

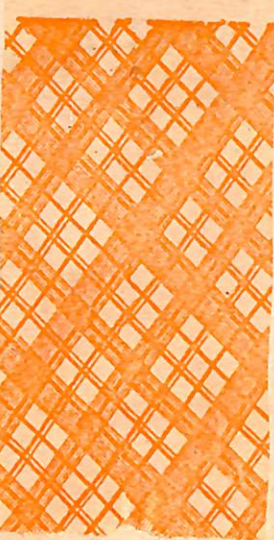


11	M. & M. T. B.	1
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7	10c	5
6	A Bc	6
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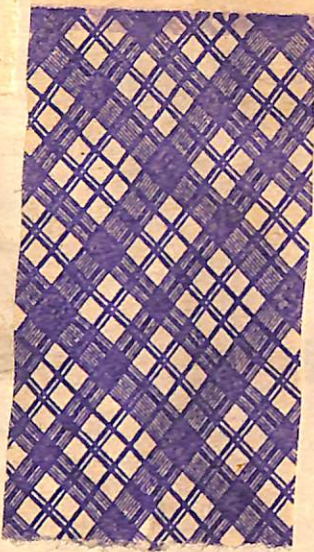


**ELECTRICITY** makes life easier!

State Electricity Commission of Victoria  
ELECTRICITY SUPPLY DEPARTMENT  
PROVINCIAL TRAMWAYS.

**STAFF TICKET.**  
Good only for Single Trip.  
This ticket is for use of Employees only when travelling on Commission's business.  
Not Transferable.  
TYE 2-19.

A 12162



11	M. & M. T. B.	1
10	THIS TICKET MUST BE SHOWN ON DEMAND OR ANOTHER FARE PAID	2
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STATE ELECTRICITY COMMISSION OF VICTORIA

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STATE ELECTRICITY COMMISSION OF VICTORIA

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STATE ELECTRICITY COMMISSION OF VICTORIA

PROVINCIAL TRAMWAYS

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STATE ELECTRICITY COMMISSION OF VICTORIA

PROVINCIAL TRAMWAYS

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1	ISSUED SUBJECT TO THE BY-LAWS	4

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STATE ELECTRICITY COMMISSION OF VICTORIA

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STATE ELECTRICITY COMMISSION OF VICTORIA

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STATE ELECTRICITY COMMISSION OF VICTORIA

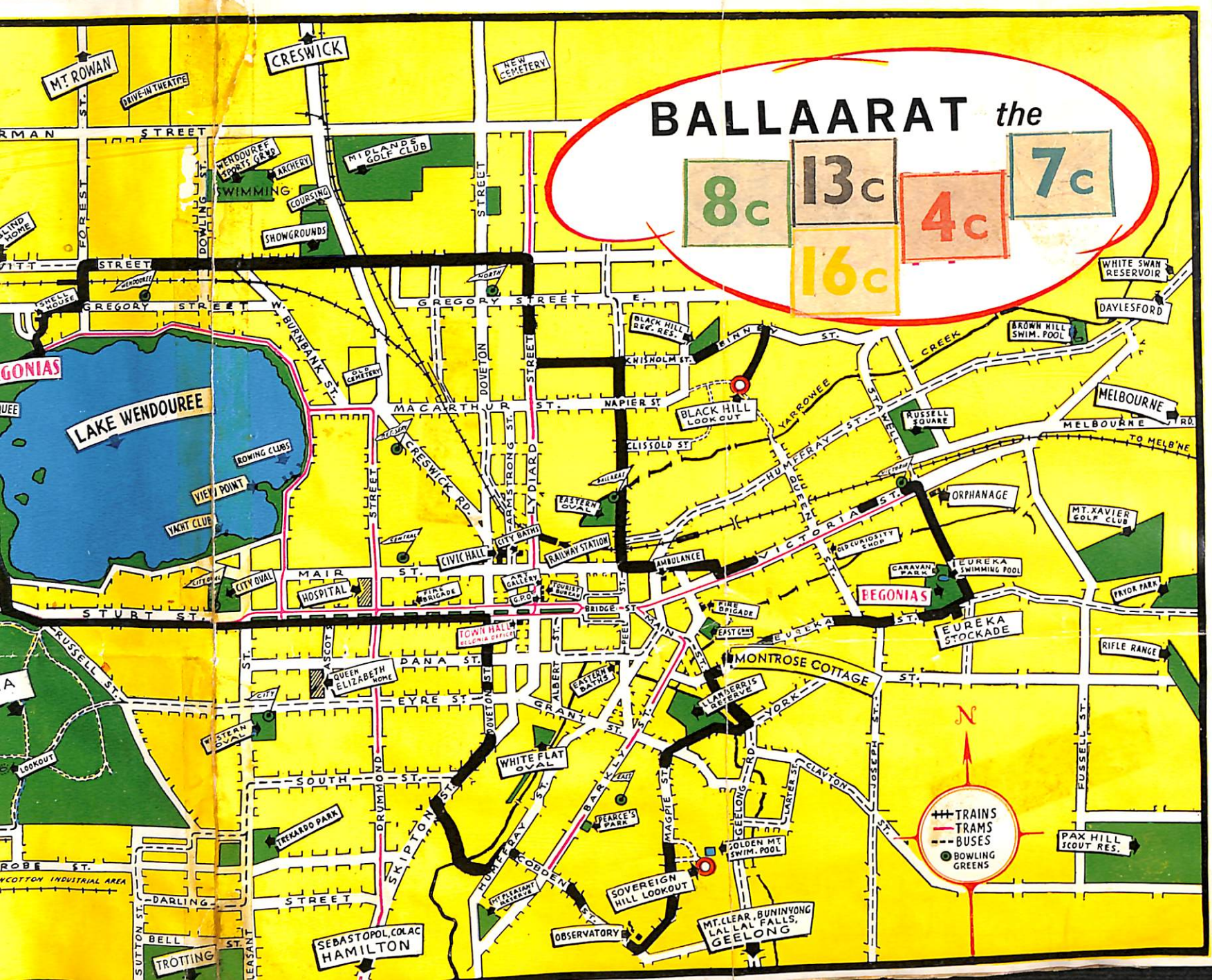
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Decimal currency tickets currently in use.





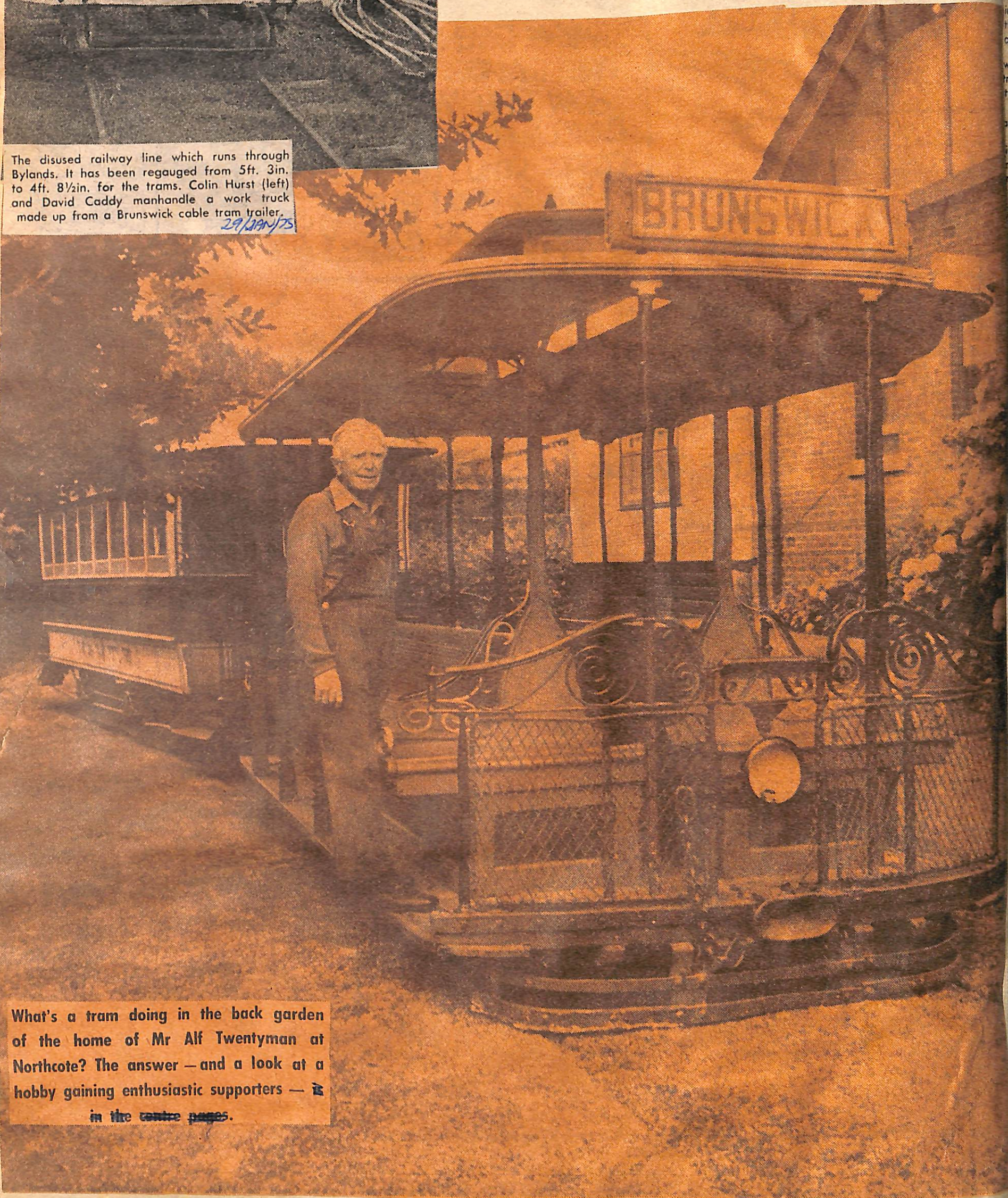
# VINTAGE TRAMS

29/JAN/75



The disused railway line which runs through Bylands. It has been regauged from 5ft. 3in. to 4ft. 8½in. for the trams. Colin Hurst (left) and David Caddy manhandle a work truck made up from a Brunswick cable tram trailer.

