

# FARES PLEASE!

December 2014

*Season's Greetings from the Ballarat Tramway Museum*

## 40 Years On



*Photo: Peter Winspur*

This month marks forty years since the Ballarat Tramway Preservation Society achieved its aim of running trams in Wendouree Parade. On Sunday 7<sup>th</sup> December No 27 ran a special trip to recreate the first run. Peter Waugh and Benjamin Boele-Mitchell capture the moment (*above*).

In 1974 the late Geoff Cargeeg and Peter Rees were on hand (*below*). Richard Gilbert is holding the red flag. Only recently, roadworks have dramatically changed the area. No 27 now appears in the late 1930's livery.



*Photo: the Late Bill Kingsley 7/12/1974*

***Ballarat Trams are Ballarat History***

## 2. FARES PLEASE!

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### Grant for No 939

In 2013, the Museum applied through the Office of the Registrar – Tourist and Heritage for ownership of former Melbourne restaurant tram No 939. The primary reason was to ensure that this valuable vehicle was not scrapped. The tram was moved to covered storage at Bungaree in January 2014. In August we were advised that through what is now the previous state government's initiative, *Transport Investing in Regions*, the Museum had been offered \$40,000 towards restoring the tram to "maximise its tourism potential". The Tourist and Heritage railway sector was fortunate in receiving seven of approximately thirty grants on offer. For this we must thank the Registrar, Adrian Ponton. The tram was relocated to the depot on Wednesday 29<sup>th</sup> October in time for Simon Ramsay MLC to visit and announce the grant. An evaluation of the tram has started to ascertain the most suitable internal configuration for our use.

### Annual General Meeting

At the Annual General Meeting held on Sunday 9<sup>th</sup> November, all board members were re-elected. Subsequently, Peter Waugh has taken over from a very overloaded Paul Mong as marketing manager. The meeting conferred a life membership on Dave Macartney. Dave has now been at the Museum every day (yes every day!) since Easter 2002. For many years before that he was there nearly every day.

Richard Gilbert, our COTMA representative, reported on the biennial Conference held in Sydney recently. With him were two framed volunteer awards for presentation to Gavin Young and Roger Salen. The Museum had nominated both as a mark of their long term contribution.

### Membership News

The Museum welcomes the following new members:

864 Felix Osborn of Lake Gardens

865 Virginia Fenelon of Lake Wendouree

Virginia was one of the consultants who developed the Museum's business plan. More recently, she has been keen to continue to assist the Museum in its continuing development.

### Around the Museum

Long term plans for this issue of *Fares Please!* were that it would highlight the effort made by our volunteers during November and December 1974 to make sure trams were running over the following summer. We were not to know of the extent of the unplanned works and projects we were faced with late this year in addition to the programmed installation of solar panels and the concreting of the remainder of the workshop.

On Monday 27<sup>th</sup> October a windstorm brought down a huge elm tree across the road from the loop. It destroyed one of our poles and brought down many span wires. We were on site quickly as were the emergency crew from Powercor. They ascertained that all the assets were ours and headed off to other urgent jobs. For a while it was uncertain whether we would be able to make sufficient repairs for the following weekend which included *Springfest* and the Museum's commitment to the annual "Tram Pull". Fortunately, the removal of the fallen wires by our crew left the trolley wire safe to run under. We are now in the process of planning the replacement of the pole so the missing wires can be replaced.

Two days later Tram No 939 was transported to the depot. To make room for it Tram No 22 was moved into storage. The Board have resolved to review this decision in two years and in the meantime to commence a formal conservation plan for the tram. As with No 12, this plan will be the basis on which to seek funding for its restoration. Work has commenced on assessing what is required to accredit No 939 for running and what modifications are needed to suit our needs. The tram last ran with a pantograph and one of the first tasks was to restore the trolley poles and one of the bases so that it could be moved around the depot.

Almost 400 travelled on Sunday 2<sup>nd</sup> November as Ballarat celebrated the annual *Springfest* market weekend. Organised by *Rotary* it has become a great success. In recent years during the morning *Rotary – Young Ambition* has run a "Tram Pull" competition to raise money for charity. This year the event proved to be another enjoyable success.

