

FARES PLEASE!

April 2011

Celebrating 40 Years

News from the Ballarat Tramway Museum

A Great Begonia Festival



Our trams carried capacity loads during the Begonia Festival

Photo: Peter Winspur 13/3/11

A full lake, pleasant weather and gardens which were looking their best in over a decade saw the Museum enjoy the second best patronage ever during this year's Begonia Festival.

Over 7100 people rode the trams in three days. Each afternoon four trams were pressed into service, no mean feat on a line with only one short crossing loop.

Ballarat Trams are Ballarat History

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Parade Day

The traditional Begonia Festival parade has returned to the Gardens.

Last year it was almost washed out. This year the weather was glorious.

The absence of motor traffic until after 1 pm was most appreciated.

*Photos: Peter Winspur
14 March 2011*



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Around the Museum

Twenty-six members gave their time to ensure that the Museum's operations went off without a hitch during the Begonia Festival. John Shaw and Lindsay Richardson, our Perth members, again made the trek across the desert so that they could exhaust themselves 'selling' tram tickets over the three days. Eleven members were able to assist every day.

It was not all work and Alastair Reither arranged at short notice a wonderful barbecue under the stars at Bungaree on the Saturday night and a pleasant evening was spent at the "Western Hotel" the following night.

The Museum will again be participating in Ballarat Heritage Weekend on 7 & 8 May. The event is being supported by Council and tram rides will be free. No 1 Horse Tram will be running on the Sunday.

The top deck seat on the horse tram has been repainted prior to its appearance in traffic.

Mechanical work on No. 38 is nearing completion, with the wheels back in the truck frames and the motors in place and the final fitting of the bearings. Friend, and AETM worker, Ian Seymour has re-profiled several wheel sets for the Museum in recent years. On 16th April he returned freshly turned motor bearings for No 38 and assisted in their fitting. Thank you Ian. The painting of the underside of the body has been completed. The gear cases have been cleaned and painted, a daunting task.

The compressor on No 14 has received some attention, while the drop end seats on three of the single truck trams have been stripped and re-varnished.

Sagging overhead on the depot fan was rectified by straightening the southernmost pole which was starting to lean, and by making some minor adjustments to the span wires. The decorative scrollwork for the overhead, is in the process of being cleaned and prepared for installation in the Parade.



Above: Alastair Reither and Ian Seymour discuss the next move.
Photo: BTM collection 16.4.11

Discussions with Council are proceeding with the hope that some funding will allow this long awaited project to proceed. The project is seen as enhancing the heritage appearance of the gardens.

During the last week of April a major track repair project will see a large number of rail joints replaced in Wendouree Parade in the section between Depot Junction and Carlton Street.

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In The Beginning

By Richard Gilbert (A founding member)

In tracing the 40 years our museum has been preserving the tramway history of Ballarat I have tried to decide on the starting point for my article to report on this great exercise. I suppose I have to start at my starting point, which would have to be at about the same time the thoughts of Bill Jessup surfaced of a similar view.

In those days way back in early 1971, I worked as a Timetables Officer for the Victorian Railways at Head Office, 67 Spencer Street, now it is the Grand Hotel. Even that building has been preserved and has another life. In the 70's quite a number of rail enthusiasts worked 'on the job in Head Office' and each morning we would congregate around the north door entrance to discuss all manner of items of common concern.

We were well aware the SEC Tramways at Ballarat and Bendigo were to close and in late April 1971 the hot topic at our north door meeting was that rail enthusiast Bill Jessup had called a meeting to be held in the Victorian Railways Institute, Flinders Street Station to form a group to preserve part of the tram system at Ballarat. I remember saying to those assembled words to the effect 'well let's go and see what Bills on about, it could be good for a giggle'¹.