29/JAN/75



What's a tram doing in the back garden of the home of Mr Alf Twentyman at Northcote? The answer — and a look at a hobby gaining enthusiastic supporters — is in the centre pages.



Victoria's vintage trams have found a welcome home at Bylands, just beyond Pretty Sally Hill, north of Melbourne, through the efforts of a group of enthusiasts, who formed the Tramways Museum Society of Victoria.

After the closure of the Kilmore-Heathcote branch railway in 1968, the society secured the lease of the Bylands siding and a mile of track.

The society president, Mr Keith Kings, said the plan was to acquire and restore trams so that most Victorian tramway operators will be represented with a tram in its original color and condition.

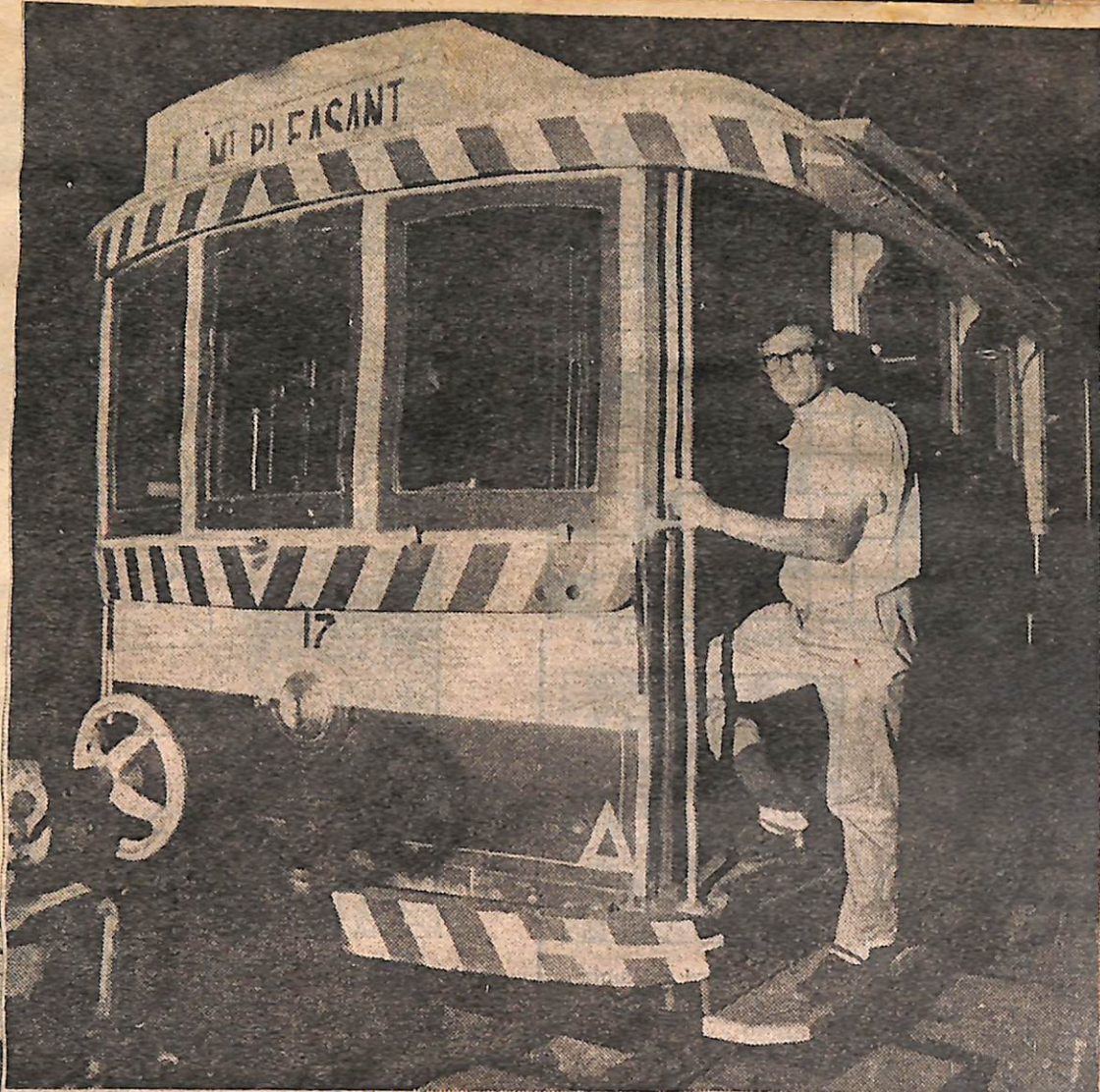
A street setting of the twenties will be created with antique tramway fittings and cast iron street furniture.

The museum will also house the society's archives, ticket collection, tram relics and working models. Electric trams will be operated eventually along the mile of track.

The building of the museum and restoration is carried out every week-end by volunteers. Without Government aid the money comes from members' subscriptions, donations, outings and tours.

A shop selling souvenirs and publications is operated by the society at 332 Flinders St., Melbourne. The site is open to the public every Sunday so that visitors can see the trams and the progress of the museum.

**WHERE IT IS**



29/JAN/75  
Ian Stanley (Glen Iris) and Ballarat tram No. 17, built in Melbourne in 1915.



Saloon sliding door from a cable tram trailer with a message to platform passengers to "hold on while rounding curves". Keith Kings is framed in the door.

29/JAN/75



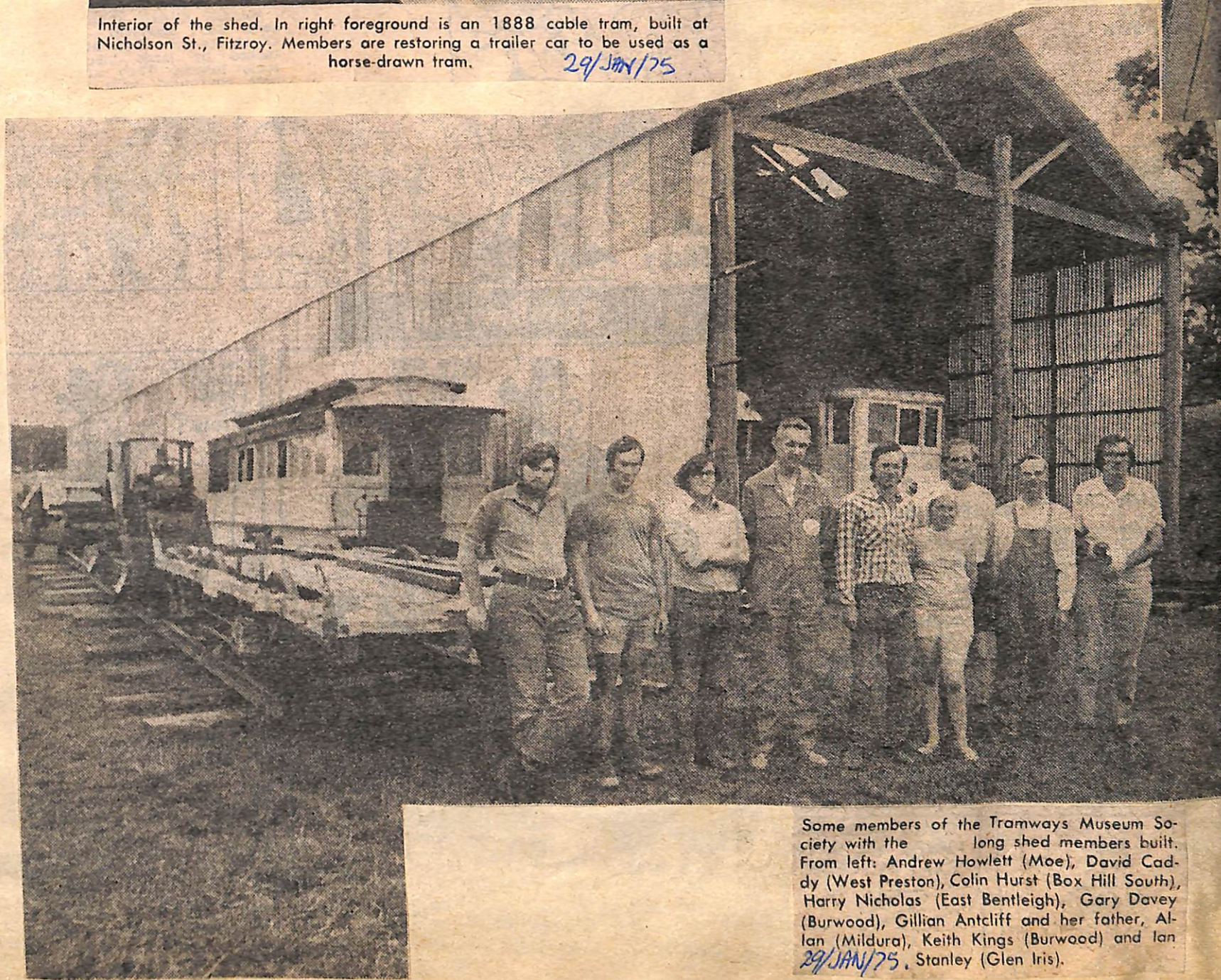
29/JAN/75  
Old Faithful. This 1941 former tramway tower wagon has been a mainstay in the construction of the museum. The tower was originally horse-drawn and was adapted to the 1941 unit.





Interior of the shed. In right foreground is an 1888 cable tram, built at Nicholson St., Fitzroy. Members are restoring a trailer car to be used as a horse-drawn tram.

29/JAN/75



Some members of the Tramways Museum Society with the long shed members built. From left: Andrew Howlett (Moe), David Caddy (West Preston), Colin Hurst (Box Hill South), Harry Nicholas (East Bentleigh), Gary Davey (Burwood), Gillian Antcliff and her father, Allan (Mildura), Keith Kings (Burwood) and Ian Stanley (Glen Iris).

