

FARES PLEASE!

August 2020

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Vintage Trams and Vintage Cars



Tram 26 and a Talbot roadster, both built in 1916. Photo: Peter Waugh

INSIDE:

Tram 26

From the Archives





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 22 November 2020, 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 1 November 2020.

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 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.

The Board has resolved to delay the meeting to late November in view of issues surrounding the current pandemic.

Membership News (August 2020)

The Museum welcomes the following new members:

990 Mrs Juniris Harrop of Lake Wendouree

991 Ms Bettina Harrop of Lake Wendouree



Flashback to the 1980s, David Tidy and Frank Hanrahan. Photo: Richard Gilbert

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

From the President



Dear Members,
I hope everyone is coping with the increased restrictions imposed to deal with the COVID-19 pandemic. If you feel concerned or worried please feel free to contact me.

Regarding our operations, we were ready to reopen in July, but this was cancelled because of the new restrictions. It appears we will not be operating for a while however this does not mean that work has stopped completely.

The Board has been busy working on updating the safety management system to meet the new national regulations. We are currently reviewing tender documents for the museum extension and hope to have this process completed by next week. Details of the new extension will be in the next edition of “Fares Please.”

The workshop crews have completed repairs to Tram 33 which has been tested, and is running well. We are also changing the compressor on Tram 671. Bendigo Tramways are preparing to assess the damage to Tram 661 in detail. They are working on Tram 2 and hope to have that completed in a couple of months.

Planning is underway on our 50th Anniversary in September 2021, which looks like being a very exciting year for the BTM.

On behalf of the Board please stay safe.

Regards

Paul



The Board of the Ballarat Tramway Museum at the Wallace Hotel in March 2020, just before everything changed.



Paul Mong discussing BTM plans with the State Member for Wendouree, Juliana Addison, who has been a frequent visitor to the Museum



Social distancing signs on the trams

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Sam Boon, Tony Smith, and Paul Mong replacing bogies on Tram 1029. Photos: Paul Mong and Alastair Reither



Gordon Bentley working on reconditioning a compressor for Tram 671

104 YEARS OLD, AND STILL CARRYING PASSENGERS!

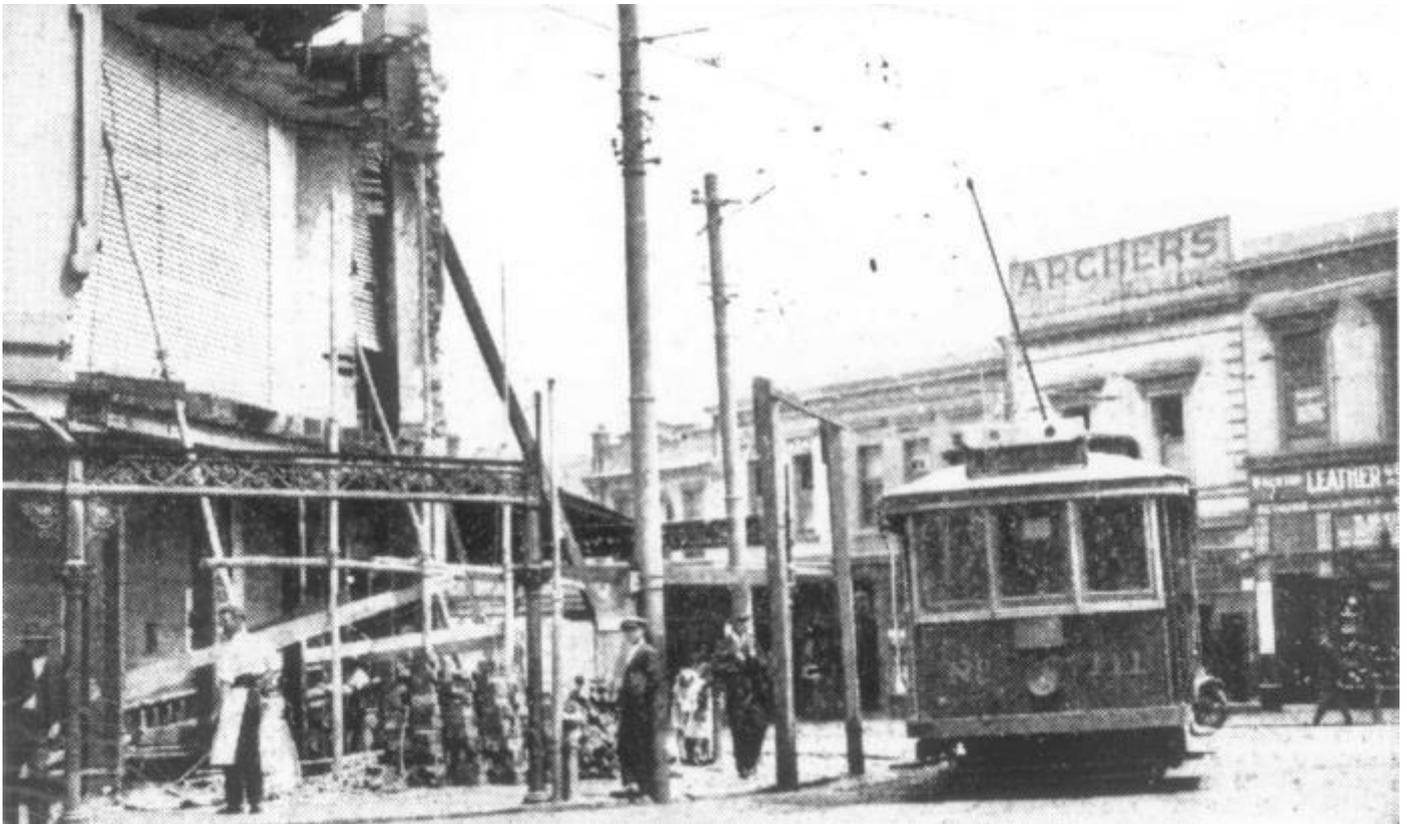
WELL, IT WILL BE SOON!

