

FARES PLEASE!

October 2015

News from the Ballarat Tramway Museum

Visit Ballarat this Spring



Photo: Peter Winspur 11/10/15



Photo: Peter Winspur 11/10/15



Photo: Roger Gosney

The Museum is fortunate that it operates in one of Victoria's most magnificent parklands.

This month the spring flowers have been particularly colourful.

Inside: European Holiday 2015 by Alan Bradley

Ballarat Trams are Ballarat History

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Annual General Meeting

All members are invited to attend the Annual General Meeting at the Museum, on Sunday 8th November 2015, commencing at 2.00pm. A list of the nominations and a proxy voting form are enclosed with your Annual Report.

Following the meeting, Tram No 939, the Museum's new function tram, will be unveiled. The traditional tram ride for members and friends and afternoon tea will follow.

Around the Museum

The three major projects at the depot over the past two months have been trams 939, 12 & 18.

Work on 939 has concentrated on the interior with repairs to some of the window frames and revarnishing. The small end has been redesigned and a new seating arrangement is being constructed. The carpet has been steam cleaned and all the seats have been removed for refurbishment/repair. Some of the cushions were not in good condition and these will need eventual replacement. It is hoped to have the interior in a presentable condition in time for the AGM.

Representatives from Transport Safety Victoria visited on 24th September as part of the accreditation process for the tram. The task to ensure that the tram is safe to run and that all the paperwork is in order has been mammoth and Warren Doubleday has spent about nine months already on the project. We are nearly there, but it will be some months before the tram is allowed to run in Wendouree Parade.

The work by our contractor, Adam Stephenson, has seen great progress in reconstructing the body and seats of No 12. Adam has finished the flooring, the side panels of the saloon are in, and now he has started installing the seats in the open sections. The repainting of No 18 is nearly complete.

The workshop crew were recently augmented

by Mick Duncan who has moved from Sydney. Mick is very experienced in tramcar restoration and was a regular worker at the Sydney museum.

The new upstairs room is finished and several meetings have now been held in air conditioned quiet and comfort. The installation of the new work station should occur over the next few months. The landscape design for the front of the building has been finalised. The next step is a major resleepering of the tracks before they are reburied, hopefully for many years. Some of this track was laid in 1972. Quotes for a new fire protection system have been received and one will be accepted very soon.

Three members, Soraya Schulz, Hugh McKelvey and Arthur Adams, have qualified as assistant conductors over the last two months. Neville Britton has also qualified as a driver. These new volunteers are a great boost to keeping our visitors happy and the wheels turning.

Recent visits have ranged from school groups, hens parties and a vintage car club to the Heritage Advisory Committee of the City of Ballarat.

Passengers on Saturday 3rd October were given a special treat with a pop up concert on the tram as it travelled along Wendouree Parade. The *PBones* are a trombone quartet that perform on rather colourful plastic trombones. We hope to see them again as member Hugh McKelvey is one of the performers. A video clip can be found on the Museum's Facebook page.

The Archibald Portrait Exhibition

Running at the Ballarat Art Gallery until 15th November all reports are that the exhibition of this year's works is well worth a visit. An hourly free bus service links the exhibition with the railway station, Sovereign Hill and the Gardens. For the first two weeks our volunteers arranged to have a tram meet nearly every bus all week. Unfortunately, the number of visitors was minimal and weekday operations by the Museum have ceased.

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Above: The Vintage & Classic Car Club of Ballarat visited on 18/10/15



Above: Roger & Soraya



Below: New seats for No 12



Above: Richard Gilbert chats to the members of the *PBones* 3/10/15

*Photos: Peter Waugh, Roger Gosney
Peter Winspur*

Below: Most of the juniors from Miners Rest Primary School were paying attention to Richard 14/9/15



Above: Greg Rodgers congratulates Neville on graduating as a driver 22/8/15



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They should have kept the trams...

Everyone who has spoken with visitors at the Ballarat Tramway Museum will have heard the statement "They should never have closed down the tramway". Most of these comments are directed at the both the State Government and the City Councils of the late 1960's and early 1970's. But attempts to close down the tramway in Ballarat had been going on since the 1920's.