29/JAN/75





Gary Davey at the controls of Railways tram No. 34, which ran from St. Kilda Railway Station to Brighton Beach and was built at Newport in 1918. Gary, 19, a tram conductor from Camberwell depot, has a long family association with trams. His grandfather was a cable tram gripman and later an inspector. His father is a tram training supervisor and his mother a conductress.



PICTURE: John Lamb



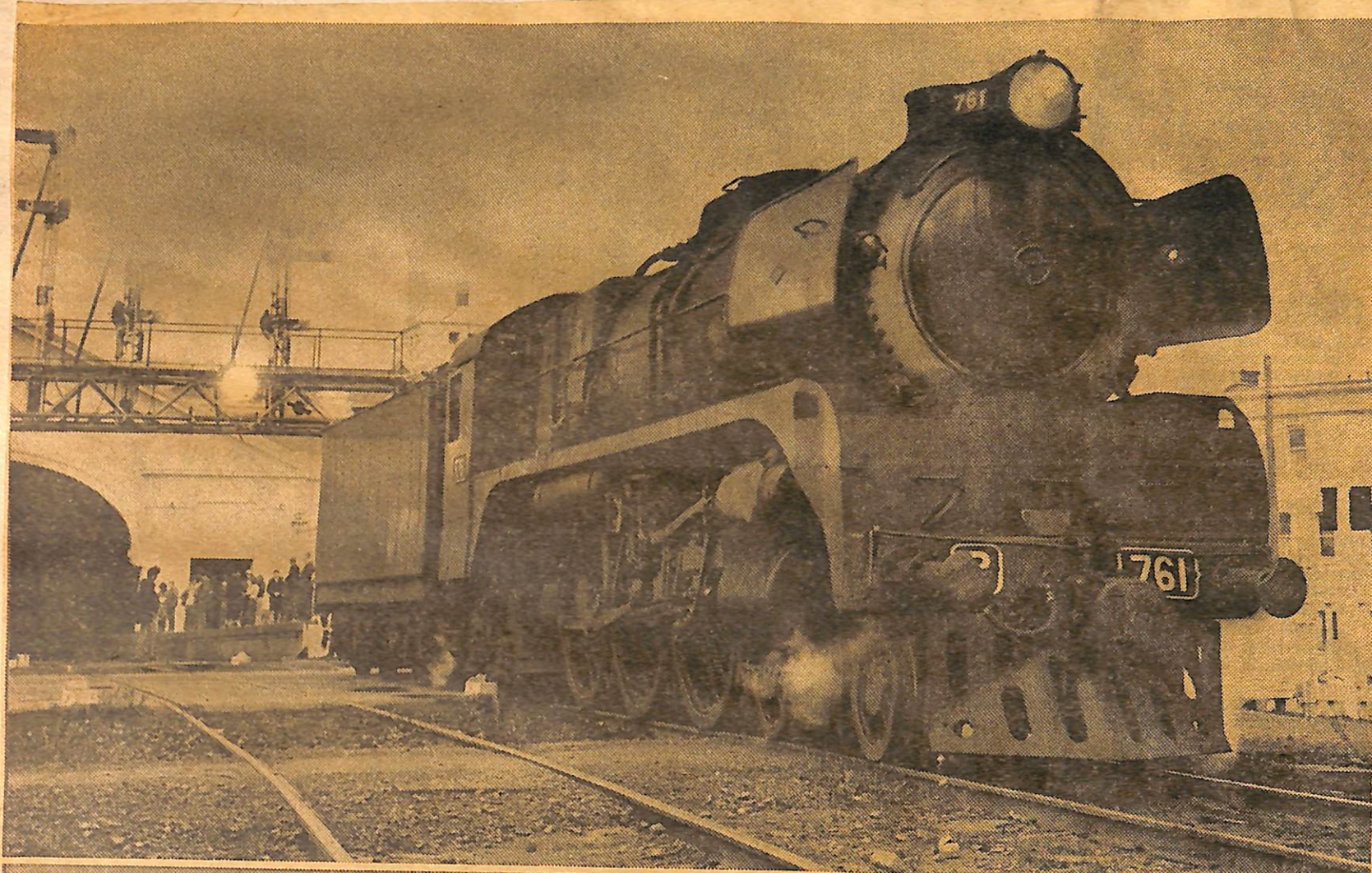
Andrew Howlett (Moe) with a section of the overhead gear the society bought 18 months ago. This was first installed in William St., Melbourne, in 1925 and members hope to use it to electrify the Bylands track.

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# The L-plate prince

"ALL aboard" . . . and Charles, the L-plate Prince, takes off down Bendigo's Golden Mile in a tram. With bells ringing, he shunted for more than a mile through the city yesterday. See PAGE 3





The R class locomotive, above, after it was taken off the Skipton bound historical excursion train on Saturday afternoon. This locomotive brought the train from Melbourne and the K class locomotive, below, pulled it to Skipton and back to Ballarat where the R class took over again for the return trip to Melbourne.

24/JULY/72

# GLIMPSE OF RAIL HISTORY

The Ballarat Railway Station took a step back into the past on Saturday afternoon when two of the once familiar steam locomotives were shunted backwards and forwards.

A large number of Ballarat's residents either saw the steam train coming to Ballarat or heard the steam whistles blowing, because a large crowd gathered at the station to see what was happening.

The occasion was a locomotive changeover and lunch stop for members of the Association of Railway Enthusiasts.

Ballarat was the first stop on one of the association's historical excursions and the 210 passenger-enthusiasts were bound for Skipton.

Association board member, Mr Richard Gilbert, of Ballarat, said that the train had been pulled to Ballarat by an R class locomotive.

The R class was changed for a K class locomotive during the Ballarat stop-over, he said.

On arrival at Skipton some of the members took a

bus tour to visit some of the historical buildings of Linton, Scarsdale and Smythesdale and rejoined the train at Smythesdale on its return journey.

The locomotives were changed over again at Ballarat on the return journey.

Mr Gilbert said that the two locomotives were maintained by the society and kept for special tours such as the one to Skipton on Saturday.

The K class locomotive had been towed to Ballarat in a goods train late last week and had been in the Ballarat yards for

Mr Gilbert, the secretary of the Ballarat Tramway Society, said that the train was



# HUNDREDS SEE VINTAGE TRAIN

SEPT  
13th  
1972

Hundreds of people flocked to Creswick and Clunes to see the Vintage Train last week.

The train carried nearly 400 passengers and was drawn by an R class locomotive.

It was jointly sponsored by the Association of Railway Enthusiasts, the Australian Railway Historical Society and the Australian Railway Exploration Association.

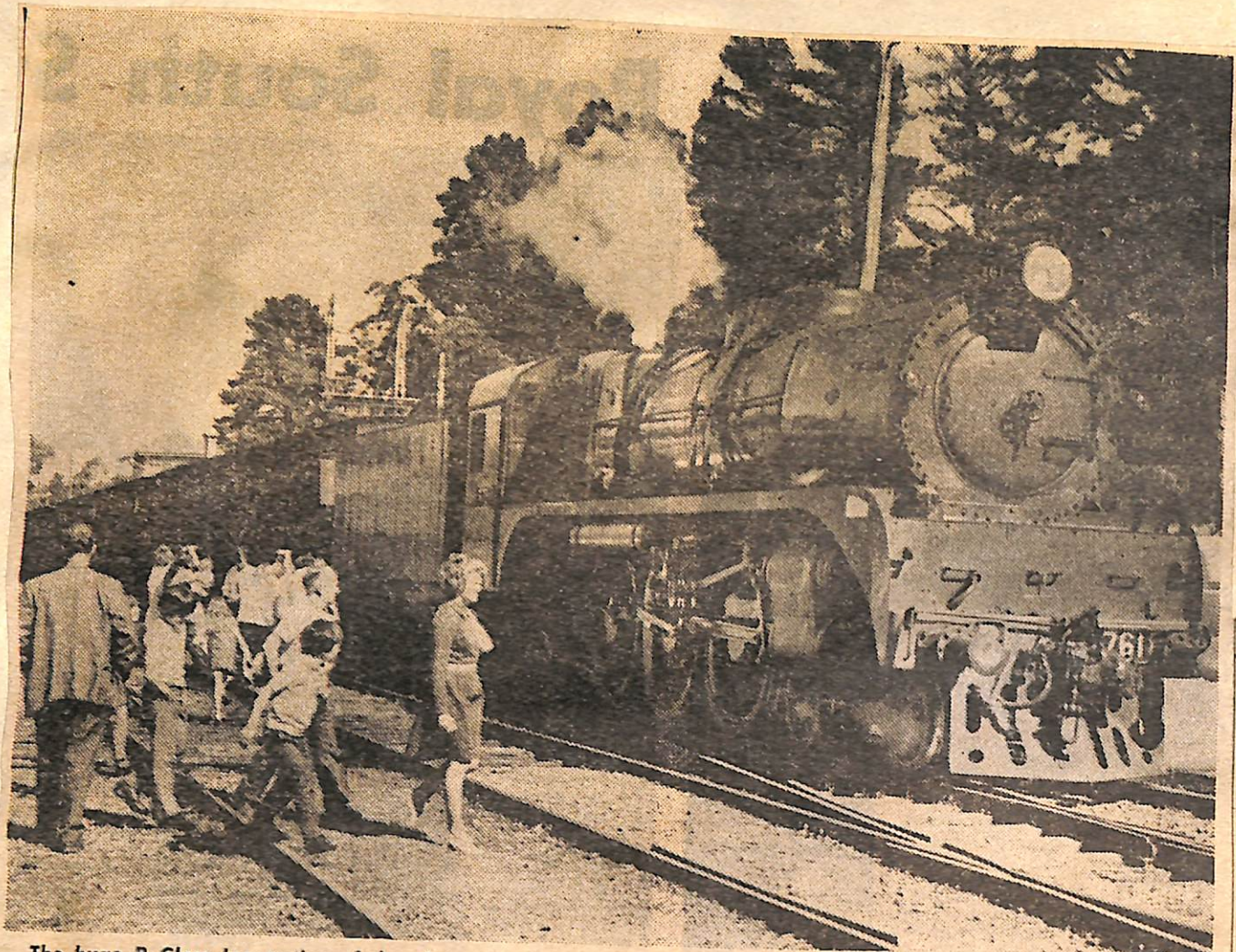
The train leaves Melbourne on the first Sunday of each month to visit various parts of the State.