By Len Millar

Along with the other members of our tram fleet, tram No. 26 (built in 1916) is in the shed at present, while the world copes with the COVID-19 pandemic. We hope to re-commence operations just as soon as allowable. No. 26 was only three years old when following World War 1, the world was devastated by the very serious “Spanish Flu” pandemic in 1919.

The Trust’s electric tramway was opened on 6 April 1916 - from Princes Bridge out along Swan Street to the new depot in Wallen Road, Hawthorn. Seven of the Trust’s maximum traction bogie cars (Nos. 14 to 20) took part in the Opening Day celebrations – with Nos. 11, 12 and 13 available for traffic within the next two weeks.

The ten single trucker cars (including No. 5 which saw out its later days in Ballarat as No. 26) were commissioned between late April and mid-July. They carried the numbers 1 to 10 – but, on amalgamation into the Melbourne and Metropolitan Tramways Board (M&MTB) in 1919, became trams No. 107 to 116. In late



Tram 111 (later 26) in Melbourne, 1925. From the Argus, David Featherstone Collection

Our No. 26 was built in Adelaide by that prolific tram builder, Duncan and Fraser, for the Hawthorn Tramways Trust. The Trust comprised representatives of the City Councils of Melbourne, Richmond, Hawthorn and Camberwell.

March 1928, No. 111 (now classified as the Board’s “M” class) was still allocated to Hawthorn Depot.

By 1930 the M&MTB was encountering rapid increases in patronage – especially after the

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Arrival at Ballarat railway station, March 1930

electric trams took over from cable trams in Swanston Street and St. Kilda Road. So as more and more “W2” class trams were built, the Board was keen to pension off the large number of older “California combination cars”. There were 96 cars in the A, B, F, G, H, J, K and M classes, and they could not cope with the increased numbers of passengers. The Board set about finding new homes for these small four-wheelers. The first ten of the “M” class were sold to the Electric Supply Company of Victoria (ESCO) for use in Ballarat, and in March 1930 the bodies and trucks were sent by rail on flat wagons, and off-loaded in the Ballarat station goods yard onto horse-drawn jinkers. Our tram had travelled 417,002km (260,626 miles) in Melbourne.

By 7 June, HTT 5/M&MTB 111 was painted in ESCO’s red and cream livery and carrying its new number, No. 26.