### 3. FARES PLEASE!



**Left & above:** On Monday 27/10/14 a windstorm destroyed a large elm, two cars and our overhead wires.

*Photos: Peter Waugh*

**Below & Right:** Hot weather during road works led to a buckled rail. To ensure correct gauge our workers inserted a number of tie rods.

*Photos: Roger Gosney 2/12/14  
Alastair Reither 3/12/14*



**Left:**

Wendouree Parade is undergoing a dramatic change as the roadway is moved to alleviate the ongoing problem of cyclists falling as they cross the tram line.

The original alignment was to the right of the pole with the yellow diamond.

*Photo: Peter Winspur 7/12/14*

## 4. FARES PLEASE!

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Dealing with the issue of cyclists coming to grief on the rails which cross the cycle path at depot junction has been a priority for Council for some years. A final plan was developed to construct a major deviation of the road. Work commenced on 17<sup>th</sup> November and should be finished by Christmas. To ensure the safety of the contractors, overhead power has been turned off during the week which has made life difficult for the shed staff. Modern safety requirements mean that this is a formal written procedure.

An unfortunate dewirement during shunting at the depot after power was returned on Friday 28<sup>th</sup> November saw damage to the overhead leading to the 'new' shed. On Saturday 6<sup>th</sup> December repairs were effected which included raising much of the overhead outside the building. Our thanks go to member Simon Jenkins and Carl from Bendigo and to Tony Smith from the MTPA who lent their platform truck to supplement our bucket truck.

Photos in this month's *Fares Please!* give an indication of the extent of the roadworks and Warren Doubleday and Paul Mong have been busy liaising with Council and the contractors. Unfortunately, on Saturday 29<sup>th</sup> November it became apparent that excavation for kerbing alongside the track had disturbed the fragile nature of our ancient track. We would not be able to head south of the area until it was attended to. A hot day on the following Monday saw this develop into a buckle. We were fortunate that Alastair Reither was on leave and Richard Gilbert and our weekday workers were available. The bitumen along a lengthy section of track was skimmed by the contractors to enable a series of tie bars to be inserted before re-surfacing took place. A superb effort.

**Right:** The new solar panels

*Photo: Paul Mong*

While all this was occurring, contractors were installing solar panels on the roof. This would not have been possible without the recent major redesign of the power supply by Paul Mong. Most of the cost of the project is being covered by the legacy left by the late Keith Atkinson. It is planned to activate the new system early in the new year.

December 7<sup>th</sup> was the 40<sup>th</sup> anniversary of the first tram entering Wendouree Parade and a simple celebration was planned. A final decision on the celebrations was made too late for the last edition of *Fares Please!* but we managed to send invitations to the majority of our members. Local dignitaries were also invited. Afternoon tea was offered and there was a simple ceremony to mark the occasion. Richard Gilbert spoke of the early days and this was followed by trips in No 27 and No 40. No 38 later ventured out to mark its 100<sup>th</sup> year in service.

Several members who were present in 1974 were able to attend and it was great to see them again. They included Frank Hanrahan, our vice president at the time, and Kathy Hanrahan and also Rolf Jinks who was very active during our early development. We were honoured that Catherine King MHR and her family also found time to join us. A good number of members remained for a barbecue. Our thanks to Peter and Pam Waugh who arranged the catering.



## 5. FARES PLEASE!

### Trove and its treasures

Trove is a collection of nearly 400 million Australian and online resources including books, images, historic newspapers, maps, music, archives and more. It is a project of the National Library of Australia. Using Trove we have been able to discover many interesting tramway stories that have been long forgotten in dusty corners of various museums.



While this searching through the items may seem to be a rather dry and dull occupation, Trove itself can provide amusing snippets that were never part of the historical records.

These snippets are errors made by the computers during the scanning and optical character recognition process. In fact there are so many errors that the library has thousands of volunteers who read each article and make the necessary corrections. Over 100,000 corrections are made every day.