The Mayor of Ballarat, Councillor J. Pryor, was a leading critic of the tramway. In June 1929 he wanted to hold a referendum of ratepayers to remove the trams and replace them with buses. This article from *The Argus*, 18th June 1929, tells the story:

TRAMS: DISCUSSION AT BALLARAT

Referendum Suggested.

BALLARAT, Monday - "The trams and tracks is a disgrace to any city," remarked Councillor J. Pryor tonight when he moved that a referendum of ratepayers be taken on August 22 on the question whether the electric trams should be retained or replaced by motor traffic. He added that "buses

would be safer for traffic. Trams were being abolished in many parts of the world in favour of motor-buses."

Councillor A. Mackenzie said that some places which had tried buses had reverted to trams. He feared that the abolition of trams would mean higher charges for current for lighting and power, which would tell against industrial expansion. The bald statement that trams were noisy and uncomfortable was not sufficient reason for abolishing them. The system had been wonderfully free from accident.

Councillor G. Bolster thought that the motion was premature until it was known what the chairman of the State Electricity Commission (Sir John Monash) who had over-ridden the council, intended to do. He agreed that the present system was most unsatisfactory.

Councillor A. R. Stewart pointed out that the change would lead to an increase in the cost of street maintenance.

Councillor Bell, M.L.A., said that the council should have control of electricity.

The matter was deferred for six months.

Peter Waugh

Membership News

The Museum welcomes the following new members and Junior Supporters:

- 892 Mrs Pam Waugh of Redan
- 893 Mrs Nerolie Just of Alfredton
- 894 Mr. Michael Just
- 5077 Master Isaac Just
- 895 Mr Stewart Raine
all of Alfredton
- 896 Mr Denis Brisbane of Mt Helen
- 897 Ms Tenille McLauchlan
- 5078 Master Angus Fleag
both of Lake Wendouree

Junior Supporter Arthur Adams has turned fifteen and becomes member number 891.



Sir Henry Cuthbert

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Our First Chairman

In September 1886, Mr. Edward Thompson and Mr. R. T. Moore, of Adelaide, won the tender from the Ballarat City Council to build the Ballarat tramway system. They promised to complete the work in 12 months and to pay the Council £1575 per year for 30 years. They needed to form a company to raise the capital to get the project started. They were going to need some big and influential names in order to attract buyers to pay £2 for each for the 32,000 shares on offer.

The Ballarat Tramway Company was formed, and its board included three members of the Victorian Parliament, Henry Gore, T. F. Cumming, and Sir Henry Cuthbert. Cuthbert became the first chairman of the BTC.

The choice of Cuthbert is not surprising. Back in 1880, Jerusalem Smith had proposed an extensive tramway in Ballarat, with a mix of both horse drawn and steam powered trams, with trams providing a service every five minutes.

However, Victorian councils did not have the power to authorise the building of tramways. Sir Henry Cuthbert attempted to solve this problem by introducing his own Tramway Bill in 1882. This bill failed in the debates that raged over a bill to build tramways in Melbourne, and it was not until 1883 and 1884 when legislation finally gave the power to local governments. As both a Ballarat citizen, and a tramway supporter, Cuthbert's role as the first chairman was obvious.

Cuthbert had been born in 1829, at Boyle in County Roscommon, Ireland. He trained as a lawyer and worked a solicitor in the High Court of Chancery. But in 1854, he and his younger brother made the journey to Australia. Within three months he was able to practice as a solicitor in the Supreme Court of Victoria, and opened a legal practice in Ballarat. He won several important and high profile cases.

He purchased leasehold land from the Learmonth brothers, and established the Buninyong Gold Mining Company which struck it rich at Scotchman's Lead. This made him rich and he later purchased the rest of the Learmonth land at Buninyong at cost of £20,000.

Cuthbert was an important person in early Ballarat. He formed the Ballarat Gas Company in 1857. In 1860 he laid the cornerstone of the Mechanic's Institute in Sturt Street. He built a home for himself, Beaufort House, which is still standing in Alfredton. His legal offices are still standing, an imposing building on the north west corner of Mair and Lydiard Streets.