On 1 July 1934, the State Electricity Commission of Victoria (SEC) took control of the

provincial city tramways of Ballarat, Bendigo, and Geelong.

On 5 February 1936, No.26 was involved in a fatal accident. At around noon, No. 26 was travelling towards the City from the Gardens, past the depot and the nearby Barrett Avenue passing loop, when it collided with the scrubber tram near Dowling Street. A sharp curve and over-hanging tree foliage blocked a clear view ahead of the trams.

One passenger, Miss Elizabeth Clarke, aged 52, was trapped in the wreckage. She was a nurse

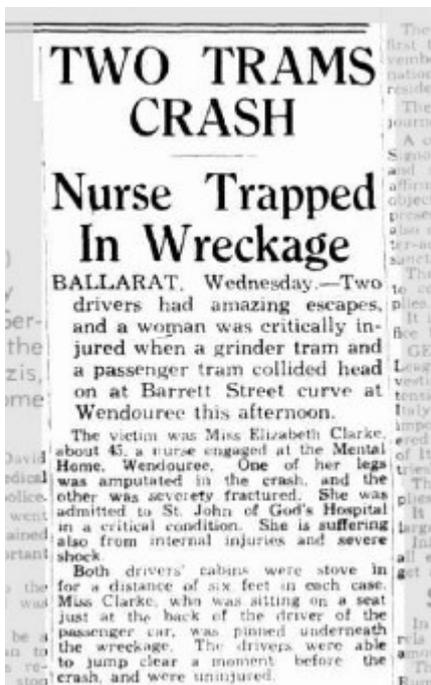


Where Miss Clarke was sitting. Victoria Police photo by George Stock, 5 February 1936

at the Lakeside Mental Hospital, and was going to meet a colleague at the St. John of God Hospital. The main frame of the scrubber was slightly higher than that of No. 26, and the resulting intrusion into the driver’s cabin of No. 26 and forcible movement of the timber bulkhead behind the driver trapped Miss Clarke and broke her right hip and leg. Her cries of dis-



Front of Tram 26 following the collision. Victoria Police photo by George Stock, 5 February 1936



The Herald, 5 February 1936, p. 1.

truss brought nearby residents rushing from their homes. Another passenger was hospitalized with minor injuries and four other passengers escaped with “severe shaking and shock”. Both tram drivers were able to jump clear and escaped serious injury.

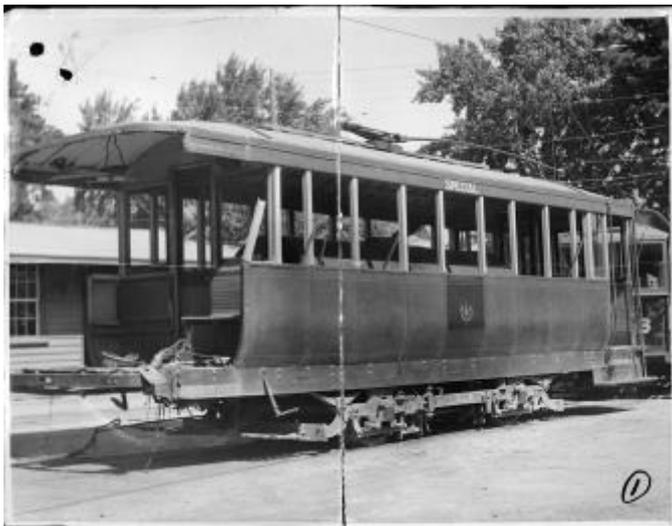
Miss Clarke was taken to the St. John of God Hospital in Drummond Street North, and her broken leg was amputated that day. Unfortunately, two days after the accident, Miss Clarke developed gas gangrene and, sadly, she died in hospital that night.

A Coroner’s Inquest was established to determine the cause(s) of her death. Evidence was tendered that operation of trams along Bal-

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larat's extensive sections of single track was by use of a hand staff – including the section of Wendouree Parade single track where the collision occurred. Ex-Melbourne single truck trams were fitted with air brakes, but the scrubber tram did not. It only had a hand-brake and the rheostatic brake part of the controller.