Some of my favourite errors uncovered on Trove recently are given below. I read about a Mr. Harrington who sadly "...died of bums (accidental)." A little known and perhaps rather unusual rule stated that tramway conductors "...were not allowed to attend lace meetings in uniform." Perhaps this bridal gown was made at such a meeting with its "... sleeved dress of parchment coloured satin and a tram of Brussels lace." After the SEC closed the tramways you may be surprised, as I was, to learn that "...the whole of the district is now sewed by buses."

*Peter Waugh*

**Right:** Inside Tram No 939

*Photo: Peter Waugh*

### In Memory of Bill Jessup

Member, Paul Nicholson has reminded us recently that the 8<sup>th</sup> November was the 30<sup>th</sup> anniversary of the passing of Bill Jessup who died very prematurely at the age of only thirty four.

In his obituary in the November 1984 issue of "Fares Please" Richard Gilbert wrote: "I feel it is true to say that the existence of this Society is due to Bill's foresight in calling the initial meeting at the Victorian Railways Institute, Flinders Street Station, in June (sic) 1971 at which the foundations of our Society were laid." Bill was a powerhouse of ideas as he "pushed ahead through what at times seemed impossible barriers of finance and bureaucracy to see this Society achieve the operational status it has today."



**Above:** Some of the Museum's founders were very young. Bill is in the centre. With him are (from left) are George Netherway, Maurie Calnin, Richard Gilbert and Hal Cain.

*Photo: 'The Courier' 25/9/1972*



## 6. FARES PLEASE!

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### Realising the Objective

*This is the final instalment in the occasional series remembering the early years of the Museum.*

Forty years ago this month the Ballarat Tramway Preservation Society finally realised its aim of operating trams in Wendouree Parade. The five weeks or so from late November 1974 saw the culmination of over three years of hard work. From Friday November 22<sup>nd</sup> Wendouree Parade was closed while we laid the connecting curve across the road. This involved a four day marathon led by the late Bill Kingsley. Wendouree Parade remained closed while the concrete cured until Friday 29<sup>th</sup> when Council workers restored the roadway around the new track and laid the bitumen.

A week later, on Saturday 7<sup>th</sup> December 1974, Tram No 27 was the first tram to venture out into Wendouree Parade. During the winter of 1972 our six trams had been towed by John Withers' trusty Land Rover from the SEC Depot along Wendouree Parade and then derailed and ignominiously dragged across the road before being winched up temporary track to our new home. Now they could reclaim their rightful place running through the gardens as they had since 1905.

The trip around the curve was executed satisfactorily and No 27 returned to the depot so that No 40, the tram which closed the system in 1971 could be the first to travel all the way to St Aidans Drive. With Clyde Croft at the controls it set out at 3:20pm with Conductor Gilbert to mark this historic occasion. We had made it!

A complete trip was undertaken before No 40 returned to the Depot to give No 27 its turn. Later, when I arrived after being required to work that morning in Melbourne, I relieved Clyde and he brought No 40 back out. The two trams then ran until nearly 8:00pm.

The next task was to commence training our own drivers. On behalf of the Society Clyde had entered into an agreement with the M&MTB for a senior instructor from their training centre to conduct the practical testing of our drivers. This was so that we could ensure that the Society's drivers could be measured against a recognised standard. The M&MTB asked only that we pay their instructor for his time.

As the braking system of all the Ballarat trams was different from the trams operating in regular service in Melbourne, the first task was to qualify some of the Melbourne trammies amongst our volunteers. In January 1972, Clyde, Peter Bruce and I spent a morning driving works car No 16 up and down St Georges Road in Melbourne whilst we familiarised ourselves with the intricacies of the manual lap brake. Our task during the summer of 1974-1975 was to commence training our own drivers in Ballarat.

Gavin Young and Richard Gilbert were the first and December saw trams running on many days as they worked towards the required forty hours of practical driving. On the 22<sup>nd</sup> December, Gavin qualified as our first driver. Melbourne drivers, the late Iain Sutherland, Glenn Roofthoof and Roger Mason also qualified during the month. Richard Gilbert, Frank Hanrahan and Barry McCandlish followed on 19<sup>th</sup> January 1975.