Last week, it left Melbourne shortly before 10 a.m. and arrived in Creswick early in the afternoon.

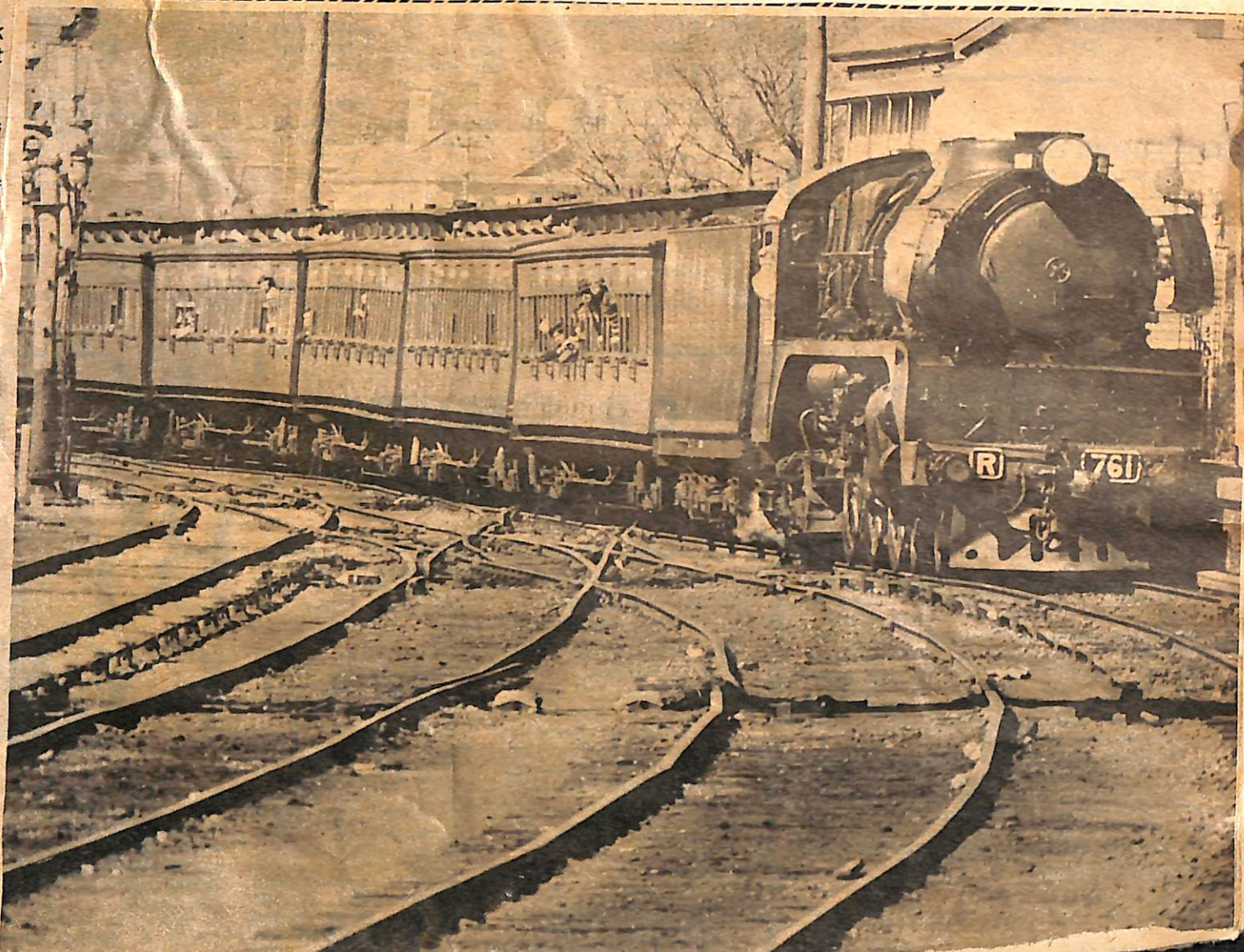
Creswick Apex Club catered for hundreds of people at a luncheon and barbecue before the train left at dusk.

During the afternoon, it was taken for a run down the line to Clunes.

The R class main line passenger steam locomotive was one of the most powerful the railways had in use before being phased by diesel power.



The huge R Class locomotive of the vintage train, on arrival at the Creswick railway station, became a centre of interest, particularly for the youngsters.





# WORKSHOPS VARIETY

## Puffing Billies to steel transporters . . .

The manufacture of specially designed trucks for the transport of specific loads has added variety and versatility to the work of the Ballarat Railway Workshops' staff.

A "Puffing Billy" and a row of custom built trucks for the conveyance of 16 ton steel coils were receiving attention when Mr Tom Evans, MLA, visited the workshops yesterday morning.

With the workshops manager, Mr Frank Uhe, Mr Evans toured all sections of the workshops.

He saw carpenters, welders and others at work on a locomotive which once ran on the remote line from Moe to Walhalla. Augmented by parts from another early locomotive, reclaimed from a children's playground at Beaumaris, it will go back into service on the Puffing Billy Preservation Society's narrow gauge line between Belgrave and Emerald.

At the other end of the scale, Mr Evans saw the work on the 30 trucks which have been designed to carry steel coils from Westernport to South Australia and elsewhere.

### MAINTENANCE

Each with a capacity of 56 tons of steel, the trucks have been designed with rubber-covered wooden cradles to support the coils, and prevent damage to the newly fabricated steel.

Huge new wheat trucks, bulk cement carriers and a variety of other special-purpose units were also receiving attention, as were the bogies of a number of Melbourne suburban trains.

Mr Uhe said the suburban trains themselves would also soon be coming to Ballarat for maintenance.

Mr Evans said the variety of specialised work being undertaken at the workshops was in line with the recommendations of Sir Henry Bland, who sat on a board inquiry into land transport in Victoria, and its regulations.

"The whole report of the board of inquiry revolves

around improved capacity and efficiency for the Victorian Railways and its recommendations, in the main, hinge on the railways being given more commercial capacity, and their going into the market place for freight and passenger business with vigor," he said.

Legislation passed by Parliament last year provided for the existing system of administration by three Railways Commissioners to be replaced by a board of seven members, one of whom would be appointed chairman.

Applications for a new chairman were advertised by the Government last week, and would close on March 28, Mr Evans added.

Provision was also made for the appointment of a general manager for the Victorian Railways.

### MORE FUNDS

With a staff of 1100 employed at the workshops, and a yearly payroll of \$3.6 million, Ballarat had a vital interest in these plans to change the structure and management of the railways, he said.

"Much can be said about lack of funds for railway operations, and of the problems of the railways which are laid at the door of this lack of funds.

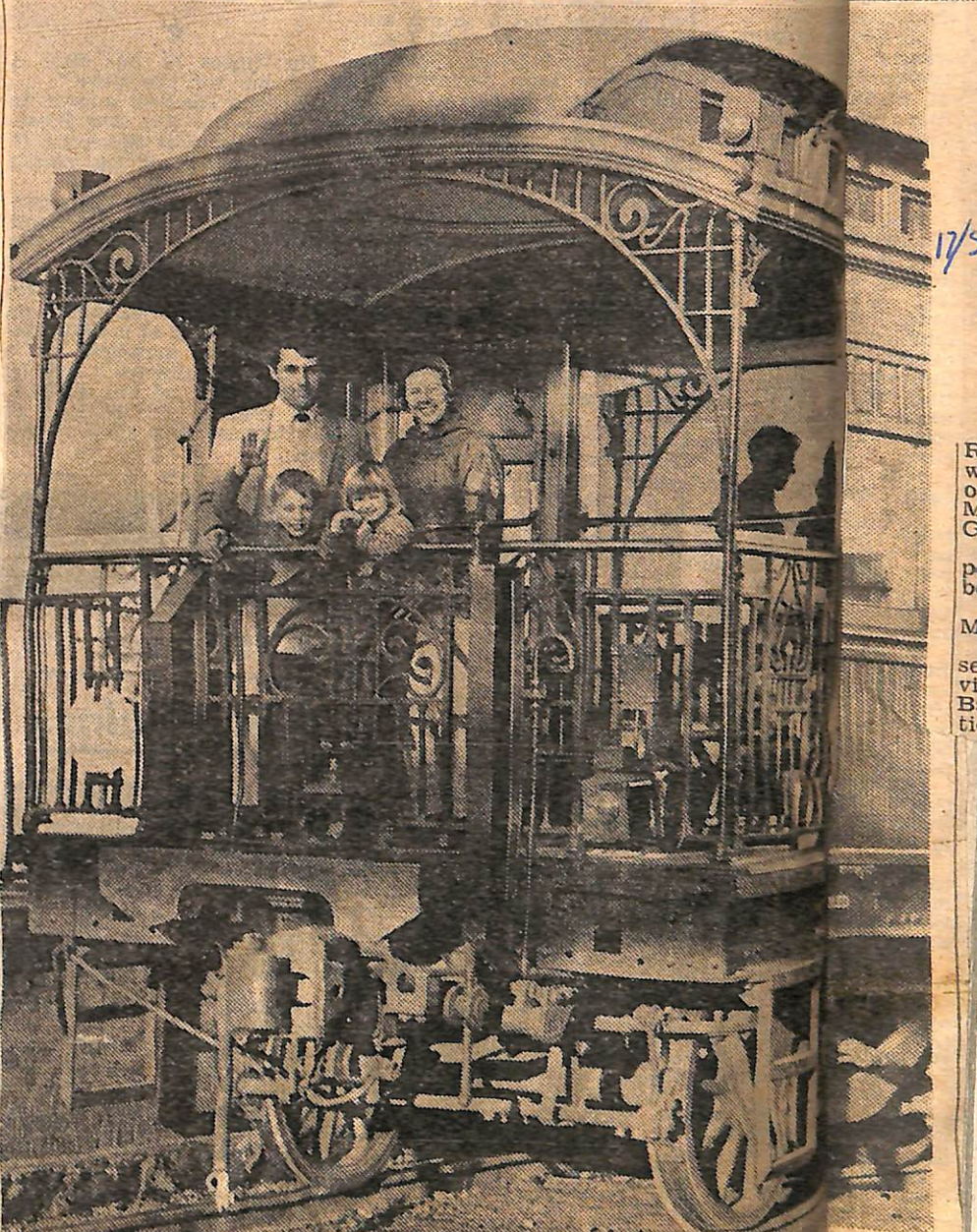
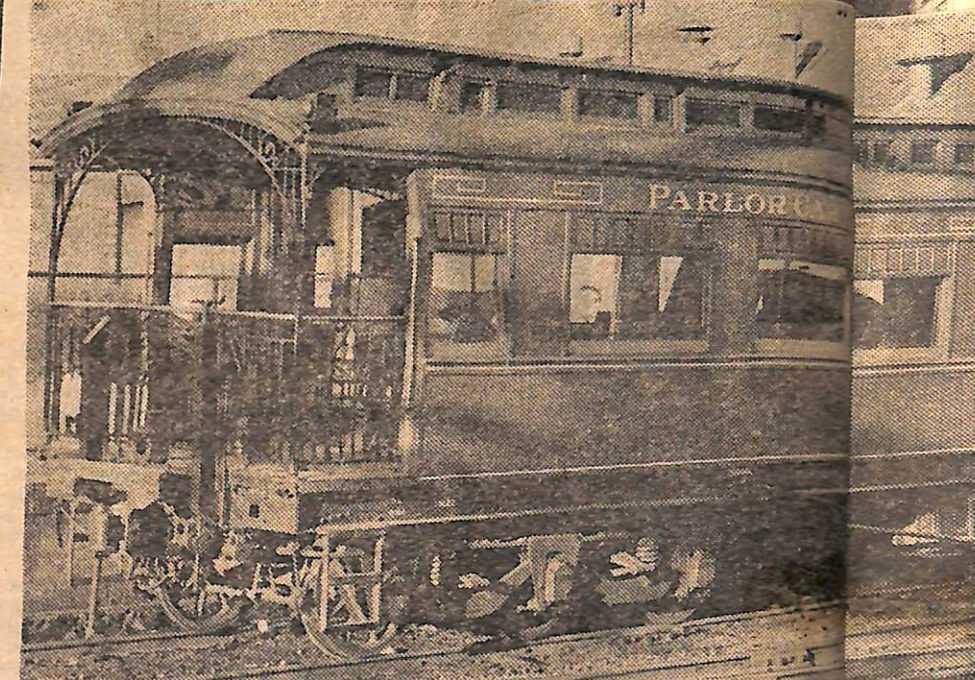
"I do not deny this, and indeed have led approaches to the Commonwealth for more funds.

