

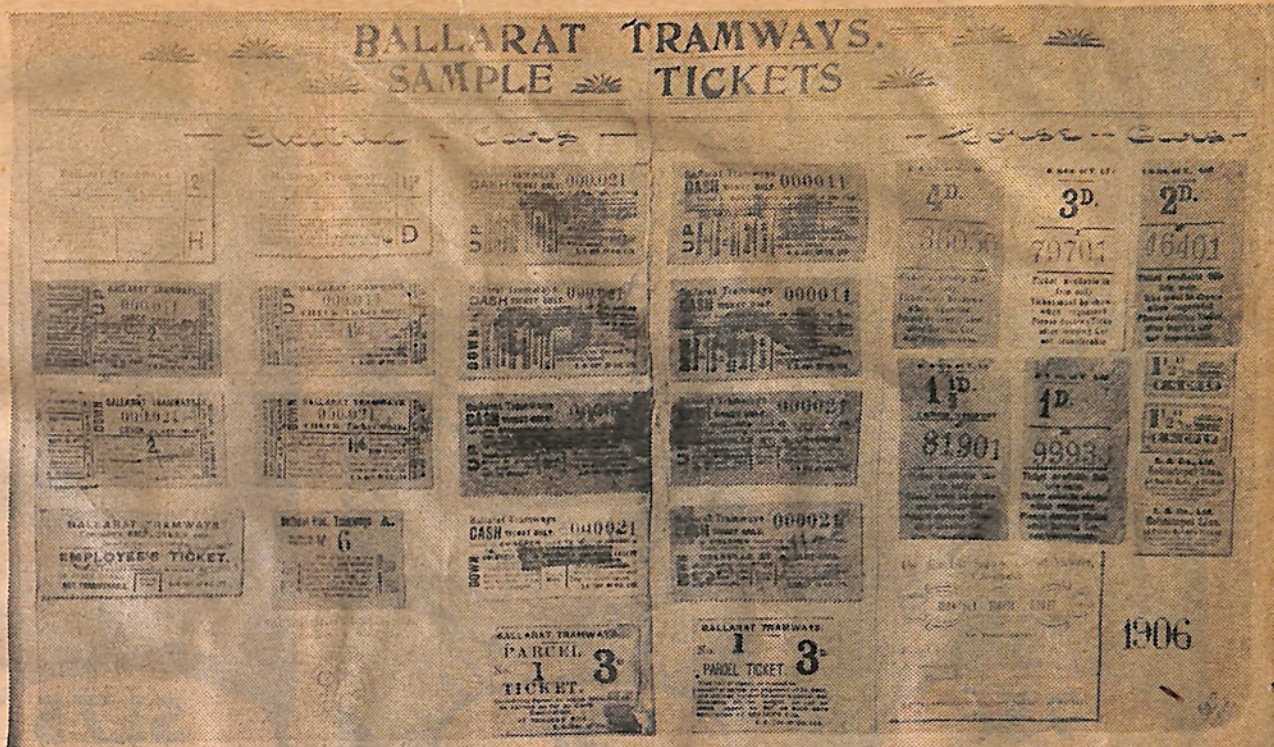


SCRAP BOOK

PIECES OF TRAM HISTORY



This token could be worth much more than its face value in years to come. In 1913, the Ballarat Electric Tramway Company issued tokens to tram travellers for use instead of money. They were made of a light plastic material brown in color, ideal for carrying in the pocket or handbag instead of the heavier copper coins of the day. This particular token was worth 1½d, and is the property of Mr Lyle Kay, of 5a Finch street, Ballarat. Mr L. J. Denmead, Tramways Superintendent, has several other historical tokens and tickets.



Mr Denmead has already presented these tickets to the City Council. They are original tickets from 1905 which were collected the following year. They were used for electric trams in Ballarat and were transferable for use on the horse-drawn route to Sebastopol.