**Above:** No 40 under the control of Conductor Richard Gilbert and Motorman Clyde Croft at the loop on the first day 7/12/1974.

*Photo: The late Bill Kingsley*

## 7. FARES PLEASE!

The Society had negotiated an Operating Agreement with the City of Ballarat as the City controlled the gardens and the roadway. Council granted the Society permission to commence public carriage from 6:00pm on Tuesday 24<sup>th</sup> December 1974 and Clyde Croft and Graeme Inglis took No 40 out to mark the occasion. By 8:15pm some thirty four curious people had ridden. They included a visiting group of twenty eight children and their carers from Stawell Special School.



**Above:** Late afternoon at Carlton Street 7/12/1974.

*Photo: Peter Winspur*

We believe that at the time the Society was the only entirely volunteer operated tramway to be permitted to run on a public roadway anywhere.

Boxing Day saw the commencement of full operations. Gavin Young with Graham Jordan were the first crew when they ran out No 26 to place the signs. They then took out No 40 out at 9:50am. Later I and the late Geoff Cargeeg relieved them. After lunch No 38 replaced No 40 and No 27 joined it to establish a two tram operation. The day ended rather ignominiously

at 7:08pm when No 38 developed a defective motor. The tram did not run again until December 1979. Overall, 311 passengers were carried during the day.

Daily operation was not possible due to a lack of qualified drivers, but at the end of January 1975 trams had operated for twenty-two days and had carried 6264 passengers. By the time of the official opening on 1<sup>st</sup> February 1975 the tramway had earned its place as another wonderful attraction to visit in Ballarat.

*Peter Winspur*



### **Left:**

In Richard Gilbert's photo of No 27 shot on the first day, Wendouree Parade near Saint Aidans Drive appeared quite unkempt with quaint motor cars.

### **Right:**

By 7<sup>th</sup> December 2014, a wider Wendouree Parade was adorned with white lines and warning signs. Even No 27 was different.

*Photo: Peter Bruce*



## 8. FARES PLEASE!

### Ballarat in 1932

Recently, The Courier published on line a film promoting Ballarat made by the famous Australian film director Frank Thring. Some snippets have been used in our own DVD, but our historian Alan Bradley has never seen the complete film. It is well worth a look and we reproduce the item from "The Courier" in its entirety.

### Incredible video from the 1930s promoting Ballarat

By Jordan Oliver Sept. 3, 2014

Here at The Courier, we love Ballarat.

So what better way to showcase our fine city than to defer to the experts?

No, we're not talking about the people currently employed to promote Ballarat to the world.

We're talking about the work of a Melbourne production company in the 1930s who put together a five minute clip designed, no doubt, to bring the masses west down Melbourne road.

Featuring a charming violin soundtrack, the video clip is narrated professionally by a man with a decidedly British accent and highlights a number of Ballarat's landmarks and attractions.

The opening line explains Ballarat was 'once known as the Golden City, but now as the Garden City - then goes on to applaud the city's "historical associations" as being more 'vivid' than any other country centre in Victoria.

It takes viewers for a drive down the Avenue of Honour and through the Arch of Victory.

It lauds Sturt Street has having 'great breadth, glorious trees and fine examples of statuary' and also shows miners digging up backroads near Ballarat, declaring 'treasure over traffic' was a common catch-cry for those still trying their luck.

Later, the video highlights the Ballarat Botanical Gardens and Lake Wendouree, even suggesting a musical task for local residents.

"If someone in the Garden City has not made a song already called 'under the willow of Wendouree', it is liable to be done at any moment," the narrator quips.

Take a look at the video and see if it fills you with a renewed civic pride.

