

# FARES PLEASE!

October 2010

*Celebrating 40 Years*

*News from the Ballarat Tramway Museum*

## 40 Years On



Trams 38 and 40 pass at Gardens Loop for the first time in many years on 18<sup>th</sup> September 2011. The last tram operated by the State Electricity Commission had left here on 5<sup>th</sup> September 1971.

*Photo: Warren Doubleday*

*Ballarat Trams are Ballarat History*

# Family Day – Celebrating 40 years

After our 40th anniversary event, held in May, the Committee of two, Richard Gilbert and Neil Lardner set their thoughts on an appropriate event marking the weekend of closure of the Ballarat Tramway system in 1971. As the Members event had been a series of social gatherings at the Depot with a Grand Dinner at the Brewery Tap Hotel, it was obvious a parallel event wouldn't work and an entirely different concept needed to be developed.

From attending COTMA Conferences and learning of the successful activities conducted at other museums, it was decided to draw on the Sydney Tramway Museum experience of a Family Day. A lot of thought went into the style of the event and from the start it was decided the event would focus on the Depot area. It was also decided the event would be free of charge with a gold coin donation option. That option, and our Sales Table, made a welcome contribution to the cost of the day. A further decision was made to offer many of the tasks and attractions to 'like groups' and not be run directly by us. The Committee decided the business of running the trams was ours and the business of providing other entertainment could be the province of others.

A couple of meetings were held and the structure of the event was drawn up. The 'like groups' were contacted and negotiations commenced. The Ballarat City Council had to give permission for an 'event' to be held in the gardens and an on site meeting was held with David Lewis and the 'event' and the detail of the site management agreed to.

The local ABC Radio contacted Richard Gilbert and arranged an interview. The interview, and photographs taken, were then placed on the ABC website for 4 weeks.

WIN Television gave us good coverage twice prior to the event, and after, and the Ballarat Courier advertised the event in the 'Mars Free Listings' and the museum took out a Display Advertisement in the Classifieds. The Courier produced a full page of coverage after the event in the social gatherings section of the paper.

The big day on Sunday 18<sup>th</sup> September dawned and the weather was our first bonus. From 8am the marquees were placed in position, the Ballarat Engine and Machinery Club arrived and set up, the trams were placed in strategic positions around the depot fan and the Lions Club set up their barbecue. The crowds started arriving from 11am as the Face Painting Fairy set up, along with our Sales Table and Balloon Giveaway table. Alan Snowball placed our Tower Truck alongside the two veteran cars that were provided by members of the engine club.

Our wonderful Master of Ceremonies, the Tram Controller, Roger Salen, arrived in his black top coat and top hat and he announced the events and departure of each tram.

From midday the event was in full swing and trams departed well loaded but we found they returned extremely well loaded. Two trams were then sent off in convoy to handle the crowds and the face painting queue became embarrassingly long. The Federal member of Parliament, Catherine King, patiently waited in the queue with her son, Ryan, for the sought after artwork.

The crew rostering had been somewhat light on, and we were blessed with members turning up to offer their services to drive, conduct and be generally helpful around the site. The meal room buzzed with conversation and co-operation as the engine club members joined in for refreshments and lunch provided.

### 3. FARES PLEASE!



Balloons were everywhere



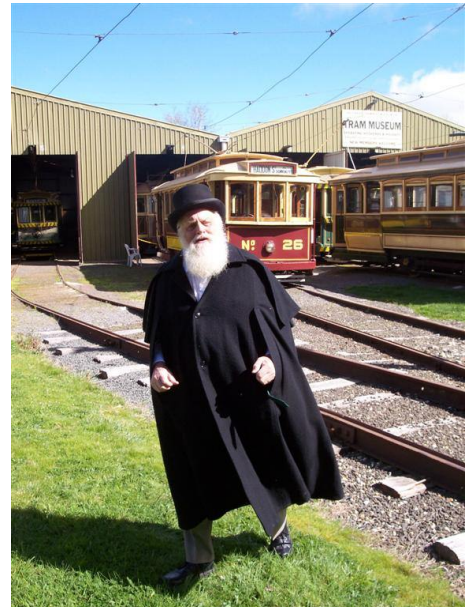
Catherine King MHR and son Ryan



Alastair's model tramway was a great attraction

## Family Day

18<sup>th</sup> September



Tram Controller Roger Salen



The Lions Club provided essential nourishment

Photos:  
Warren Doubleday  
Austin Brehaut  
Richard Gilbert



Face painting was very popular



## 4. FARES PLEASE!

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By 4pm the crowds diminished and the pace slackened. The last tram made its journey and we all retired to the depot meal room to consider and reflect on the event and, in a way, it was just like that last day, the 19<sup>th</sup> September, 1971. The last tram had run, the players retired into the Depot and the big day was over.