Mr Denmead will hand the tokens and passes he shows to the City Council for safe-keeping until an historical group can take them for care. The pass near his thumb was issued to Ballarat tramwaymen and was superseded by the pass next to it, which was used by employees in Ballarat, Bendigo and Geelong. Two plastic tokens near his wrist were bought by the dozen and used instead of coins, before disappearing soon after World War One. The other pass was issued to the Town Clerk of 1905, by Mr J. R. Wall.



Mr Doug Wiseman, left, and Mr Bob Prentice jack up the tram to load it for transport to Melbourne. After the tram has run in Melbourne for a week, advertising the Begonia Festival Sovereign Hill and the Royal South Street Competitions, it will be retained by a Hawthorn preservation society.

TRAM FOR MELBOURNE



Mr Stan Lakey, left, and Mr Harry Van Oirschot, at work on the Ballarat tram which will run in Melbourne during Tourism Week.



SIXTEEN tons of history will today make a sentimental journey through Melbourne streets.

Ballarat tram No. 36 will end a long and colorful history with a return to its old route from Batman Av. to Hawthorn and Camberwell via Richmond.

The tram originally travelled over this route in 1917-19. It went to work in Ballarat in 1945.

The mayors of Hawthorn, Ballarat, Richmond and Camberwell will join No. 36 for its historic journey.

The tram ended its working life in Balla-

The old '36' on the home run

rat recently. From Monday buses took over from the last of the city's trams.

But it was returned to Melbourne from Sovereign Hill folk museum, Ballarat, for the Tourism Development Week.

The Tramways Board acting traffic manager, Mr N. C. Elliott, said yesterday the tram would travel up and down Swanston St. this week.

"I've had the pleasure of taking it out," he said.

"It's a little rough in the ride and it sways about a bit.

"But when you consider it was built in 1917, it still scoots along quite well."

At the end of the week the tram will go on display at the Tramways Museum at Kilmore.



Goodbye to the last tram

THE last tram . . . and everyone including the mayor was there to give it a rousing send-off.

Ballarat mayor, Cr J. A. Chisholm, and his wife talk with the driver and conductor of the last tram on the Lydiard St. route at Ballarat on Sunday night.

The city is now serviced by buses.

TRIBUTES PAID TO TRAM SERVICE

It was only natural that Ballarat people would feel loss and regret at the tramways coming to an end, the State Electricity Commission chairman, Mr N. R. White, said last night.



Pictured at the official table at the Ballarat Tramways farewell dinner last night are SEC chairman, Mr N. R. White and Mrs White, at left, with Mid-Western branch manager Mr I. F. Pellas, and Mrs Pellas, centre and the Mayor of Ballarat, Cr Chisholm, and the Mayoress, Mrs Chisholm.

RIGHT: Ballarat Tramways employees and SEC officials are pictured at the farewell dinner at the Wendouree Municipal Hall.



"But it is better to look forward to improved things in the future and not dwell on the sadness of the passing of the trams," he told a farewell dinner to the Ballarat Tramways.

Mr White said the unprofitability of the tramways over the years, in which it made a profit only twice, was only one side of the story.

A far more important aspect of the history of the trams was the wonderful service the trams and tramways personnel had given to this city, particularly in the earlier years before the housing spread beyond the practical reach of the tram routes.

"The fact that these trams were planned for a maximum of 15 years of existence when brought to Ballarat and that they lasted 35 years is mute tribute to the men who worked on them."

Mr White said the rousing farewell given by the people of the city to the trams on Sunday night adequately demonstrated the feelings of the citizens toward the system and men who had served them so well for so long.

He thanked all workers for their efforts in keeping the service up to its fine reputation over the years and paid special tribute by naming men who had up to 40 years service with the tramways.

WON FRIENDS

Speaking on behalf of the people of Ballarat the Mayor, Cr Chisholm, said the "trammies" of the city had made many friends, many of whom they do not know.