<http://www.thecourier.com.au/story/2533692/visit-ballarat-1930s-style/?cs=61>



**Above:** Boxing Day 1974. Our first day of regular operation. No 38 enjoys the late afternoon sun at Gardens Loop.

*Photo: Peter Winspur*

**Right:** This year No 38 reached its 100<sup>th</sup> birthday. Peter Bruce captured the celebratory run on 7<sup>th</sup> December. It will run again on 26<sup>th</sup> December to mark forty years of Museum operation.





## 9. FARES PLEASE!

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### Dave Macartney, Life Member

*In response to the Annual General Meeting honouring Dave with a life membership he penned the following.*

I had the good fortune to be born and raised within a couple of blocks of the Carnegie tram terminus. At an early age I could be found mounted on my trusty Cyclops tricycle hanging around here watching the trams arriving, changing ends, and departing back towards the mysterious place known only as CITY. At quiet times I would ride my tricycle along the single track in Truganini Road with the front wheel in the groove, having to abandon this only when a car or tram appeared, or a silly adult would tell me to get off the road. On a good day I could make it all the way to the double track and watch the ritual of exchanging the staff. No doubt there was a staff box somewhere to be used by the first and last car, but in my experience during the day the staff was carried until the next outbound tram was met, then handed over directly.

By the time I finished primary school I could rattle off the numbers of Glenhuntly's allotment of trams, but strangely none of my class mates seemed the least bit interested. I seemed to be moving into a little world of my own. In 1956 the family moved a couple of suburbs to the area where Ormond met East Brighton. On my twelfth birthday, a fine winters day, I set out on foot to explore my new neighbourhood, followed the Sandringham railway to the terminus, and found myself peering into the depths of a new tram depot. I watched a couple of Black Rock trams come and go, but before the year was out this had all been swept away.

By year's end I had acquired a bicycle, and suddenly my field of exploration was greatly expanded. The Victorian Railways Elwood depot drew me like a magnet. This was different to an M & M.T.B. operation; the ambience was more like that of a branch line railway terminus which, I suppose, is really what it was. The same trams arrived and departed as they had done for decades, and the staff all seemed to know exactly what was expected of them, which may not always have been quite what the book of Rules and Regulations set out.

It was while hanging around here one Saturday afternoon that I suddenly realized that a group of people had appeared seemingly from nowhere, all clad in sports coats with leather patched elbows or hand knitted fair isle pullovers and armed with proper serious cameras in real leather cases. Suddenly the doors of the Workshop were thrown open and into the daylight appeared No. 20, the single truck Breakdown Tram. Despite many visits I had no idea that this even existed, but it was photographed by all and sundry, with much technical jargon about 21E trucks and suchlike before it returned whence it had come. The group adjourned into the running shed, but to my regret I didn't tag along to see what was in there. At least I now knew that I was not alone; there were like minded people out there.

Many years later, at a slide night at John Alfred's residence I saw myself in one of his slides, standing there leaning on my bike with my jaw hanging open watching all this taking place. On another visit to the V.R. tramway I spotted No. 51, ex Black Rock, departing from St. Kilda station and heading up Grey Street hill. At last they have started using those two Black Rock trams, I thought, but it turned out that I had just witnessed the one and only trip they ever ran at Elwood.

With the V.R. tramway closing in 1959, my attention turned to the Point Ormond line, itself within a year of closure. At the time the immensely complicated business of replacing the Elsternwick level crossing was taking place, with numerous temporary deviations happening week by week.

I started work in the city in January 1961, having failed a job interview with Valentine Greeting Cards, who were located directly opposite Glenhuntly Depot. How this would have changed my life! The adjacent South Caulfield Junction was another of my favourite haunts. In its pre 1966 configuration East Brighton cars running in had to pass though the junction three times in order to get to the depot.

## 10. FARES PLEASE!

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With gainful employment I joined the A.E.T.A., who met in the fondly remembered Room 11 at Flinders Street Station. They turned out to be the same people I had encountered at Elwood a couple of years earlier. The Footscray system was due to close in early 1962, and a tour was organized for the 10th of February, running from South Melbourne Depot with W3 655 and W4 670, meeting two X1 s and an X2 for the tour of the local lines.