The event has been held, the occasion celebrated and the business of the museum now moves on to see us continue operating, preserving and respecting this important part of Ballarat history.

*Richard Gilbert*

### Annual General Meeting

The Annual General Meeting of the Museum was held on Sunday 23<sup>rd</sup> October at the Depot. Thirty-one members attended. Previously circulated Resolutions to update the Association's Rules were put and carried at the meeting. These changes were necessary due to amendments to the Act. The recommendation from the Board that Richard Gilbert be appointed a Life Member under Rule 5 was carried by acclamation.

President Greg Rodgers spoke of Richard's considerable achievements over a period of over forty years. He also indicated that he felt that after forty years it was probably now appropriate in the coming years to consider others who have also made a major contribution to the Museum. In response, Richard indicated how much he had enjoyed being part of the development of the Museum and how one of the things that made this so was the small size of the task and the group compared with other rail based organisations of which he has also been a part.

After the meeting members were invited to ride in Tram No 38 which has just returned to service after thirteen years. For some of them it was their first ever opportunity. Afternoon tea and much conversation followed.

### The New Board

There are no changes from last year and the Board personnel are Greg Rodgers (President), Richard Gilbert (Vice President), Alastair Reither (Vice President), Carolyn Cleak (Treasurer), Peter Winspur (Secretary), Stephen Butler, Warren Doubleday, Simon Green, Neil Lardner, Andrew Mitchell and Paul Mong (Ordinary Board Members).

This year the Managers are:

- Technical Services Manager: Alastair Reither
- Assistant Technical Services Manager: Warren Doubleday
- Operations Manager: Peter Winspur
- Marketing Manager: Richard Gilbert
- Museum Services Manager: Warren Doubleday
- Training Manager: Greg Rodgers
- Depot Services Manager: Dave Macartney
- Chair, Safety & Incident Management Committee: Greg Rodgers

### Bereavements

Margaret Reither, mother of Alastair, passed away on the 9<sup>th</sup> October. She was only 67. Over 100 attended the funeral and the Museum was well represented.

Margaret first brought Alastair around to the Museum in 1990 and joined him up as a Junior Supporter as well as joining herself. At the time few would have been able to look forward twenty years and see her young son becoming the person responsible for all maintenance and a vital part of the day to day running of the Museum. She will be missed.

Jeff Constantine, the first manager of the Portland Cable Trams, passed away on the 10<sup>th</sup> October after a long illness. Many will remember him as a very nice bloke.

# The Last Day of the S.E.C. Tramway

For reasons which have long escaped me I took no photos of the last day of the operation of trams by the State Electricity Commission. Recently, I asked Richard Gilbert if he had any and he responded that he had spent much of the day in a meeting. My diary for the 19<sup>th</sup> September 1971 is brief: "BTPS Meeting 11:45; Last Day of SEC Tramways; Rode last Lydiard St Nth; Home 2am." This prompted me to look for the minutes of that meeting.

I found two sets of minutes! They are essentially the same, but I will refer to those in the Minute Book.

The meeting was held at the Provincial Hotel and opened at 11:58am with the President, Hal Cain, in the chair. Thirty members were present. The purpose of the meeting was to consider the proposed Constitution. At the meeting to form the Society in May, Shane McCarthy had put forward a series of suggestions as a basis for a constitution.<sup>1</sup> This meeting then appointed Shane, Mark Plummer and Melton Foo as a committee to draw one up. It was to be 'submitted for approval to a further meeting to be called for the purpose, on at least fourteen days notice thereof being given to the Foundation members'.<sup>2</sup> A series of principles for drawing up the Constitution were laid down.

Shane McCarthy presented the draft Constitution to the Provincial Hotel meeting and read it clause by clause.<sup>3</sup> Discussion ensued on some of the proposed clauses. It was resolved that there be only one 'a' in the Society's name. It was resolved that 'Board' replace 'Council'. It was resolved that the Board should have the right to reject an application for membership without providing a reason.

Discussion arose over the frequency of General meetings. It was resolved that a clause be inserted to require the holding of

General meetings before Entertainment meetings. It was resolved that the quorum for a general meeting be fifteen. It was 'pointed out that Clause 46 should be rewritten so as not to be ambiguous'. It was recorded that 'Mr.S.McCarthy finished reading the constitution at 12.52pm'. He then moved 'that the constitution as presented be adopted, and that the amendments required by this meeting be inserted in the Memorandum and Articles to be prepared for the Society'. The Motion was carried. A vote of thanks to Shane for his work was carried.