"You men will find in years to come people saying hello to you in the street because

they can remember you as the kind, courteous driver or conductor of their earlier life.

"It was the men of the tramways, not the green and gold vehicles, which made the Ballarat trams.

"I doubt if in 50 years time the workers on our new public transport system will be remembered in the same way as you will be in the years to come," the Mayor said.

"You have been a part of the community, Ballarat and its heritage and on behalf of every citizen I say thank you.

The Mayor of Sebastopol, Cr N. F. Donald, said during the past 80 years the borough had been treated to an excellent public transport system.

"Borough residents have always been treated to kind and gentlemanly service, whether they be children, women with babies or elderly folk.

"Many times people of Sebastopol have been helped by the fine men of the organisation.

"Believe me, this has been appreciated as was shown by the unequalled farewell the borough gave you.

"Thank you gentlemen for a job well done," Cr Donald concluded.



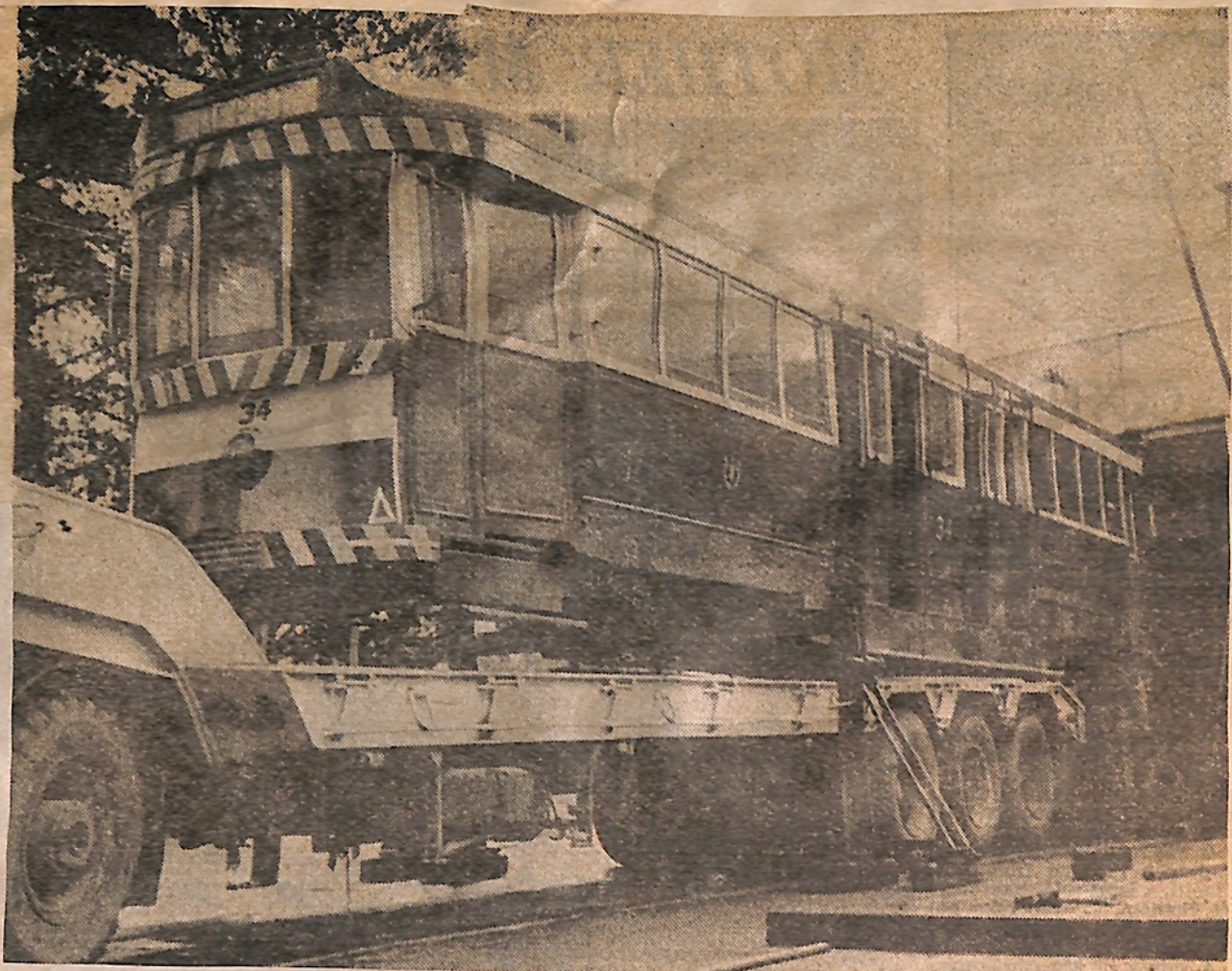
LAST TRAM

The Mayor of Sebastopol, Cr N. F. Donald, left, hands over the last tram to run in Ballarat, to the Mayor of Ballarat, Cr Chisholm, third from right, at the city boundary on Sunday night. Also pictured are tramways inspector, Mr L. J. Denmead, conductor, Mr L. Walker, Mrs Chisholm and Mrs Donald, right.

Mr Herb Knight, right, who drove the last tram to Sebastopol on Sunday night, sits with former tramwaymen, from left, Eddie Lake, Alec Turnbull and Joe Smerdon, on the return journey when the tram was driven by Sebastopol's Mayor, Cr N. F. Donald, and Ballarat's Mayor, Cr Chisholm.

Back to Adelaide

At least two of Ballarat's trams are returning to their place of origin. Tram number 34, pictured, and tram 21 left Ballarat for Adelaide yesterday where they will be retained by an Adelaide historical museum. Tram 34 was built in Adelaide in 1918 and used in Melbourne between 1918 and 1947. From 1947 until last week it was used in Ballarat.



'A WAKE', SAYS UNION OFFICIAL

"Tonight may be a celebration for some, but to many of us here it is a wake," the secretary of the Tramways Employees' Union, Ballarat branch, said last night.