Police photographs taken at the scene and at the depot were submitted, and evidence was ten-



*The Scrubber Tram, Victoria Police photo
by George Stock 5 February 1936*

dered that Frederick Thompson, the driver of No. 26, had received the staff for the section from the passing tram at the preceding loop, allowing him to proceed on that length of track. However, the scrubber tram did not run to a timetable. Regulations dictated that if the scrubber were to meet an oncoming tram between loops, the trolley-pole would be reversed and the tram would run back to the last loop that it had passed. Neither the scrubber driver, John Tucker, nor his assistant, Alfred Forte, were aware that another tram was due to enter that section of track. No. 26's driver stated that after he saw the scrubber, he used the "third emergency brake". But the scrubber driver stated that when he saw No. 26 he applied the rheostatic brake, but then the scrubber started to skid and he lost control. There were differing

opinions amongst the five passengers as to whether or not No. 26 had actually stopped when the collision occurred.

Inspector Vic Mawby was called as an expert witness. He stated that the regular scrubber driver was on leave, and Mr. Tucker had only been driving that tram for three days. The rheostatic brake was operated on the same controller that was used to drive the tram, but in reverse order. If the rheostatic brake was moved straight through all the notches, rather than progressively through the notches, the wheels would lock. The tension spring in the controller of the scrubber tram was found to be weaker than usual. If the driver was momentarily unbalanced, an initial full application of the rheostatic brake would cause the tram to skid. Mr. Mawby suggested that the collision was caused because the scrubber's brake was incorrectly applied and the tram was temporarily out of control.

The Coroner found that, in his opinion, the accident occurred through a defect in the rheostatic brake which allowed the brake to go on too suddenly, thereby causing the wheels to lock and to skid. He was reported to have said that Miss Clarke's death was due to an unavoidable accident.

Following the Coroner's inquest, in 1937-38 the "Forrest City" signaling system was installed on all lines in Ballarat, except for the View Point line, which at that time was not scheduled for regular services. The signaling system was operated by the contact of the trolley wheels with contactors on the overhead wire. A red light (facing trams about to depart from a loop) indicated that another tram was in the next section, proceeding towards the loop. The "Forrest City" system prevented further head-on collisions between trams in Ballarat.

Tram No. 26 and the scrubber tram were re-

paired, and returned to service until the end of the Ballarat system in 1971. The scrubber was never fitted with air brakes.

By 30 June 1936 tram No. 26 was re-painted by the SEC in a mid-green and cream livery. It also had received the final modifications to the drop ends, whereby the cross-bench seating had been removed and replaced by two shorter longitudinal seats, with steps and four lockable doors at the corners of the tram. In January 1948, No. 26 was re-painted in its final SEC livery of dark green and cream. In December 1958 it was re-painted again and used ticket boxes were installed behind the driver's bulkhead. Eleven months later, it was the first Ballarat to be fitted by the SEC with advertising panels on the front aprons. In 1960, No. 26 received its white strip and auxiliary lighting on its aprons.

Upon closure of the SEC system, No. 26 was allo-



Tram 26 at the Depot, 1950s. SEC photo

cated to the Ballarat Tramway Preservation Society (now Ballarat Tramway Museum Inc.), along with Nos. 27, 28, 38 and 40. No. 26 clocked up 1,644,509 kilometres (1,021,240 miles) in service along Ballarat's streets.

The five trams given to us by the SEC were towed around from the SEC depot to our new depot on 26 and 27 June 1972, with the help of member John Wither's Land Rover. At that time we hadn't



Tram 26 at the Museum, late 1973. Photographer unknown

laid the access track so No. 26 was de-railed, turned through 90 degrees and then towed along the old road to the Depot (on the north and west sides of the public toilets) with the help of local contractor Bob Davies and his WW2 Ford "Blitz" crane truck. Once it was aligned with No. 2 road, it was again rotated through 90 degrees and pushed/hailed via steel channels until it was finally on "our metals".

We had been planning to have our Grand Opening of the Wendouree Parade tramway within the Ballarat Botanical Gardens on 1 February 1975. No. 26 was run out onto the Parade on 14 January for the first time and tested. A significant crack was noticed on one side frame of the Brill 21E truck, and which was replaced on 3 March.