Well, we turned up at Room 11, at the top of the stairs, where many quirky fringe groups held their meetings, and we were no exception. A sizeable number of people arrived and Bill put forward the view that part of the tramway system could be preserved around the lake in Wendouree

Parade. Those in attendance agreed to this principle and it was put that a Committee be elected. There were thirteen candidates for a proposed Committee of eleven. No one nominating would back off, so it was agreed the Committee consist of thirteen people. The first sign of determination by our strong minded group.

Bill advised there was a similar group in Ballarat calling themselves 'The Lake Wendouree Tramway Museum Committee'. He suggested the first point of business would be for our group to meet theirs. Contact was made and a meeting shortly thereafter was held in the Greater Ballarat Association Rooms in Lydiard Street.

The Ballarat group regarded the Melbourne group with a bit of suspicion, maybe we looked like a bunch of rebel university students, as was in vogue at the time and many of our group were indeed at Uni. and the politically controversial Vietnam War was on then. When we arrived, their Chairman, Melton Foo insisted the proceedings be recorded on a tape recorder and Bill Jessup objected stating he would not know where the recordings would end up.

After a bit of haggling it was agreed the proceedings would instead be recorded as written Minutes. Not a good start. However, both groups got more comfortable with each other over time and any view that the 'city slickers' were making some opportune approach over the preservation of the tramway was soon forgotten when the expertise of the Melbourne group in technical detail

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was realised.

It eventually came to pass that a public meeting would be called at the Civic Hall, Ballarat on Sunday, 30th May, 1971 to form the Ballarat Tramway Preservation Society.

Prior to the 2pm meeting a special tram was run, to convey those attending the meeting, from the City terminus to the Gardens via Sturt Street West, returning via Drummond Street North to view the route of the proposed preservation scheme. The fare was 20 cents.

The meeting took place and I recall some debate being had on a Membership Fee to the Society being a choice of \$1 or \$2. The higher fee proposal was voted through, which was a lot in those days, bearing in mind the fare for the special tram to the Gardens had been 20 cents.

Around 140 people attended the meeting and Maurice Calnin was elected as Chairman of the Society. He was a big man in stature, a retired railwayman and a Justice of the Peace. He was a good Chairman, ruled the meetings with a strong hand and was fair with his time allowed for debate at Board meetings and he kept good order. This was an important quality needed to manage the ambitious Uni. students and the other members on the Board.

The Board members came from both Ballarat and Melbourne and were a cross section of people. The Ballarat people were older in age and had a genuine desire to save part of the tram system, but had not much understanding of tramway detail and the Melbourne members were virtually all in their 20's and had a great interest in tramways and provided a lot of the technical input. The combination of locals knowing how Ballarat 'ticked' and having

important contacts, and the Melbourne grouping having the technical understanding actually made for a positive combination leading to the resultant successful attainment of our goal.

First duties of the Board were to make contact with the Ballarat City Council and the State Electricity Commission. This makes an interesting chapter in the continuing story in our next edition.

¹. The meeting was held on 29 April 1971

40th Anniversary Celebrations

Planning for the celebration on the last weekend of May of the foundation of the Museum in 1971 is well advanced.

During the afternoon of Saturday 28th May there will be a meet and greet at the Tram Depot from 2pm.

On the Saturday evening members will enjoy a dinner at the Brewery Tap Hotel, Warrenheip. There will be some speeches, presentations and a PowerPoint presentation tracing our forty year journey.

A great night of fun and nostalgia is being planned.

On Sunday there will be brunch at the Tram Depot from 10:30am. During Saturday and Sunday extra trams will be run from the Depot in addition to the usual service tram.

Members who wish to participate in the dinner should reply to their invitation as soon as possible as places are limited.

For those who wish to stay overnight, there is accommodation available at the hotel/motel venue and at the motel across the road.

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LAKE WENDOUREE TRAMWAY MUSEUM COMMITTEE

Report presented to meeting 30th May '71

On April 29th three members of the executive attended a meeting in Melbourne when a Committee was formed of people interested in preserving part of the Ballarat Tramway system for posterity.