Speaking at a farewell dinner to tramways employees, Mr Courtney said Ballarat could not afford to lose an industry the size of the tramways.

"If an industry employing as many men as worked on this service was attracted to Ballarat it would be consid-

ered a masterly stroke in de-centralisation.

"Yet we can be thrown out of our work and the city loses our wages.

"If this is progress then my values are sadly amiss," he said.

Mr Courtney said the State Electricity Commission had decided to get rid of the trams almost immediately it got them.

"Our businessmen must surely not realise what they will lose by our wages in the way they allowed this to take place," he said.

"Many wonderful words have been said about us tonight, but perhaps they are just like all nice things said after a person is dead.

"As an organisation we are dead."

Mr Courtney said to be a "trammie" in Ballarat had been a respected position.

The people of the city had had supported and recognised the work of the tramways employees.

He thanked the SEC and municipal officials who had paid tribute to the work of the tramways men and presented a photograph of the employees to the SEC Chairman, Mr N. R. White.

More than 150 attended the dinner.

Start on removal of the tram lines



The end of the tram era was made even more apparent yesterday when welder K. Drever, of the Country Roads Board, began cutting tram lines in Sturt street.

Ballarat to blame for loss of trams?

Ballarat people had shown more sorrow at losing the city's trams than they had shown willingness to use the tramway service, State Electricity Commission chairman, Mr N. R. White, said yesterday.

Mr White was speaking at a civic reception at the Town Hall attended by former tramwaymen, councillors and people interested in tramway preservation.

He said he had been SEC chairman for only 19 days, but he knew the removal of Ballarat's trams was a sad end to an era in the city's history.

Mr White said he was disappointed he had not been able to join in the festivities when the city's last tram made its historic journey on Sunday night.

The Mayor, Cr Chisholm, said Ballarat was fortunate to have Mr White here at the end of the tram era.