The only other business raised was that 'Mr.P.Nicholson requested the members present to help in preventing any damage or violence that may occur with the tramway closures'. The Chairman then closed the meeting at 1:00pm. The vital business of approving the formal structure of the Society over, we were then free to ride the trams.

By 19<sup>th</sup> September 1971 the only route operating was from Lydiard Street North to Sebastopol. Victoria Street to the Gardens via Drummond Street North had closed on 22<sup>nd</sup> August. From then until closure on 5<sup>th</sup> September the Mount Pleasant to the Gardens via Sturt Street West route reversed at the Gardens instead of continuing around the Lake.

On Sunday 19<sup>th</sup> September bogie cars were rostered in anticipation of a large number of riders and this certainly occurred. Trams 34 and 42 in convoy were the last trams to leave Lydiard Street North. No 35 ran from Sebastopol to the city to the crossover in Lydiard Street just north of Sturt Street and became the last tram to leave the city at 10:45pm.

Trams 40 and 39 were the last trams to Sebastopol. They were greeted by a crowd of over 5,000 people at the terminus outside

## 6. FARES PLEASE!

the Royal Mail Hotel. About 200 people were on board No 40 when it was the last to leave at 11:02pm driven by the Mayor of Sebastopol, Councillor Donald, supervised by Motorman Herb Knight. Lou Walker was the conductor. At Rubicon Street, the municipal boundary No 40 was met by the Ballarat Highland Pipe Band and the Mayor of Ballarat, Councillor Chisholm, took over and drove the tram to Sturt Street.

About 300 people were at the depot. The second last tram, No 39, had arrived about 25 minutes earlier. Speeches, flour bombs and the unauthorised removal of the trolley pole from the overhead meant that it was midnight before No 40 arrived. Just after midnight No 40 broke through the toilet paper streamers at the gates and entered the depot. When the doors were closed, the sign "The End" was revealed.<sup>4</sup>

*Peter Winspur*



**Above:** The scene at Sturt St. *Photo: Greg Triplett, BTM collection*

**Below:** Recording the moment can be difficult *Photo: Andrew C. Ward, BTM collection*

At Sturt Street all passengers were asked to leave the tram and Herb handed over to Lou Walker who with about 41 years service was the senior of the two. (Herb had only 34!). Lou then drove No 40 to the depot in Wendouree Parade. The only passengers were SEC employees.



- <sup>1</sup>. See *Fares Please!* April 2011
- <sup>2</sup>. Minutes of Public Meeting 30<sup>th</sup> May 1971
- <sup>3</sup>. Minutes of meeting 19<sup>th</sup> September 1971
- <sup>4</sup>. Based on the account in *The Golden City and its Tramways* by Alan Bradley, published by the BTM in 2005 and still available for purchase.

## 7. FARES PLEASE!

# Our First Life Member

At the June 2011 meeting of the Board it was resolved to recommend to the Members at the next Annual General Meeting that Richard Gilbert be appointed the Museum's first Life Member. The date was significant as it was exactly forty years since Richard has attended the first meeting of the then Council of the Society. He has been the only person to be continuously on the Board since foundation.

In late September 1971, Richard took on the position of Secretary after the resignation of Neville Gower. He steered the Society through the first two years until handing over to Clyde Croft at the 1973 AGM. Since then he has held the positions of Secretary again (twice) and President before stepping down to become Vice President in 2004. Other positions have included General Manager, Traffic Manager, COTMA delegate and more lately Marketing Manager.

In response to the Notice circulated before the AGM, member Kym Smith who many will know through the MPTA and AETM wrote:

*I would also like to note my support for the nomination of Richard Gilbert as a Life Member. Having worked and being associated with Richard over a number of years through a number of tram preservation groups, I have always respected Richard's commitment to the Ballarat Tramway Museum and to tram preservation generally. His friendship with everyone in the hobby is highly regarded, and it is always a pleasure to catch up with Richard. His COTMA brags*



Richard on 23<sup>rd</sup> October. Photo: Bruce Dixon



Richard & Gavin Young c1974. Photo: Stuart Lodington

*have set the benchmark for all to attain to, entertaining us with the activities of the BTM between conferences. The preservation movement needs more people like Richard to enthusiastically support our activities, and without Richard's input Ballarat Tramway Museum would not be as advanced as it is today. I wholeheartedly support the nomination for Life Membership for Richard, and thank him for the work that he has done for BTM and for the hobby over the past 40 years, and for his friendship and jovial approach to all.*

# 1971 Tramway News: Part 5 By Alan Bradley

## September and October 1971:

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.