"The whole question of railway finance, and indeed of finance for all forms of transport, seen as a total industry and community service, must be given more attention than has been the case in the past.

"Both the Federal Labor Government and the Opposition have agreed that the Commonwealth should make more funds available," he added.



Mr Tom Evans, MLA, discusses the progress of work on the reconstruction at the Ballarat North Workshops of an early locomotive for use on the Belgrave "Puffing Billy" line. With him are (from left) boiler attendant, Mr Bob Reynolds, fitter, Mr Joe Pollock and Mr Frank Uhe, manager of the workshop.



Mr and Mrs J. V. Johnson, with son, Andrew, and daughter, Jenny, take in the scenery from the train's observation platform.

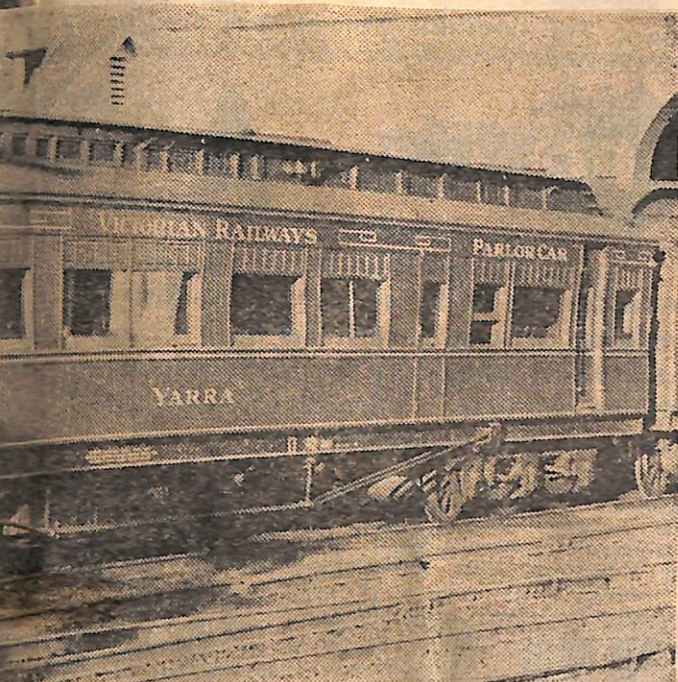


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# Sponge bath

● It's bath time for Robert Burns. High on his ladder, Mr Wolf Peg applies the brush to the poet's head. The cleaning of Sturt street statues for Christmas was ordered recently by the City Council.



## TOURING BY VINTAGE TRAIN

17/SEPT/73 - About 310 train and landscape enthusiasts from Melbourne took an interesting excursion which took in Ballarat at the weekend.

They were members of the Railway Historical Society who journeyed on a train owned by the society from Melbourne to Ballarat via Geelong, Cressy and Ararat. The train was built in Newport in 1906. The society bought it in 1937. The excursion returned to Melbourne via Bacchus Marsh. While in Ballarat the passengers of the vintage train visited Sovereign Hill and the Ballarat Tramways Preservation Society.

### TRAM RUNNING

A tram ran in Ballarat again on Saturday after three years. But it was not for public transport. The Tram 27, belongs to the Tramway Preservation Society of Ballarat. It ran on the line from the new buildings of the society to the edge of Wenfouree parade. The unofficial opening was attended by Cr M. Foo, the society engineer and the board members. The official opening is expected to be held soon. 14/OCT/74

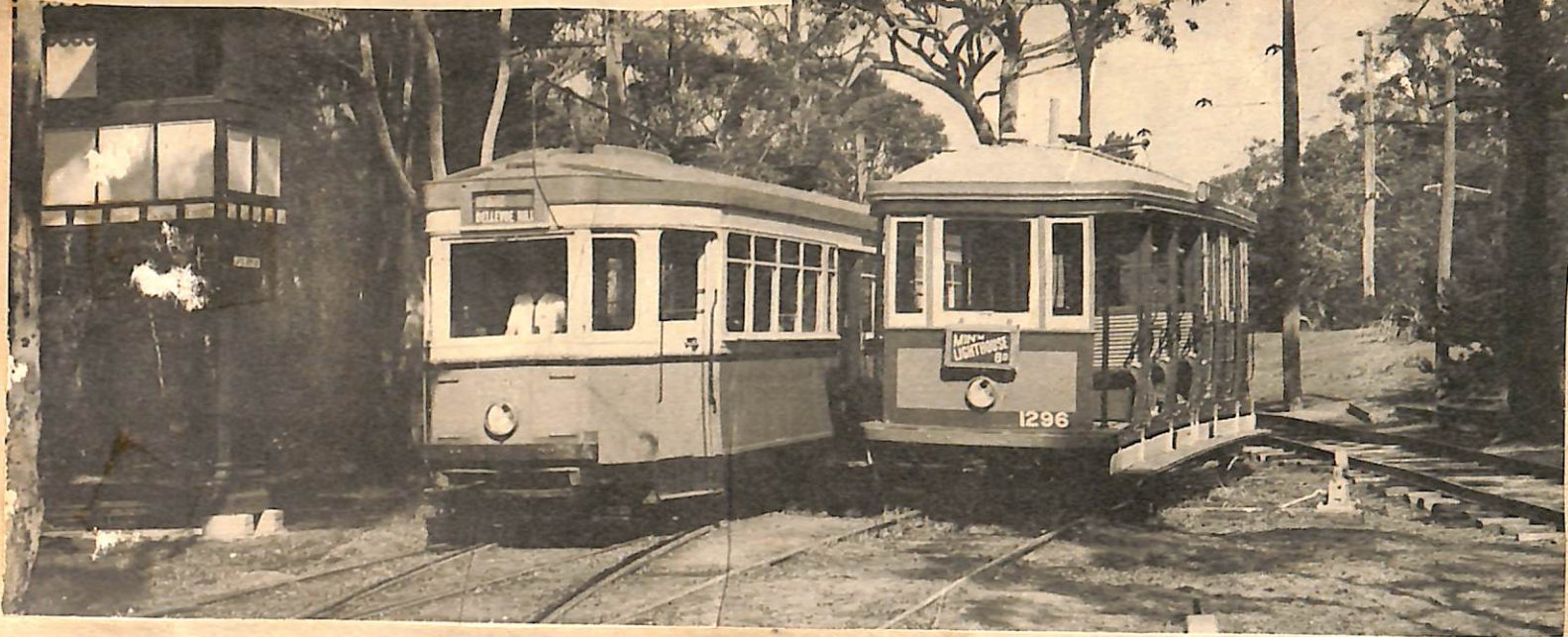


Ballarat Tramways Preservation Society hopes to have a tram running by Christmas. They were busy at the weekend and yesterday with Ballarat City Council workmen laying track in Botanic Gardens.

26/NOV/74



R1740 entering the Depot yard at Loftus passes K1296 standing quietly on the yard siding.