He said the city's growth had caused the first introduction of tramway services, now the same growth had caused the service to be abandoned.

Late last century, no one lived further west than Drummond street because of the transport problems, but the arrival of horse-drawn trams opened up the area further west for development.

In 1905, the electric trams were introduced, but the service went bankrupt in 1925

and was sold to the SEC.

Cr Chisholm said the SEC had tried ways of getting rid of the trams because it found it had bought a liability rather than an asset.

When it bought the service, the SEC probably believed it could close down the tramways in 10 to 15 years, but the trams had stayed in Ballarat for 20 years longer.

In the years the SEC had owned the tramways, the trams had returned a profit in only two years, and then the profit was small.

Although many people thought it was unfortunate to see the trams finally go, not many people ever rode on the trams.

Cr Chisholm said the trams would not be forgotten and

the number of photographs taken in recent weeks testified to this. "The trams might have been costly to the SEC, but photographic companies made a fortune from them!" he quipped.

He said he wanted to place on record the deep regard of Ballarat people for the SEC and men who manned the trams.

Cr Donald said in support of Cr Chisholm that the trams had become a part of Sebastopol in the last 84 years.

He said Sebastopol people were grateful to the drivers and conductors and it was regrettable the service had to be abandoned. However, no public service could be continued when it was so uneconomical.

Two Mayors were among thousands present for the

COUP DE GRACE

No wonder they had to scrap the trams — they couldn't cope with all the people who wanted to travel on them.

Thus commented one of about 120 people who packed tram number 40 for its last historic trip up Lydiard street and out to Sebastopol.

Cars footed people cheered and Auld Lang Syne was sung at least three times during the trip.

No-one bought tickets except for souvenirs because the conductor couldn't get through the crowd to sell them.

Herbie Knight took number 40 out to Sebastopol along a route lit constantly by the flashing of cameras and the spotlights of the camera crews.

Two trams were put on the run to cope with the hundreds who wanted to travel on the last tram, but many still didn't make it.