In January 1980, No. 26 was taken out of traffic and its re-building into the tram's original "California combination car" form was commenced. The doors and panelling in the two drop-ends were removed and the original two transverse bench seats installed. The island bench seat closer to the saloon bulkheads was capable of being tipped over so that passengers could "face the front". However, not long after, the two tip-over seat backs were permanently fixed, so that it faced the seat opposite behind the driver's bulkhead, as a safety precaution. Fingers were vulnerable to people changing the seat back themselves!

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In 1985 we received a Commonwealth Employment Program (CEP) grant that enabled us to “fast-forward” the re-building. Over the six months of the CEP scheme our workers strengthened the saloon section’s frame behind the external panelling. Warren Doubleday was our Engineering Manager at that time, Dave Macartney was foreman, with fellow members Jacqui Edwards, Garry Wood, Ken Tomaska, Ken Walker and Peter Allen employed part-time. In 1987, cracks were detected in the spokes of the wheels, so they were sent off to the M&MTB’s Preston Workshops for welding repairs, along with re-profiling of the wheels.

Finally, on 15 November 1987 the “new look” No. 26 was finally tested out on the Parade. Looking resplendent in its ESCo. livery of deep red and cream, and with the new open drop ends with their cross-bench seating, No. 26 looked a treat! We were all smiling at the successful completion our first major tram restoration project.

Since we acquired No. 26 it has run on 849 days and has clocked up 27,119 kilometres (as at June 30, 2019). So our pride and joy has amassed the grand total of 2,088,630 kilometres of running since it was built, and it is still going strong!

For the technically minded, No. 26 has Brill 21E trucks with a 2.29 metres (7’6”) wheel-base, it is 9.8 metres (32’2”) long and weighs in at approximately 12 tonnes. It has two Westinghouse 225 motors and Westinghouse TIC controllers

We call No. 26 our “Summer” car – and on warm, sunny days it is a delight for its passengers, driver and conductor alike as it sedately cruises along Wendouree Parade through the beautiful Botanic Gardens beside Lake Wendouree on a fine sunny day. We hope it starts carrying passengers again really soon!

References:



Re-created leadlight window panels in Tram 26, installed during its restoration.

Photo: Peter Waugh

“TRAMWAY BY THE RIVER” by the late Bob Prentice, 1993.

“Destination CITY” (Third Edition), compiled by the late Keith Kings, 1971.

“The Golden City and its Tramways” by Alan Bradley”, 2005.

“LAST TRAM at 11” by William F Scott, 2008.

Various “Fares Please” and “Trolley Wire” magazine editions.

Various “Courier” newspaper articles.

Notes prepared by the late Wal Jack.



Above: Albert Street, January 1954. Photo: Ben Parle . Below: Bridge Street, 1961. Photo: Travis Jeffrey





at

From the Ian Saxon Collection

Tram 504 and 1028

By Greg King

At the West Maribyrnong terminus of Route 57, a freshly overhauled or repainted W7 class No. 1028 is about to come into the emergency siding on a fan trip. This would be taken in the 60's after the MMTB simplified the paint scheme, removing the cream corner posts and Motorman's door surrounds as shown on W2 504. No. 1028 was one of 40 W7 class built for the opening of the Bourke street lines in 1955 and were (along with the Brisbane Phoenix cars) the most comfortable cars in Australia, sound proofing, power operated sliding doors. Double helical gears and resilient wheels made these cars very quiet and deep padded seat made these cars a delight to ride.

Tram 504 would go on to be one of the "Art Trams", turned over to local artists to paint as travelling works of art. Tram 504 was known as the "crows" as it was painted with crows by artist Clifton Pugh. Unfortunately 504 was clobbered by a concrete truck. No W2's were being repaired

this time, but because it was an art tram, it was hauled into the shops and given a rebuild of the damaged parts. Sadly Clifton Pugh died before he was able repair the art work. Eventually, it was put in our care at Ballarat and recently, we had an art conservationist draw up a plan for the eventual restoration of the painting.

Just behind the photographer, the double tracks became one and the line ended as did the siding. Up the hill behind Tram 1028 is the junction for the Footscray line (Route 82). After 1954 when the main system was connected to the Footscray lines, little single truck X1's would waddle down the Footscray line and turn left onto the 57 and shunt into the siding and wait for the workers to come out of the ammunition factories on the left and right. Today, the area on the left is closed but still there (I think there might be issues with contaminated soil) but on the right and beyond has been redeveloped into condos which are great passenger generators. Sadly, when the line was rebuilt about 20 years ago, the siding was removed.