### **Australia:**

- "Final closure dates for the Ballarat tramways are as follows: Victoria Street, August 22; Mount Pleasant, September 5; Sebastopol and Lydiard Street North, September 19. The SEC had planned to close the latter routes first, but the plans were changed to remove the trams from the narrow and congested section in Bridge Street as soon as possible. The Ballarat Tramway Preservation Society has been formed to preserve the line around Lake Wendouree. The proposal is to serve the section of track from Ripon and Sturt Streets, around the lake to Hamilton Avenue and Sturt Street, with about five museum cars. The scheme is thought to have a good chance of succeeding if authority to run alongside the road is granted, and financial problems can be overcome. The SEC has stated that they will hand over the track, overhead and some trams to a responsible body at a nominal price".
- No date for the cessation of the Bendigo tramways has yet been announced.
- In Melbourne the L and W3 class trams are in store but available for special tours. PCC- type 980, which has always been unpopular with the road staff, may be rebuilt as a standard W6 class.

### **Belgium:**

- The last goods tram service on the

Vicinal network was withdrawn on the section from Moi Station to Moi Donk on 29 June 1970.

### **France:**

- The future of the tramway system in Lille is now assured, as two trams have received major overhauls, and other trams are to be renovated. (In 2011 trams still operate in Lille, with a new underground terminal.)

### **Germany:**

- In Bielefeld the first section of tram subway is expected to open in September. (In 2011 a Stadtbahn (light rail) operates in Bielefeld.)
- In Bremen a 750-metre tram viaduct is under construction as part of the extension of route 1. (In 2011 trams still operate in Bremen.)
- In Darmstadt trams 49 and 132, which were reported as having been transferred to a Hanover museum, have been repainted in pop art-livery to operate a Kinderbahn service in the town centre on Saturday shopping days. Children under 12 years of age can be left in the tram free while their parents are shopping. (In 2011 trams still operate in Darmstadt.)
- In Dresden the new north-south link through the city centre was opened on 3 July. The new line is almost wholly on reserved track, and traffic signals at crossing points have a "green wave" for trams. (In 2011 passenger trams still operate in Dresden. A "Car-Go" tram, the world's longest tramway vehicle, carries parts from the Dresden Frederickstown logistics centre to the Volkswagen factory.)
- In Erfurt two new extensions to housing areas in the northern suburbs



## 9. FARES PLEASE!

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will be built by 1973. By then delivery of Tatra articulated trams should have started, and the electrical supply system overhauled. (In 2011 trams still operate in Erfurt.)

- In Halberstadt a new Rekowagen set (four-wheel motor and trailer) has been delivered. (In 2011 Halberstadt, population 38,000, retains its tramway service.)
- In Halle route 10 was converted to bus operation, and route 7 has been extended. By the end of this year 32 Tatra T4D trams and 16 B4D trailers should have been delivered. (In 2011 trams still operate in Halle.)
- In Leipzig 14 Tatra T4D trams have been delivered in the first half of 1971, and 12 B4D trailers are to follow later in the year. (In 2011 trams still operate in Leipzig.)
- Route 5 in Magdeburg was closed in late 1970 but because of public protests was re-instated from 15 March 1971. (In 2011 trams still operate in Magdeburg.)
- Potsdam will be the first of the small systems in East Germany to receive delivery of the K4D articulated tram, which is being developed by CKD-Tatra for their German clients. (In 2011 trams still operate in Potsdam.)
- The Rahnsdorf-Woltersdorf tramway is to close within two years. (In 2011 this independent single-track tramway linking Rahnsdorf S-Bahn Station to Woltersdorf village still operates.)

### Isle of Man:

- The new Snaefell tram No. 5 was handed over on 29 June and made its first trial run that evening. The craftsmanship of the new tram was highly praised. (In 2011 the Douglas horse tram, Manx Electric Railway and Snaefell Mountain Railway still operate.)

### Japan:

- The rural tramway linking the small towns around Fukushima was closed on 12 April. The tramway goods traffic carried on these lines was the last on Japanese tramways.
- In Tokyo routes 27 and 32 are still operated by trams. Their closure has been postponed for about five years because of the many sections of private right-of-way, heavy traffic, and unsuitability of adjacent roads for replacing buses. (In 2011 two tram lines operated mostly on reserved track remain in operation.)
- The three surviving tram routes in Yokohama will be closed later this year.