A committee of thirteen was elected and two of the Committee who were elected as members of the L.W.T.M.C. at the meeting held at Brown Hill on 18th April '71 were appointed to maintain liaison with the latter Committee.

On the 7th May representatives of the Melbourne group interviewed senior officers of the S.E.C. in Melbourne. Mr. Bill Jessup, one of the liaison officers with our Committee was present. Deputation was well received, were assured of the co-operation of the S.E.C. and informed track and overhead gear in Wendouree Parade plus some trams and equipment would be made available at a nominal price to a properly organised body. The tram shed site and the power house sites would not be available.

Members of our Committee have met on three occasions. Melbourne members have been present on two occasions. Mr. Tom Evans and Mr. Bill Stephen have been approached in person with request for support. Mr. Vance Dickie and Mr. Murray Byrne have been contacted by letter.

Ballarat branch S.E.C. was approached with a request for information as to condition of track, overhead gear and converters. Information has been supplied per letter and Mr. Pellas; Manager Ballarat Branch, has personally given advice on these matters and offered his further help. An inspection has been made of the converters and ancillary equipment. An account has been opened, with donations received, at Ballarat East Branch State Savings Bank of Victoria.

As a result of inquiries made the Committee have concluded that:-

1. The converters now used to supply power to trams would be unsuitable for future use.
2. The overhead gear in Wendouree Parade is in reasonable condition and should not need extensive maintenance for several years.
3. The track in Wendouree Parade would be the major problem as regards maintenance in that it could not be serviced or repaired on a voluntary basis as could some of the other items involved in the project.
4. A rectifier of 100 KW capacity would be needed to provide DC power for a tram. Cost \$3,500 approx. Should the trams be sited at a distance from a suitable power source it could be necessary to install a sub-station. Cost \$3,000 approx.

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The Committee recommends that:-

1. Because of the time factor (Tram service to be phased out August-September) an organisation should be established and constitution adopted at this meeting.
2. The executive of this organisation to be given power to raise finance, approach and negotiate with appropriate authorities and do all things in accord with directions of the inaugural meeting of the organisation as the executive considers necessary to further the tramway museum project.
3. Inaugural meeting to be held immediately following this meeting.
4. The executive be given power to pay postage, advertising, hall rental and other expenses incurred by the Committee to this date and to expend such other finance as it may consider reasonable to further the project.
5. The aim of the organisation should be to make the project as authentic as possible and to this end retention of the track in Wendouree Parade would be desirable
6. The organisation be incorporated under the companies act as soon as practicable

The executive appreciates the help and advice given by officers of the S.E.C., Mr. Tom Evans, the Melbourne members of the Committee and would bring to the attention of the meeting the advice on legal matters freely given by Mr. Shane McCarthy of Melbourne. The executive thanks all who have helped in any way at all.

It has been obvious from the time this project was first mooted that it was, essential to co-operate with the Ballarat City Council in this matter. Without the goodwill of the Council there could be no future for the project. The most important part of this report, therefore, is as follows:-

On the 25th May this Committee's Chairman and Mr. Neville Gower, by invitation of the Mayor of the City of Ballarat, Cr. Ken. Webb, had some discussion with Cr. Webb, the Town Clerk, Cr. M. Brown & Cr. J. Chisholm both members of the Council's tourist Committee, the City Engineer, Mr. Pellas manager Ballarat branch S.E.C. and Mr. L. J. Denmead, officer in charge Ballarat tramway system. The Councillors gave an outline of the investigations their tourist committee had conducted. The Councillors and the Engineer were concerned at dangers that might arise through trams operating in Wendouree Parade with the continuing increase in tourist traffic in the area. Possible alternative sites were discussed including an area near Sovereign Hill, an area near the site of the former Zoo, Eureka Stockade, The Russell Square and a part of, the railway property in that area, and the Gillies Street frontage of Victoria Park. The Councillors signified their willingness to listen to any reasonable propositions that may be put forward.

