Dave is very proud of this photo, which took a lot of perseverance to capture.





The Tram Depot

Our trams are stored at the tram depot. The word “depot” comes from a French word, *dépôt*, meaning a place where items can be stored or placed. The word “deposit” also comes from this French word. The roof on an old tram is made of wooden timber slats, covered with canvas, and then painted to make it waterproof. If trams are stored outside, this roof will soon develop leaks, and the wooden parts of the tram will begin to rot. The trams are also protected from being damaged by vandals.

As well as providing protection for the trams, the depot also has our tram workshops, offices store-rooms, kitchen, changing room, toilet and museum. Upstairs is our archive room, where all our important historical documents and photos are kept.

Our tram depot is not the original depot for the Ballarat trams. The BTM built our shed to store the trams when the old depot was pulled down. It was made bigger in 1982 so that a workshop could

be added, as well as storage for more trams. We are planning to build a new section next year to properly display the trams for our visitors.

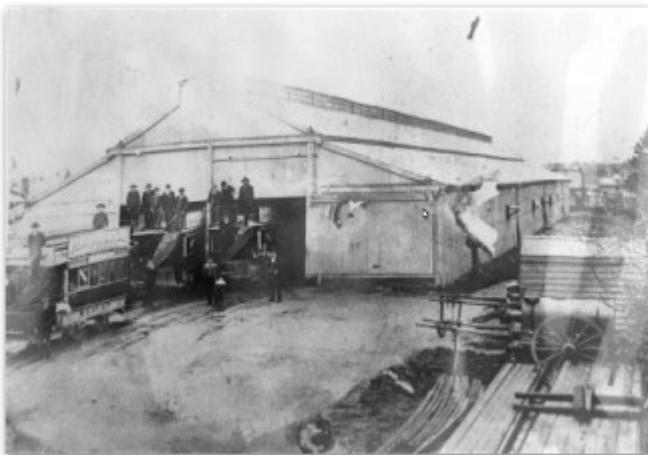


The Jubilee Church on the tramway land, 2016.

Photo: Peter Waugh

The original Ballarat tram depot was built in 1887. The Ballarat Tramway Company (BTC) needed somewhere to store their new horse trams, as well as stables and paddocks for the horses. The BTC wanted to build a depot in part of the Botanical Gardens, but the City Council did not allow it. Instead the BTC were given a two-hectare block of land, on the corner of Wendouree Parade and Forest Street. They also built twenty cottages for the tram workers to live in Gregory Street. A church and Sunday school were built on the Forest Street corner, and they are both still standing today.

The BTC also had other stables in different places



The original depot and stables, c.1900.

Photographer unknown.



Inside the original depot, 1963.

in Ballarat, so that the horses did not have as far to travel to begin and end work. There were big stables in Redan (now the site of the APCO service station in Skipton Street) and in Sebastopol (now the site of St. James Primary School in Albert Street). There were also smaller stables around the city where the horses could rest during the day.

other horse stables around the city were no longer needed, and the paddocks were sold.

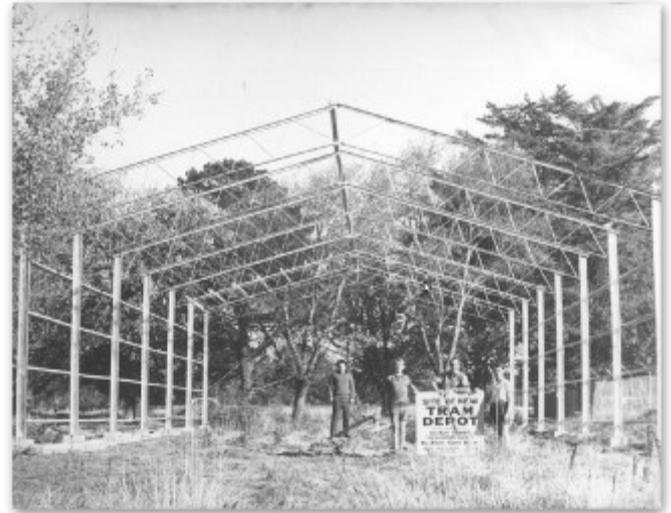


Original depot in Wendouree Parade, 1955

Photo: Keith Kings

One of these small stables is still standing next to the Canberra Hotel in Creswick Road.

When the tram system became electric the horses were no longer needed. At the Wendouree depot the stables were altered so that the new electric trams could be put inside. The front of the old depot was changed, and new doors were built. The



Building the new depot, c.1972

Photographer unknown

In 1971 the tramway system was closed, and the old depot was pulled down. The land was sold for new houses. The BTM built our new depot on council land in the South Gardens reserve.



Moving the trams into the new depot, June 1972.

Photo: Ballarat Courier



Site of the original tram depot, near Stafford Court.

Photo: Peter Waugh 2016.

When Ballarat returns to normal, go and look for the site of the old depot. It is just a short walk from the St. Aidan's Drive tram stop. At the Museum, you can use the computer to look at the items we have stored in the archive room. All the photographs used in this article are in the archive collection.

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*Tram 407, Begonia Festival, 2020
Photo: Chris Phillips*



*New signs, St. Aidan's Drive
Photo: Peter Waugh*



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

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