### Romania:

- Ganz-built trams were still operating in Timisoara in April 1971, almost in their original condition – a relic of the Austro-Hungarian empire. (In 2011 the Timisoara tramways remain in service with mainly second-hand German trams.)

### Spain:

- The centenary of the Madrid tramway system was celebrated on 30 May by a short ceremony. Decorated trams 1160 and 477 were used for a short tour. No. 477 was last used in the film “Dr Zhivago”. No. 1160 is the newest PCC that operates the three remaining routes.
- The Soller tramway is becoming increasingly popular with tourists. A motor and two trailers can carry 72 seated passengers, but with standees the load can reach 200 people. Goods traffic consists of parcels and fish transported in a small truck in mixed working.
- In Zaragoza the tramway concession recently expired, and the city would

## 10. FARES PLEASE!

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renew it only on the condition that the trams were replaced with buses. By early July tramway operation had been reduced to route 1 and part of route 5.

### U.A.R. (Egypt):

- As the Alexandria tramways acquire more second-hand trams the elderly single-truck trams are rapidly disappearing. Ex-Toronto PCCs and ex-Kobenhavn articulated trams are taking their place. (In 2011 trams still operate in Alexandria.)
- Brand new Tatra articulated trams have entered service in Cairo. (In 2011 trams still operate in Cairo.)

### USA:

- Two new six-axle articulated trams are to be purchased for Boston from Duwag.
- In Newark the PCC trams working the subway have been fitted with rock shields in stout wire mesh above the windscreens to protect drivers from stones thrown from bridges.
- Officials have denied any long-term plans to close the San Francisco cable tramways. Three new trams are to be built, and seven older trams renewed. The proposal to discontinue evening services on the California Street line has been shelved until September.

### USSR:

- In Moscow 475 new tramcars were placed in service during the three-year period 1968-1970. Tramways carry 15.3% of the traffic, trolleybuses 18.4%, the metro 34.1%, and buses the remainder. (In 2011 trams still operate in Moscow.)

## New Members

The Museum welcomes the following new members:

- 829 Michael Burrett of Glenorchy, Victoria
- 830 Satch Niemiec of Clunes, Victoria
- 831 Gregory Keogh of Redhead, NSW

## Around the Museum

At the moment the entire operable fleet is available for service, with nothing requiring major workshop time except for No 33, which is in for a repaint. This was the only tram remaining in authentic SEC paint, although the interior of No 38 still has quite a bit of SEC paint, including vintage graffiti! No 33 will be returned to its 1971 colour scheme. In a break with tradition, the car was spray painted early in October instead of the time honoured brush, so it will be interesting to see the finished result once the cream has been finished and the logos and edge lining applied.

The storage shed at Bungaree moved a step closer to completion on 24<sup>th</sup> September with earthworks having been completed and the rails laid out into position. The work here continues spasmodically as the demands of the operating fleet dictate.

The Museum was visited during September by both our State and Federal representatives, Sharon Knight and Catherine King. It was the first visit by Sharon, the recently elected State member, though Catherine, who has been in office for a decade or more, is familiar with our operation. Sharon met the Board after a recent meeting and offered to assist us where possible. Another engagement prevented Sharon from attending Family Fun Day but Catherine and son Ryan were spotted having a great time in the face painting tent. We thank both for their interest.

## Ill health

Recently, long time member and tram driver, Bill Kingsley reported in sick. He has subsequently been diagnosed with cancer and at present is enduring chemotherapy. We can only wish him well in his fight against this terrible scourge.

# 11. FARES PLEASE!



Sharon Knight MLA visited on 11<sup>th</sup> September.  
 Photo: Stephen Butler



AGM Special 23<sup>rd</sup> October Photo: Bruce Dixon



Five generations: Austin (behind pole), Richard, Alastair, Benjamin & Andrew Photo: Bruce Dixon 23/10/11



No 33 after spray painting Photo: Peter Winspur 9/10/11



Paul Mong has designed a new sign to enthuse prospective volunteers Photo: Warren Doubleday 18/9/11

## 12. FARES PLEASE!



On Friday 20<sup>th</sup> August 1971 Graeme Cleak captured a scene which was to last only four more weeks. In two weeks passengers for Mt Pleasant would be travelling by bus. Today, even the evening paperboy is only a distant memory.



**The last day:** No 35 is about to go into service and the crews are looking immaculate. *Photos: Bill Kingsley*



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