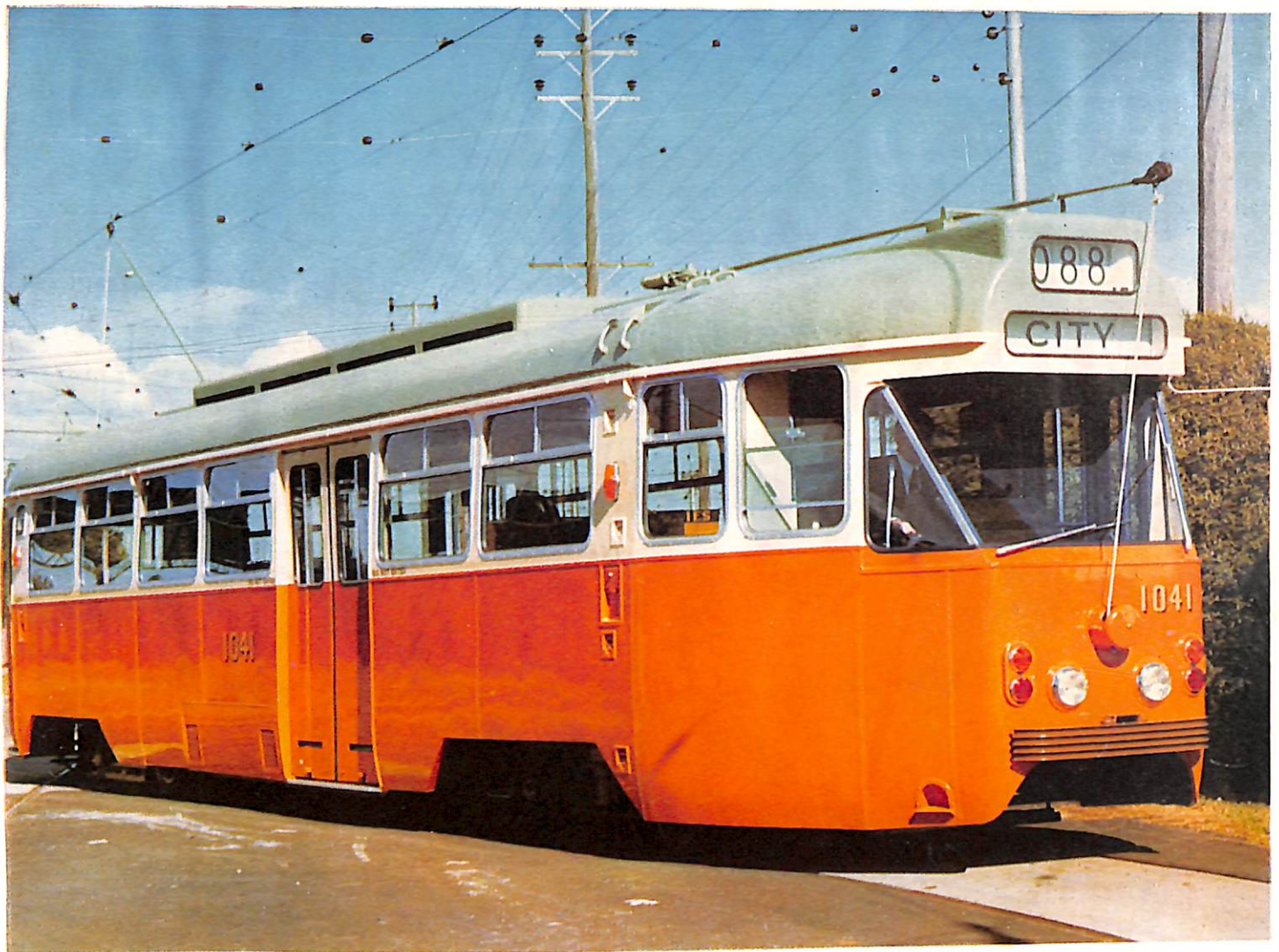


# ASEA

## THE JOURNAL OF ASEA ELECTRIC (AUST.) PTY. LTD. action

Vol. 4 No. 2

August 1973



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Twin beam hoist .. ..	P7
Bottling machine .. ..	P8

ASEA ACTION is printed and published in Australia.

## New look transport

*The prototype of the new trams ordered for the Melbourne and Metropolitan Tramways Board.*

*ASEA Electric (Aust.) Pty. Ltd. will supply control electrics and driving mechanisms for each of the 100 new vehicles.*

*The prototype, built largely to test body design, does not carry ASEA equipment. (See story, page 2.)*







**State Electricity Commission of Victoria**

• **BALLARAT TRAMWAYS** •

# **ALTERATION**

# **TO TIME-TABLE**

**COMMENCING MONDAY, 16th MARCH, 1970**

## **Week Days**

**20 min. Service FIRST TRAM until 9 a.m.**

**30 min. Service 9 a.m. until 12 noon**

**20 min. Service 12 noon until 6 p.m.**

**30 min. Service 6 p.m. until LAST TRAM**

## **Saturdays**

**20 min. Service FIRST TRAM until 1 p.m.**

**30 min. Service 1 p.m. until LAST TRAM**

## **Sundays (Unaltered)**

**30 min. Service from FIRST to LAST TRAM**

**EXTRA TRIPS WILL RUN EACH DAY AS REQUIRED**

Time-Tables are available at the State Electricity Commissions Office, 208 Sturt St., Ballarat.



By George, how time goes!



Ah, the good old days.

Many of Melbourne's older population will remember the horse drawn trams that ran the 1 km. from Sydney Rd., through Royal Park to the zoo.

This week one old horse tram was back on the job—but only temporarily. The tram was on loan from the Victorian Tram Museum at Bylands, 50 km. north of Melbourne.

It is just on 85 years since the first horse tram made its initial run in Royal Park so the Tramway Museum Society members Tony Cooke and Len Miller, took the old tram out to put it through its paces.

During the wearing period uniforms, they kept George, the ex dairy horse, plodding along. Mostly they bribed him with lumps of sugar.

The original trams ran from 1890 until 1923 when they were destroyed by fire. They were never replaced and the run was disbanded.

BACK on the job — temporarily. This old horse-drawn team made a run on Melbourne streets this week.



TRAMWAY Museum Society members Tony Cooke (left) and Len Miller look after George the ex-dairy horse.

BALLARAT

TOURIST

TRAMWAY

PROGRAMME

OFFICIAL

RE-OPENING

SATURDAY 1st FEBRUARY, 1975



BALLARAT TOURIST TRAMWAY

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**BALLARAT TRAMWAYS OFFICIAL RE-OPENING 1st FEBRUARY 1975**

**A 005612**

BALLARAT TRAMWAY PRESERVATION SOCIETY LTD

The Board of the Society have great pleasure in inviting you and your friends to our official opening on Saturday 1st of February 1975 in the Botanic Gardens at 2 00 pm.

The Society is fortunate in having obtained Mr J.C.Trethowan the Chairman of the State Electricity Commission of Victoria to open the tramway. The S.E.C. were the operators of the Ballarat tramway until its closure. Since closure the S.E.C. have assisted the Society in many ways.

The Honorable Murray Byrne M.L.C. Minister for Tourism and Sir Arthur Nicholson the mayor of Ballarat will also be present.

The tramway reopening ceremonies will be held just south of the gardens kiosk. Both brass and pipe bands will play during the afternoon. A public tram service will be operating from 10.00am on the morning of the opening. Following the opening a service of up to four cars will operate.

On Saturday evening from 7.00pm onwards a barbeque and social evening will be held at the Society's residence at Bungaree. You and your friends are invited to attend. Bring your own food and refreshments.

Do not forget to bring your membership card to obtain free rides.

Since the commencement of operations the trams have carried over 5000 passengers, an excellent result considering the limited amount of publicity given to our trial operations.

The Society urgently requires a sign writer, signs are required at specific locations to advertise the tramway so that we can obtain even greater patronage. Please phone Richard Gilbert on 903466(home) if you can assist.



Details re TRAM - Housed Baylisford  
Historical Museum.

J. Class

TYPE :- Single - Truck, Drop-end ; open  
California Combination.

BUILT. 1915, Meadowsbank Manufacturing Co

CAPACITY, 36 Seats, 54 standing.

Capacity after one man conversion.

TRUCKS: Brill 2IE (6 feet 6")

MOTORS: 2 x 53 HP (WH 225)

CONTROLLERS: WH TIF (as built)

WEIGHT: 11: 9 Tons (as built)

LENGTH: 30 feet 11 1/4 inches.

NO 64, 68, 71 + 75 were sold to GEELONG

Tramway in 1928.

When M.M.T.B NO 65 went to GEELONG I was  
renumbered NO 28. After a number of years  
it was brought to BALLARAT and again  
renumbered to NO 11.

In 1970 given to the D.H. Society  
by the Ballarat Tramway SEC. Ballarat.

Information supplied by

Timothy Barchers  
297 High St  
BENDIGO



## IT'S CHERCHEZ LA TRAM....

From ROLAND PULLEN

PARIS, Mon. — The French are casting envious eyes on the Paris end of Collins St.

It's not the trees or the new high rise buildings they covet — but those green trams labelled Mont Albert Kew, Collingwood and Spencer St.

From now on, if you see a group of Frenchmen with cameras, note books and a special glint in their eye on a Melbourne tram, you can lay a pretty safe bet that they'll be pinching ideas from us on how to run their own public transport.

For France is coming to the conclusion that

trams are swinging, with it, chic, sensible and everything on wheels that's desirable.

A public transport exhibition called Transexpo will be held in Paris soon at which trams will be a star attraction.

There'll be model trams and photos of Melbourne trams.

French public transport authorities say that trams could not only reduce pollution, but cut down crippling fuel costs as well.

The last Paris tram ran in 1937.

There are a few trams in cities like Marseilles and Saint Etienne but 30 other French cities are now considered in urgent need of them.