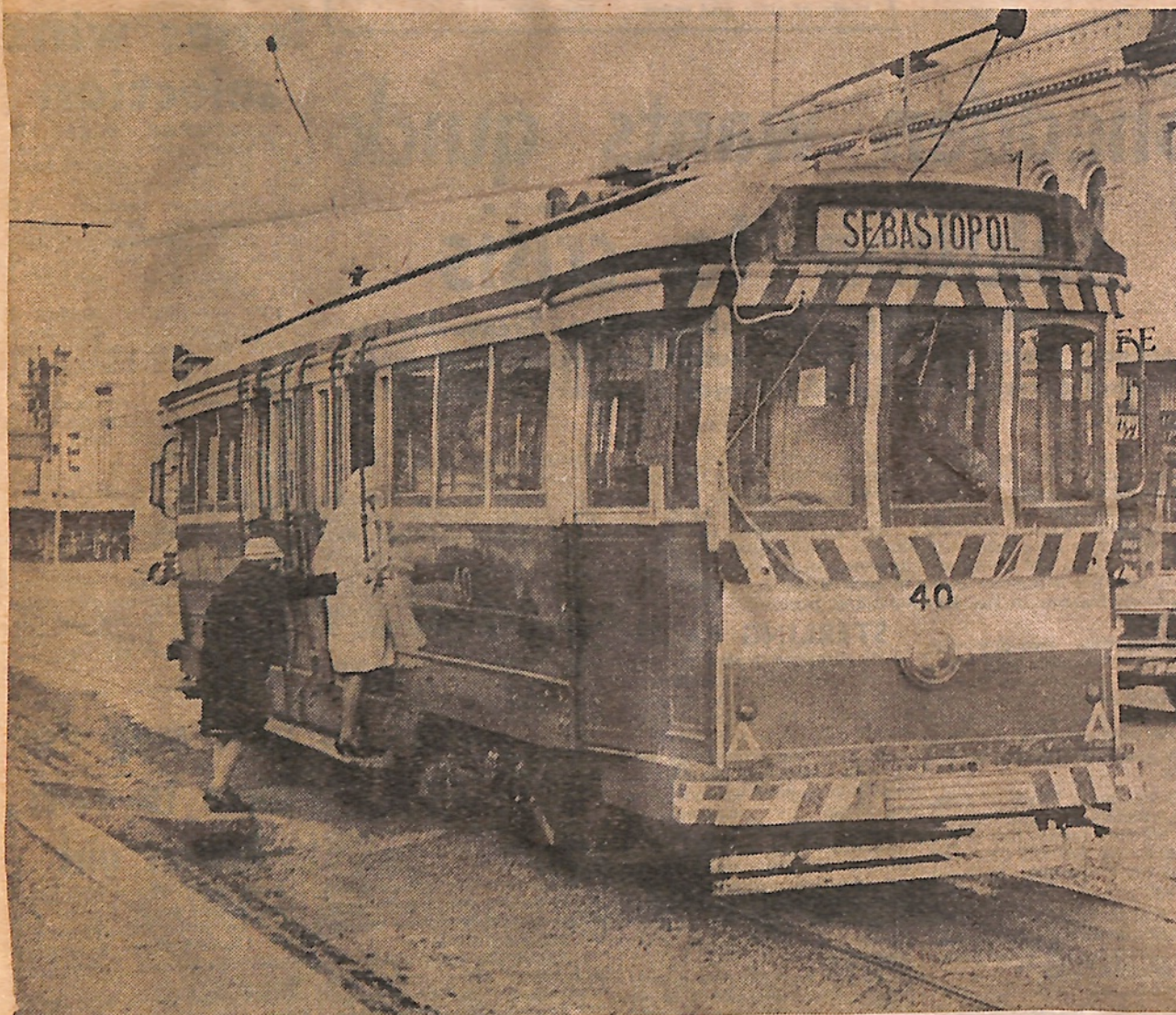
And there were flour-bombs thrown and detonators put on the track, making the atmosphere somewhat reminiscent of New Year and the boat races falling on the same day.

A crowd of about five or six thousand greeted the trams at Sebastopol, where the Mayor of Sebastopol, Cr N. F. Donald, climbed aboard to drive it back to the Glenelg Highway.

Number 40 was then greeted by the Ballarat Highland Pipe Band

TWELVE
PAGE

TRAM FEATURE TODAY!



Saturday was the last day anyone could board tram number 40 and hope to get a seat. On Sunday night the scene which surrounded it bore no resemblance to the serene and peaceful one pictured when it lumbered down Sturt street near Dove-ton street.

Celebrations

Lou Walker was given the honor of driving number 40 through those gates ominously marked The End because he had given 40 years of his life to driving trams — the longest of anyone still working there.

And Herbie Knight, who drove the tram for most of the journey, was his off-sider, because his 37 years of service were second only to Lou's 40.

For the crowd who had waited so long it was a bit of an anti-climax — everyone climbed off the tram and it disappeared through the doors.

But the drivers and conductors had their own celebrations planned and said that for the first week at least they would be too busy to miss their trams.

A couple of the last few trams had parts missing after people had taken "keep-sakes" from them. Tram 34 had one bell missing.

A lost conductor held up Cr Chisholm and Mr Rogers

which Cr Donald joined to pipe it back to the city boundary at Rubicon street.

The crowd cheered on the two occasions that someone managed to take the pole off the line, but "no-one can stop progress" and number 40 arrived at Rubicon street to be officially handed over to the Mayor of Ballarat, Cr J. A. Chisholm.

Cr Donald said it was with some regret that he handed the brake handle over to Cr Chisholm, so the tram could proceed up Skip-ton street, and Cr Chisholm replied that they were indeed "crossing the Rubicon," in more than one sense.

By this time the line of cars following the police escorted tram reached back farther than anyone on the tram could see and still people kept arriving.