He was elected unopposed to the Legislative Council in 1874, becoming Postmaster-General in 1877. He later became the Commissioner of Trade and Customs, Minister of Justice, Solicitor-General, and was one of Victoria's two delegates to the Federal Convention of 1891. He was knighted for his service to the community in 1897. He remained in the Parliament until his death in 1907.

He was the founder and president of the Ballarat District hospital, life governor of the Mechanics' Institute, honorary solicitor for the School of Mines and the Orphan Asylum. He was the solicitor for both the municipalities of Ballarat and Ballarat East, master of the Yarrowee Masonic Lodge, and joint proprietor of the Ballarat Times.

As a founding chairman, the Ballarat Tramway Company certainly chose one of the city's most illustrious citizens. Its shares were sold quickly, and the company was able to begin construction of its depot by May 1887. The tramway was officially opened on 21 December 1887, and Sir Henry was one of the official guests on the first trip from the Ballarat Town Hall to the Botanical Gardens.

Peter Waugh

6. FARES PLEASE!

European Holiday 2015

By Alan Bradley

Introduction

Between 10 May and 6 June 2015 I holidayed in Europe for the first time, in company with my wife Nicole and youngest son Stefan. We visited several European tramway cities, but it was a family holiday, not a tramfan trip. Here are my impressions of the tramway cities we visited.

Paris

Paris, the French capital, is one of the world's favourite tourist destinations. While there we saw the iconic sights: the Eiffel Tower, Champs-Elysees, Arc de Triomphe, The Louvre, and Versailles.

Paris closed its original tramway network in 1938. The first "new generation" tramway lines were built on the outskirts of Paris in St-Denis (T1) and La Défense (T2). Line T3, the first modern tramway in Paris proper, opened in 2006. While in the taxi between the airport and our hotel in the Bastille district (north of the Seine) I saw a tram on Line T3,

running in a grass-lined median strip typical of modern French tramways.

The T3 line runs on a series of boulevards that encircle Paris along the route of the former Thiers Wall surrounding Paris, which was demolished in the 1920s. The *boulevards des maréchaux* (Boulevards of the Marshals) were built in a circular route along the line of the old wall. Hence the T3 line is also known as the *tramway des Maréchaux*.

Late one afternoon, after a day of sightseeing, I caught Metro line 3 to Porte de Vincennes station (one of the city gates at the eastern end of Paris). After reaching street level I saw the terminus of the two sections of the T3, called T3a and T3b. Line T3a runs south-west to Boulevard Victor – Pont du Garigliano metro station, and T3b runs north-west to Porte de la Chapelle metro station. Both lines terminate either side of a busy road and don't connect with each other. Alstom Citadis 402s run the T3 services.



Terminus of Line T3a at Porte de Vincennes, Paris 14/5/2015

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Above: Terminus of Line T3a at Porte de Vincennes 14/5/15

Below: Across the road is the terminus of Line T3b

Line T3b will be extended in the future. Currently lines T1 to T8 are operating, and lines T9 and T10 are planned to open by 2021.¹ But the lines are not connected to each other, and most tourists in Paris will never see them.

After Paris we went to the UK by train through the Channel tunnel, spent five days in the UK, and then flew to Budapest.

Budapest

Budapest, the capital of Hungary, is the combination of the separate cities Buda and Pest, which are divided by the Danube River. It is a city with a long history of occupation by foreigners, most recently by the Nazis and the Soviets. Over 70% of this beautiful city (including the castle, funicular railway and all of the bridges) were damaged or destroyed during World War 2 and later rebuilt. We were in Budapest for five days prior to leaving on a river cruise.



We stayed at the Intercontinental Hotel, right next to the Danube River and close to the iconic Chain Bridge – and tram line No. 2. Budapest is best seen on line No. 2, which runs beside the Danube on the Pest side and past the Chain Bridge and Parliament building, with perfect views across the river to the castle district on the hilly Buda side. Line No. 2 is ranked No. 7 in National Geographic's "Top 10 trolley rides".²

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Budapest has a long tramway history; its first horse tramway opened in 1866, and its first electric tramway in 1887 (the year Ballarat's horse tramways opened). The yellow trams are all double-ended. During my visit articulated trams built by GANZ of Hungary in the 1960s and 70s ran all the line 2 services. Tatra trams, very common in Eastern Europe, were seen on line No. 18 on the Buda side, and more modern articulated cars elsewhere.