While at the depot Rodney Hudson introduced me to Bob Prentice, who acquainted me with the fact that the A.E.T.A. had custody of four trams at Malvern Depot, and work parties were on Sunday afternoons. I duly turned up, and entered the world of tramway preservation. The cars were S 164, T 182, X 217 and Bendigo No.3. I would spend many hours down here over the next few years, mostly in returning 217 back into the condition in which it had started, back in 1923.

A fan trip to Ballarat in July 1961 had fuelled by interest in the system, and increasingly I was finding time to visit and ride the trams when the opportunity arose. With closure approaching I wrote a letter in November 1970 wondering if part of the tramway could be saved, and sent copies to anybody who I thought might be interested. Through this I found that Bill Jessup had already started making enquiries along similar lines. He wanted to preserve the S.E.C. way of doing things while I was advocating relocation of the fledgling T.M.S.V. Bill was able to garner considerable local support, so his vision prevailed.

In 1977 I moved to Ballarat, something I had planned for some years, and got involved in museum activities. When the Commonwealth Employment Scheme was adopted in 1985 the museum moved into paid employment for the first time. I was appointed Supervisor with a number of unemployed people coming and going over the next seven months. The amount of work that could be achieved with weekday staff separate from the weekend operating days soon became glaringly obvious, and after the government money ran out the museum allocated a modest amount to keep the workshop side functioning with whoever was available on weekdays to keep such projects as the con-

version of No. 26 and the rebuilding of the horse tram moving forward.

Increasingly over the years the needs of the trams themselves has not got any less, as routine day to day maintenance has to be kept up and more major work carried out as the condition of the trams demands.

In 1994 West Coast Railway set up a maintenance base at the Ballarat East Loco Depot. Not wishing to miss out on this, I offered my services to their management for a period of three months to help them get their rolling stock ready for operation on the Warrnambool service. I arranged to work for them on Tuesday, Wednesday and Thursday of each week, with the other four days given over to tramway work. This meant a seven day a week commitment to work, but it was only to be for three months. In the end, this turned out to be eight years, as more rolling stock arrived, and I was to spend many hours fitting out BK sitting car No. 700, cleaning up fire and smoke damage in sleeping car Malkari and water proofing the roof of sleeping car Tambo, not to mention cleaning and other duties on an expanding fleet of steam and diesel locomotives.

In 2002 I wound up my commitment at the Loco Depot and returned to tramway matters once more. By now the discipline of the seven day week was well established, and continued on without respite. At the present time I have worked without a day off for over twenty years, some 7,000 plus consecutive days. It is ingrained into the daily routine, and works for me.

Over the past thirty years I have been fortunate to have had the assistance of two lovely ladies who have been part of my team. Jacqui since the C.E.P. days of 1985 and, more recently, Deepthi, all the way from Kerala in India. These two ladies, so different to one another, have one thing in common; they put up with me in all my moods with never a word of complaint. They tackle some of the most boring of preparation jobs with efficiency and good humour. You impress me more than I can say ladies – it's not your chosen hobby but you always indulge me. It would have been so dull without you.

*Dave Macartney*

# 11. FARES PLEASE!



## Laying the link to Wendouree Parade

In November 1974 Wendouree Parade was closed for a week whilst the Museum constructed the track linking the new depot to the existing line in the street.

**Above:**  
Final adjustments.  
Sunday 24/11/1974  
Peter Winspur, Peter Rees  
and Geoff Cargeeg.  
*Photo: The late Bill Kingsley*



**Right:**  
Pouring the concrete.  
Monday 25/11/1974  
Peter Rees, Geoff Cargeeg  
and Peter Winspur assist.  
*Photo: The late Bill Kingsley*



**Left:**  
Friday 29/11/1974  
Council workers laying the  
final surface  
*Photo: Peter Winspur*

## 12. FARES PLEASE!

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**Above:** Our first trip. Everyone got off No 40 to record the event *Photo: The late Bill Kingsley 7/12/1974*  
**Below:** Forty years later chilly weather saw most stay on board *Photo: Peter Winspur 7/12/2014*



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**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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