By the time Cr Chisholm had guided the tram back to the intersection of Drummond and Sturt streets, the crowd there covered the road and no other vehicle could move.

But the long expected riot at the intersection did not eventuate.

The crowd left the tram without more than minimum prompting, taking with it several of the signs which were so familiar with tram travellers.

About 25 Tramways employees and ex-employees then boarded the tram which made its way gingerly through the crowd-thronged intersection on its way to the depot in Wendouree parade.

There was a little nostalgia on that occasion, but few would admit to more than being "a little bit sad" about the whole affair.

When everyone reached the depot, and the hundreds who had followed in cars couldn't stop because there was no where to park a car, Lou Walker guided number 40 through the gates of the depot which had been draped with streamers and through the doors marked "The End."

Last tram trip by man who was on the first

It was a sentimental ride for Mr Charles Rollan (picture in supplement) as the last tram to use the Sebastopol run swayed down Albert street last night.

Some passengers felt a tinge of regret as the old tram ended an era never-to-be-forgotten in Ballarat's history.

But none could guess how Mr Rollan felt as they passed those familiar intersections and tram-stops, because he was remembering a tram trip down that same street which was every bit as important and historical as last night's trip.

His mind was going back 78 years when he was on a horse-drawn tram — the first tram to travel the Sebastopol run.

Although three-quarters of a century has passed since the first tram weaved its way through the pot-holes and horse-drawn vehicles in Sebastopol, Mr Rollan, can remember the trip vividly. In fact, he can probably remember it better than most of his tram trips from Cooke street to Sturt street in the last fortnight.

Probably, no-one knows his correct age. He says he is 91, but his family believes him to be about 95.

Although a little deaf, he is still active — and he loves riding on trams.

Each Tuesday and Friday afternoon, he walks about 100 yards to Skipton street to catch a tram into Ballarat. In his mind, no sleek and modern bus will ever recapture the atmosphere and feeling of

OUTLOOK

THE COURIER DAILY FEATURE

the draughty old trams as they rattled down the road.

But now it will be either ride in a bus or walk to town, and he reckons his bicycle has been put away for all time.

"I haven't had a ride in a bus, but I have ridden in damn cars and I am sick of them," he said.

profile

In his younger days, trams and bicycles were the only real transport, except for walking. When he was a compositor on the Evening Echo before the turn of the century, he used to ride to Dowling Forest with the racing writers.

There were no telephones to ring race results through to the office, so to catch the evening edition, he had to pedal back and forth between the office in Mair street and Dowling Forest with the results.

Although work was hard, it would have been good to live in Ballarat in those early days.

When the kids were short of pocket money for ginger snaps, they would walk behind the trams and soon they had a few pence to take to the nearest lolly shop.

Two horses drew the double-decker trams, and Ballarat's roads were not as traffickable as they are now. It needed only a wheel to hit a bump when a passenger was paying his fare and the money spilled over the side.

The trams could not stop to let the unfortunate passenger retrieve his money, so the youngsters following the tram were a penny or two richer.

Mr Rollan recalls many humorous rides home to Sebastopol on the last tram on Saturday nights. Many passengers had a free ride because there were so many drunks on the top deck that the conductor was too scared to go up to collect their fares.

He jokingly suggested the State Electricity Commission should donate a tram to him — after all, he said, not many can boast of having had the business of the same customer for nearly 80 years.



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Hotel

*Grilled Chicken Breast With Mango, Green Pepper Corn
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Self Serve

Desserts, Salads & Vegetables

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State Electricity Commission of Victoria
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MID-WESTERN BRANCH

the sum of TWO DOLLARS - \$2.00 MOTORMAN/CONDUCTOR PERMANENT CHANGE
to be REFUNDED ON DEMAND.

Signature of Recipient *D. J. Everett*

Date

22-5-69

D. J. EVERETT

Authorised By *J. Maxwell S.T.I.*

Date

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