SOCIETY FORMED TO PRESERVE TRAMS

On Monday 31 May 1971, the "Ballarat Courier" comprehensively reported the public meeting held to form the Ballarat Tramway Preservation Society. Below are some extracts from the report.

The Ballarat Tramway Preservation Society was founded yesterday at a meeting of the Lake Wendouree Tramway Museum Committee with a membership of 55 representing local, Sydney and Melbourne supporters of a proposal to retain a tourist tram system for Ballarat.

More than eighty people attended the meeting in the Lower Civic Hall including two supporters from the movement from Sydney and 60 from Melbourne. Mr I. Pellas, manager of the SEC Mid-Western district, was also present.

Mr Melton Foo, chairman of the committee, presided at the meeting at which a draft constitution was adopted along the lines suggested by Mr Shane McCarthy, a Melbourne solicitor.

The meeting decided to adopt the title of the Ballarat Tramway Preservation Society and elected a council of 11 members. It was specified that at least four members were to be resident within 30 miles of the Ballarat PO and four within 30 miles of the Melbourne GPO.

A ballot was held and those elected were: Ballarat – Messrs M. Foo, Neville Gower, B. Ward, G. Netherway, H. Cain and M. Calnin; Melbourne – Messrs P. Nicholson, R. Gilbert, G. Dean, C. Jessup and C. Duncan.

The society adopted as its objective the establishment at Ballarat of an authentic working tramway museum as a tourist, historical and educational attraction and the acquisition and restoration of trams

used in the Ballarat tramway system and elsewhere.

It was reported that last week the committee's chairman, Mr Foo, and Mr Neville Gower, discussed the committee's proposals at the invitation of the Mayor, with Cr. Webb, council officers and tourist committee, Mr Pella and Mr L. Denmead of the Ballarat branch of the SEC.

The councillors gave an outline of the investigations their tourist committee had conducted. They and the engineer were concerned at dangers that might arise through trams operating in Wendouree parade with the continuing increase in tourist traffic in the area.

Possible alternative sites were discussed including an area near Sovereign Hill, an area near the site of the former Zoo, Eureka Stockade, Russell Square and a part of the railway property in that area, and the Gillies street frontage of Victoria Park.

The councillors signified their willingness to listen to any reasonable propositions that may be put forward.

The meeting referred to the new committee a suggestion by Mr. Keith Rash that the most reasonable proposition was retention of the existing in Wendouree parade and that citizens be given the opportunity to voice their opinions on the matter if they wished.

It was agreed on the motion of Melbourne members, Messrs Plummer and Weiss, that the society preferred the preservation of the entire lake Wendouree route to any other.

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CONSTITUTION.

MR. SHANE McCARTHY put forward to the meeting the following suggestions as a basis for a Constitution.:-

1. Aims and objects:- That a Society be formed for the principal purpose of (a) Establishing at Ballarat an authentic working tramway museum as a tourist historic and educational project

and (b) to acquire, restore and preserve trams of the type used in Ballarat tramway system and elsewhere, AND

2. that all persons present at this meeting who shall hand their names and addresses, together with the first annual subscription of \$2 to the CHAIRMAN or his nominees before leaving this meeting shall be the foundation members of the SOCIETY. McCarthy, 2nd Jessup.

3. That the name of the Society be "Ballarat Tramway Preservation Society". McCarthy, 2nd Evans.

4. That Mr. S.B. McCarthy, Mr.M.Plummer and Mr.M.Foo be appointed as a Committee to draw up a Constitution for the Society in accordance with the following resolutions numbered 5.(a) (b) (c) and that such constitution be submitted for approval to a further meeting to be called for the purpose, on at least fourteen clear days notice thereof being given to the foundation members.