Write the caption. Win a book!

The photo below by Neville Britton is calling out for a caption. Send your contribution to the editor, at peter.waugh@btm.org.au before the end of August. The one that my family enjoys the most will win a copy of our new book, "Tramway By The Lake." Rules: the caption needs to be suitable for publication, my family can't enter, and closes 31 August.



Horse tram relics? Photos: Alastair Reither

Horse tram relics?

Observant member Alastair Reither was in Eureka Street recently when he looked closely at the protective fencing on the footpath over the Warrenheip Gully. The uprights are made with flanged tram rail. Are these remnants of the original horse tram rails? Warren Doubleday noted the rounded head of the rail, but commented that we don't have a drawing of the rail profile to compare it. Two photos are included on this page for your feedback.



Archive News



Warren Doubleday has been busy working through photo negatives from the collection of the late Wal Jack. This includes 90 large format negatives, 3.25” by 5.5” featuring trams in Ballarat, Bendigo, Geelong, Adelaide and Melbourne’s VR trams. He has also been scanning the tramcar record books.

This photo scanned from Wal Jack’s negatives, shows Tram 21 in Main Road in the 1950s. Robson’s Glass on the right hand side still supplies glass for our trams. The building in the far background is the Sir Henry Barkly Hotel, a reminder of the gold era when Main Road was the centre of the Ballarat goldfields.

Workshop News

The Tuesday Workshop crew returned to start preparing for a planned July opening, which however was cancelled because of the increased restrictions in place with the COVID-19 pandemic. With the further increased level of restrictions, the workshop has now closed again indefinitely.

Small work groups continued to complete tasks around the Museum sites. Simon Jenkins and Alastair Reither, with some help from Sam Boon, have been busy re-tensioning the overhead wires, after the poles were straightened in June. They

have also been busy with some restoration work on 1029, which has seen new bogies installed under the tram. Tony Smith from the Melbourne Tramcar Preservation Association was able to loan us the jacks needed to lift the tram, as well as assist in the bogie replacement.

Mick Duncan, Bill Shanahan and Gordon Bentley, with assistance from Greg King, have been working on rebuilding a compressor for Tram 671 to have the braking system working properly so that the tram can go back into service.

Paul Mong and Neil Blanchard have also finished a number of electrical modifications on the sub station while the trams are not running.



Section Staffs

Section staffs were designed to make sure that only one tram was running on the single tracks at one time. This was meant to prevent the chance of a head-on accident between two trams. The staff was a token, a symbol, and it did not operate anything or switch anything.

In Ballarat it was kept hanging on a hook next to the passing loops. In the photo below you can see a man with the section staff. The motorman would take the staff when entering the next section of single line track. Only the tram with the staff could be on that section of track. At the end of the section, the staff would be put on a hook, or passed to the motorman of the tram waiting to go the other way. The section staffs were stamped with the name of the section of track on which they were to be used. The section staff shown in the photo is stamped for the section of track along Drummond Street South and Skipton Street, between the Urquhart Street Loop and the Grey Street Loop.

The Ballarat section staffs were a large and heavy bottle opener shaped piece of brass. This probably made them easy to find, you would not be able to put it in your pocket and forget it was there.

In Melbourne, former driver Greg King remembers the section staff for the single track section of the Carnegie line being made of Masonite. Peter Winspur recalls one being made of the metal strip used on the running boards.

After the fatal collision between Tram 26 and the Scrubber Car in 1936, most of the section keys were replaced with a traffic light signaling system.



A Ballarat Section Staff



A man with the Section Staff for the View Point line.

Photo Wal Jack, c. 1950.



Receiving the staff before entering the View Pont line.

Photo: Wal Jack, c.1950

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Ian Saxon Collection, photographer unknown

The historic Lydiard Street railway gates were struck by a train and destroyed on Saturday 30 May 2020.



Cleaning up after the collision, Sunday 31 May 2020. Photos by Cr. Samantha McIntosh



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:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353 Phone / Fax 61 3 5334 1580

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