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 BALLARAT TOURIST TRAMWAY  
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 BALLARAT TRAMWAYS  
 14 FEBRUARY 1975  
 OFFICIAL RE-OPENING 1975  
 ISSUED SUBJECT TO THE BY-LAWS

# The Courier

**005633**  
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 OFFICIAL RE-OPENING 1975  
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 THIS CHECK MUST BE SHOWN ON DEMAND  
 BALLARAT TRAMWAYS  
 14 FEBRUARY 1975  
 OFFICIAL RE-OPENING 1975  
 ISSUED SUBJECT TO THE BY-LAWS

108th YEAR OF PUBLICATION

BALLARAT

FINE, VERY WARM. TOP TEMP. 33

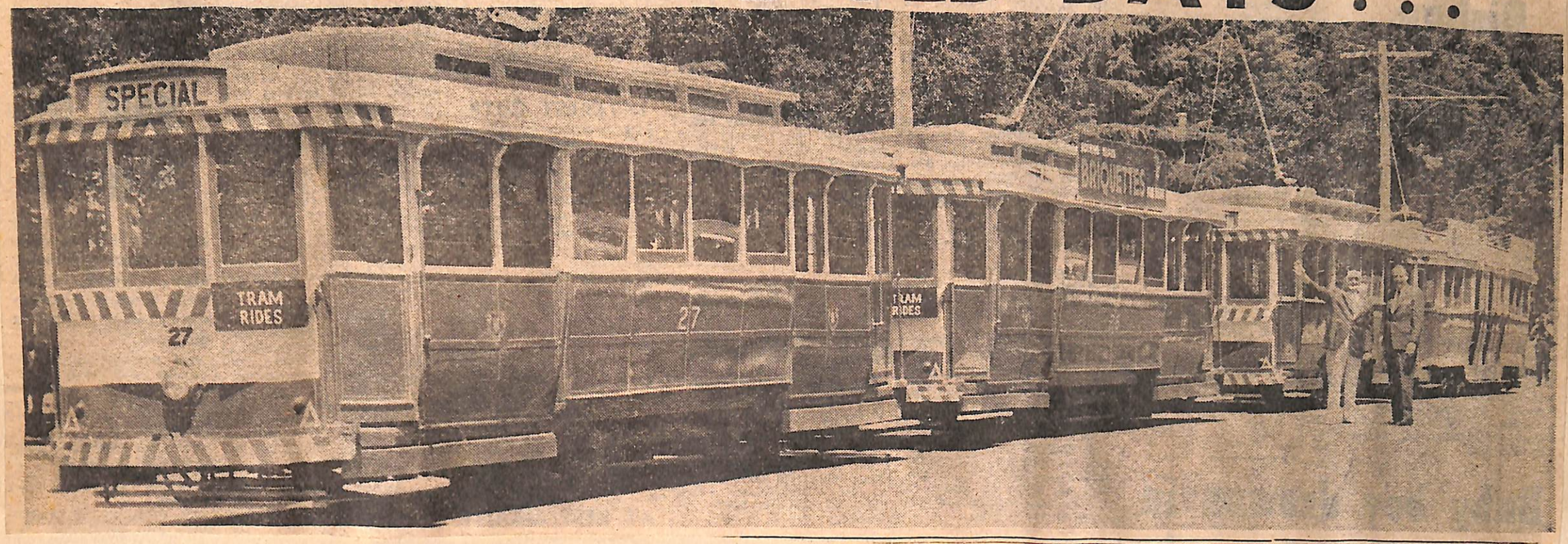
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MONDAY, FEBRUARY, 3 1975

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## JUST LIKE THE OLD DAYS . . .



The Ballarat Tourist Tramway was officially opened on Saturday.

In the top picture, local parliamentarians Mr Bill Stephen, MLA (left), and Mr Dudley Erwin, MP, are dwarfed by the impressive array of Ballarat trams drawn up at the Botanic Gardens for the opening.





And in the lower picture, two Ballarat men are at the controls as the chairman of the SEC, Mr Charles Trethowan, a native of the city, drives Ballarat's first official tourist tram, assisted by the Mayor, Sir Arthur Nicholson. Early in his career, Mr Trethowan was for a time a clerk in the tramway section of the SEC in Ballarat. Report, Page 2.



men are hunting a firebug who has mov-

STATE ELECTRICITY COMMISSION OF VICTORIA  
PROVINCIAL TRAMWAYS

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STATE ELECTRICITY COMMISSION OF VICTORIA  
PROVINCIAL TRAMWAYS

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PROVINCIAL TRAMWAYS

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STATE ELECTRICITY COMMISSION OF VICTORIA  
PROVINCIAL TRAMWAYS

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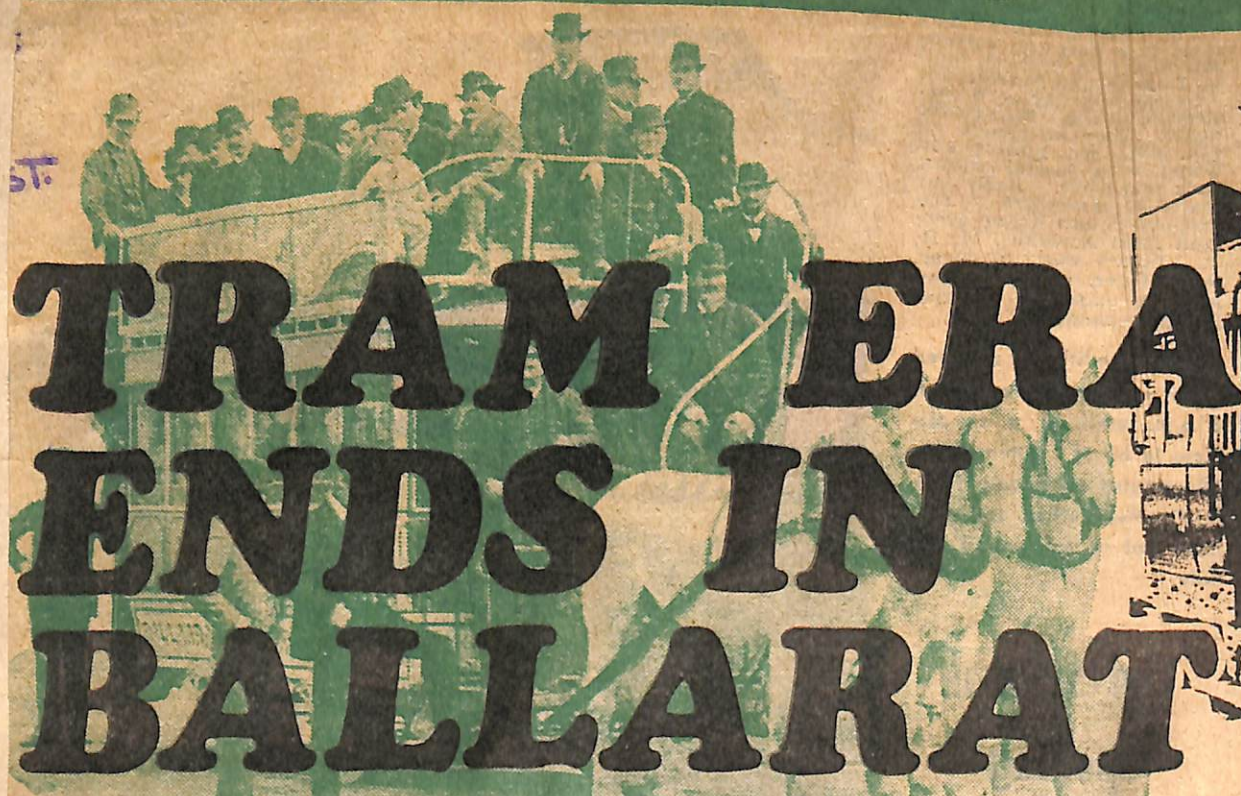
BALLARAT TOURIST TRAMWAY

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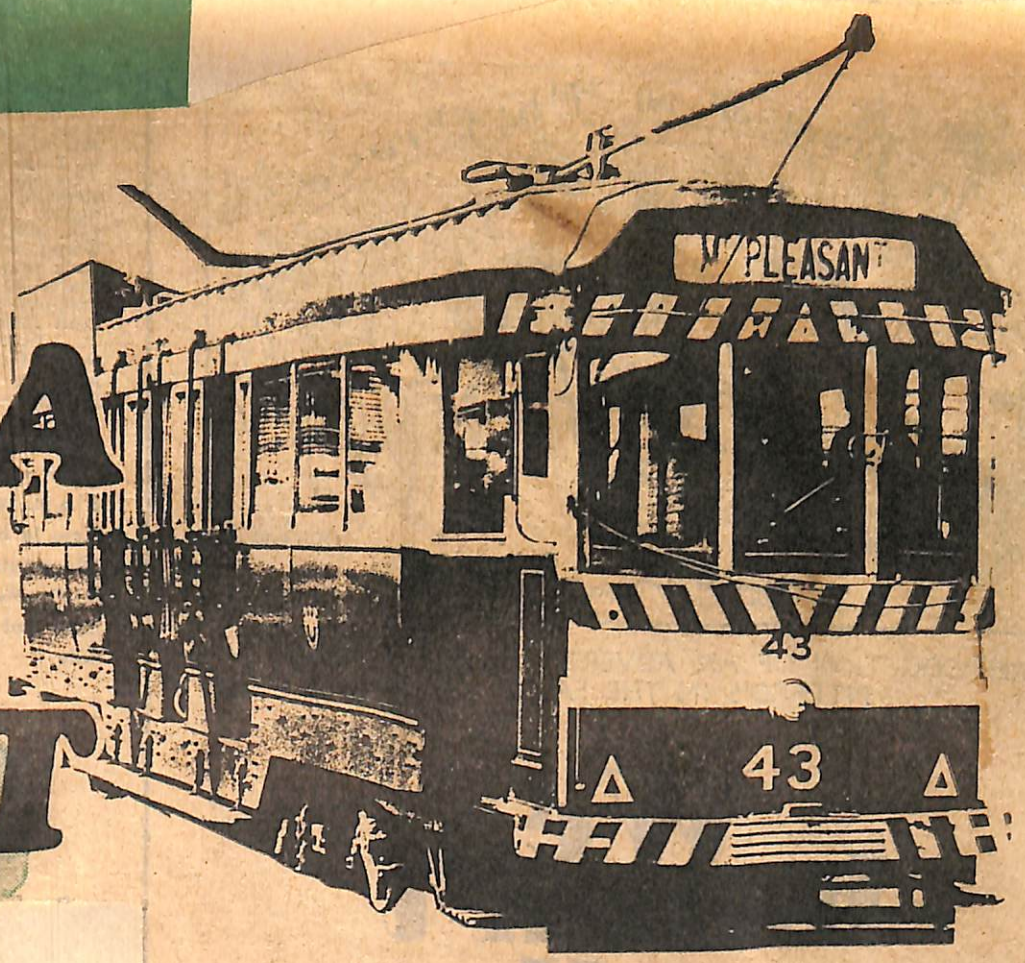
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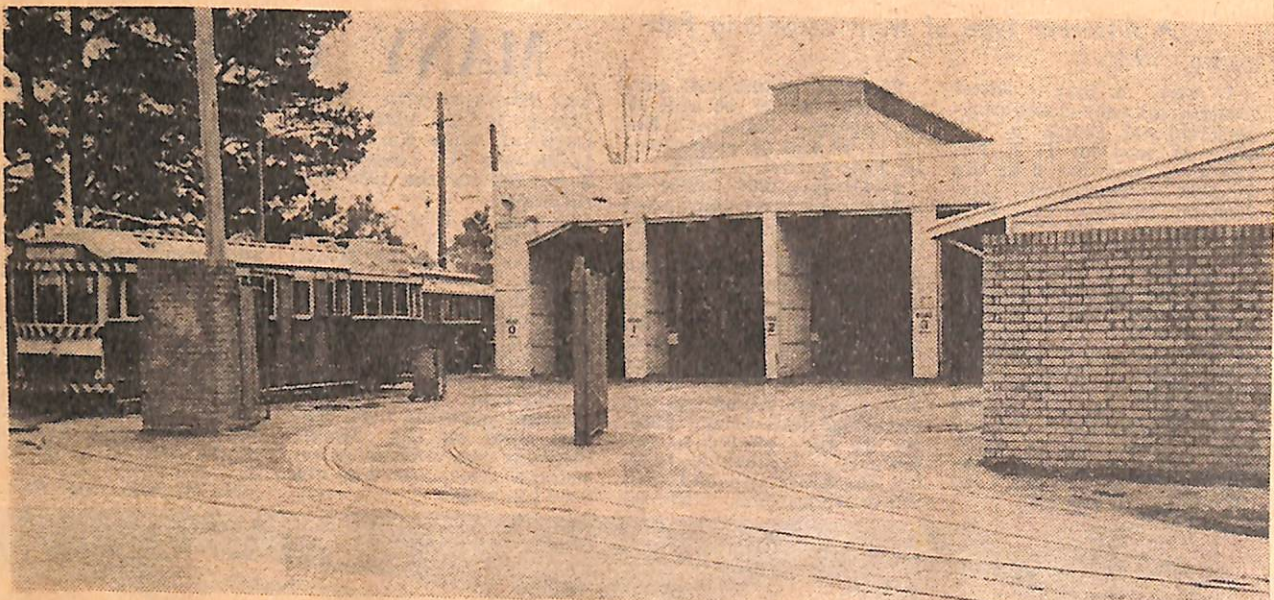
A day of nostalgia