5. That the following principals be adopted in the drawing of the Constitution of the Society.

(a) That the Constitution of the Society be framed in such form as will facilitate the incorporation of a Society to take over the assets and liabilities if the Society and transfer to it the rights, privileges and advantages of membership.. McCarthy, 2nd Dean.

(b) That there be a Council of eleven members to govern the Society, at least four of whom shall reside within thirty miles of the G.P.O. in BALLARAT AND AT LEAST four of whom shall reside within thirty miles of the G.P.O. in Melbourne. Moved Calnin, seconded Ballantine

(c) That the members of the Council shall until the first Annual General Meeting of the Society determine among themselves the persons to be President, Vice-President, Secretary and Treasurer of the Society. McCarthy, 2nd Netherway.

Extract from the Minutes of the public meeting held on 30th May 1971.

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1971 Tramway News: Part 2 By Alan Bradley

We continue looking at a few interesting news items from "Modern Tramway" magazine, to see what else was happening in the tramway world in 1971.

March and April 1971

Belgium:

- The ceremony to mark the opening of the second pre-metro line in Bruzelles took place when Prince Albert cut the customary ribbon before riding through the brand-new subway on a brand-new PCC car.

Bulgaria:

- In Sofia a new tramway extension is under construction, and production of a new series of trams has started.

Germany:

- A 1.7 km tram subway with two stations was opened in Bonn on October 11 1970. (*In 2011 trams still operate in Bonn.*)
- During the pre-Christmas period in Kassel two trams were parked in a siding to provide a free left-luggage facility for overburdened shoppers. (*In 2011 trams still operate in Kassel.*)

India:

- The Calcutta Tramways Co closed the route to Bandaghat on 24 October 1970. The route was operated by disgruntled employees for two days afterwards. (*In 2011 the Calcutta Tramways Co still operates a tramway system.*)

Isle of Man:

- A replacement body for Snaefell 5 on the Manx Electric Railway is being made in sections by Kinnin of Ramsey, using traditional joinery methods with teak and English oak.

Pakistan:

- Diesel trams still operate in Karachi. The fate of the tramways may depend on the outcome of a Government study into public transport in the city. (*The Karachi tramways closed on 30 April 1975.*)

Spain:

- The two remaining urban tram routes in Barcelona were expected to close on 19 March. Final closure of the remnants of the Madrid system will take place during 1971.

Switzerland:

- In Bern two tramway extensions are proposed, and the council approved the purchase of 16 articulated trams.

U.A.R. (Egypt):

- The first two of Cairo's articulated trams were delivered on 1 September 1970, and all 100 cars were expected to be delivered by the end of March.

USSR:

- A new tramway extension was opened in Pavlodar on 13 November 1970. (*In 2011 the tramway system in Pavlodar in modern-day Kazakhstan still operates.*)

New Members

The Museum welcomes the following new members:

823 Gilbert Moase of Alfredton

824 Savannah Clark of Golden Point

We trust that their involvement with the Museum proves to be long and fruitful.

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Left: There were real flowers in the garden beds for the first time in several years. *Photo: Peter Winspur 12/3/11*

Below: Crossing monitors were provided for the first time ensuring that the trams could pass safely and unhindered.

Photo: Warren Doubleday 14/3/11

Bottom left: Since 2004 the City of Ballarat has generously supported the Museum so that free rides can be offered.

Photo: Peter Winspur 12/3/11



Above: Socialising at the Western Hotel after a hard day.
Photo: Carolyn Cleak collection 13/3/11

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Hospital Corner 1971



On Wednesday 31st March 1971, on its journey to Sebastopol, Tram No 39 pauses in Sturt Street at Drummond Street whilst the Motorman changes two sets of points and half a dozen passengers board the tram. The Conductor is on the roadway to assist if required. Less than six months later the trams, Motormen and Conductors were gone, replaced by privately owned buses. Today, No 39 is a feature of the Museum's display.

Photo: Peter Winspur



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For further information regarding the Museum, its activities and publications please contact:

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