# TRAM ERA ENDS IN BALLARAT



THE END OF THE LINE ... THE COURIER TRAM FEATURE, 20/9/71



The tramways depot, referred to as the tram sheds on early tickets, still stands at its original site in Wendouree parade. The depot has remained virtually unchanged since it was first built in 1887. Today the hitching rails for the horses which pulled the early trams can still be seen.



For many years the trams were popular for school excursions and in recent weeks firms and organisations have chartered trams to take their employees and members on their own version of a last "lap of the lake."



THE END OF THE LINE . . . THE COURIER TRAM FEATURE, 20/9/71



The first tram rail was laid on October 18, 1887, and six miles of track were put down in six weeks. This stretch of track could quite possibly be part of that track. The photo shows the last tram to run on Ballarat tram tracks, No. 40, making its way westward up Sturt street.



Though many called the trams clumsy and complained about the draughts and their slow rate of progress, there are few who would not be pleased to see this sight again. Tram number 32 trundled slowly through Bridge street on one of its last runs from Mt Pleasant to the Gardens via Sturt street west.

Join the B.T.P.S.  
and help preserve  
trams around  
Lake Wendouree

**MEMBERSHIP ENQUIRIES:  
BOX 632 BALLARAT.**

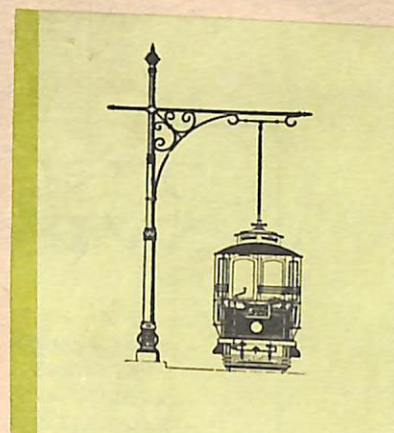
The Ballarat Tramway Preservation Society is interested in Tramway photos prior to 1960 for its museum display.





East meets West, or Bib meets Bub, or whatever.... as Adelaide A-class car No.1 meets ex-A class car 10, lately from Ballarat where it carried No.21.

Photo: John Hoffmann



**THE END OF THE LINE . . . THE COURIER TRAM FEATURE, 20/9/71**



Tram number 20 did not survive to spend its retirement resting in the grounds of some historical society museum. On September 16, 1970, a semi-trailer loaded with bottles collided with the tram which was "crushed to match wood", the driver, Mr Ian Tierney, said in his official report on the condition of the tram after the accident. The driver received minor injuries when he jumped from the tram moments before the collision, and the only passenger, Miss Maree Mathews, of Ballarat, escaped uninjured.





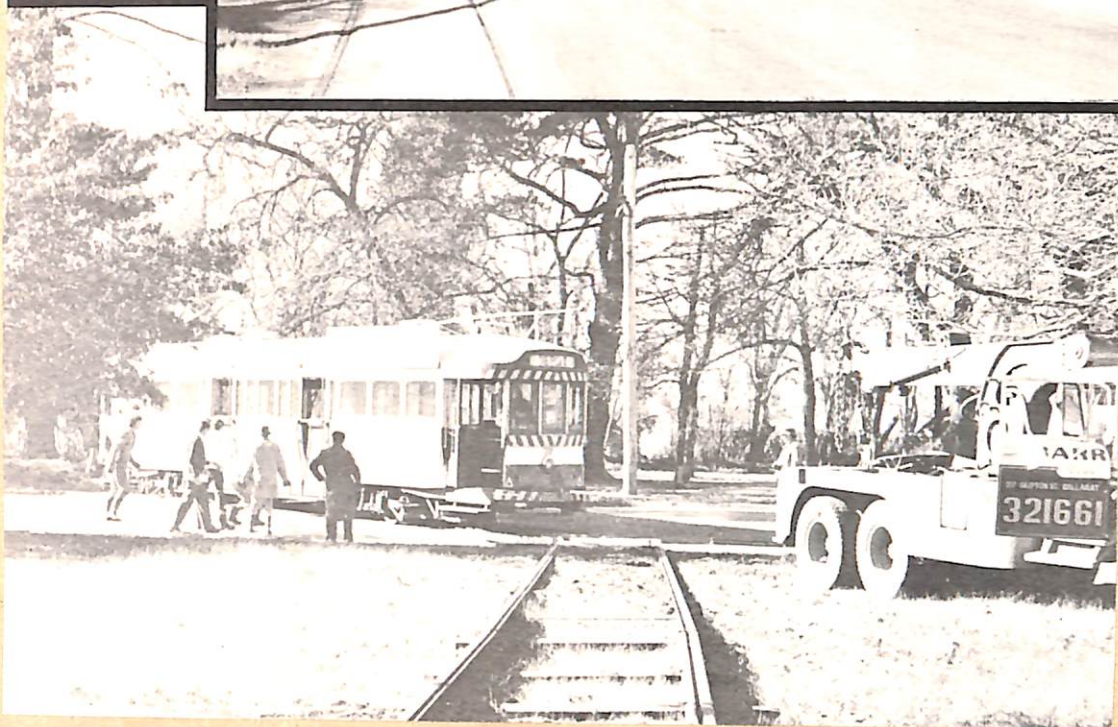
on of trams could again commence in  
 stival in early March. It is hoped  
 operations, which will be from the  
 n Wendouree Parade will be con-  
 ruary.

to earn revenue, as do tours op-  
 members of the Society. On one  
 class and two W2-class trams were

n the depot site and the most im-  
 been the installation of the  
 in the depot fan.

om the former Ballarat tramway sys-  
 rd Street line having been completed.  
 k to be dealt with is the line ar-  
 be removed except for the length  
 uture use of the BTPS.

that a grant which most Museums  
 d was refused to the BTPS. The  
 are not known at present.



#### from **BALLARAT**

A massive effort by volunteer members of the BTPS saw all the Society's trams moved from the old SEC depot to the new depot in the Botanic Gardens reserve.

The move in general consisted of towing each of the six trams out of the old depot, then back along Wendouree Parade to a point opposite the new depot. Here the trams were derailed and towed by various routes to the new shed. The first tram was towed along a path leading from Wendouree Parade across the front of the new shed, but difficulty was experienced in slewing the car on the path to run it into the building. Later cars were towed further along the street and turned at rightangles before being towed onto temporary tiebarred track across the lawns. The track was slewed as required to enable the trams to be placed in their respective tracks in the three road shed.

The transfer was unique, in that it was the first time that an Australian tramway museum had transferred its cars to the museum site without the need for using tram carrying equipment - the whole transfer being carried out over abandoned street trackage, pavings and temporary track.

"Moving Trams BTFS Style". The photos on the opposite page show: TOP: Car 38 as it is towed along Wendouree Parade; INSET: Front bogie derailed, and the car being slewed round on steel sections on the road, and BOTTOM: 38 being towed along the steelwork to the temporary track.

Photos: Mike Giddey





Mr. J.M. Russell (right) beside Experimental Car No. 1 at North Sydney.



A scene in Elizabeth Street, Sydney over 60 years ago. It is something of this nature that the Sydney Tram Museum (SPER) hopes to recreate at Campbelltown.

Photo: courtesy Government Printer







BRISBANE TROLLEY BUS  
NO. 1.



# SCRAP 'N' SCRIBBLE