A walk across the Chain Bridge led to the temporary terminus of line No.41 which runs beside the Danube on the Buda side. The Chain Bridge underpass was being widened so all tram types can use it, so the line terminated near the bridge, but there are plans for a further extension. From the Chain Bridge the 1870-built funicular railway rises up the Buda hill to the Castle district.

A long walk along the Danube on the Pest side, past Parliament House, led to the Margaret Bridge just past the terminus of Line No. 2. We walked across the bridge and noted the tram lines and centre poles, but trackwork was proceeding, so only replacement buses ran.

The Central Market, on the Pest side, was a good place to shop for souvenirs. Two tram lines run in front of the market, and then cross the Freedom Bridge to the Buda side. Red trolley buses also stop in front of the market.

Above:

Granz car 1441 at the temporary terminus of Route 41 near the Chain Bridge 23/5/15

Below:

Granz car 1354 on Route 2 near the Chain Bridge 24/5/15.



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Heritage car 611 next to the Intercontinental Hotel, Budapest 24/5/15.

On the Sunday, our last day in Budapest, two single-truck heritage cars ran on line No. 2. I took photos of 1907-built car No. 611, repainted in brown colours, and caught a glimpse of No. 438 in yellow and white colours, just before catching the bus to the cruise. During our evening departure along the Danube out of Budapest, I noticed that trams were running again over the Margaret Bridge.

Bratislava

After an overnight boat trip along the Danube River we arrived at Bratislava, the capital of Slovakia. In contrast to Budapest, the Danube foreshore entering the city was very industrial and unglamorous. We passed under an old railway bridge that was being dismantled, and wondered what would replace it.

Bratislava was for a time the capital of the Hungarian kingdom, and was later part of the Austro-Hungarian Empire.³ From 1918 to 1992 it was part of Czechoslovakia, and from 1993 the capital of the Slovak Republic. Like Budapest, for over 40 years it was part of the Soviet bloc.



Car 7129 on Route 6 at the stop next to the Danube River, with the 13th Century Bratislava Castle on the hill 25/5/15

10. FARES PLEASE!



Tatra 7843 on Route 4 to Zlate Piesky passes car 7155 on Route 6 to Karlova Ves in the Old Town, Bratislava on 25/5/15.

The 13th century Bratislava Castle dominates the city. Our sight-seeing was mainly around the castle district and the Old Town. I only saw about a kilometre of tram line, from the stop near the Danube River to the Old Town – my first ever glimpse of single-ended tram operation.

The trams were all built by the Czech firm CKD Tatra, which bought a license to build the famous American PCC tram.⁴ Tatra built over 18,000 PCC-based trams of the

Tatra T1, Tatra T2, Tatra T3 and Tatra T4 models. As part of Soviet bloc central planning, these trams ran in numerous cities throughout the USSR and Eastern Europe. Some of the Tatras in Bratislava retain the classic Eastern bloc red and cream colour scheme. Others have been rebuilt, carry all-over red colours, and appear to be brand new trams.

Later research showed that the old railway bridge is to be replaced (with European Union funding) by a new one for pedestrians, cyclists and trams. The new tram line will run to the section of Bratislava south of the

Danube, close to the Austrian border. The border was part of the “Iron Curtain” during the Cold War era. After only half a day in Bratislava, it was back to the Danube to re-join the cruise.

Vienna

After a day spent in the two riverside Austrian towns of Durnstein and Melk, we went back along the Danube to the Austrian capital Vienna. For many years Vienna was the capital of the Austro-Hungarian Empire. But it was also notable as Hitler’s home town, and after the Anschluss⁵ in 1938 Vienna ceased to be a capital. Much of the city was damaged during World War 2. Like Berlin, Vienna was occupied by the four Allied powers after 1945, but since 1955 it has been the capital of a neutral Austria.

Vienna is a city of beautiful buildings and culture, into which its red trams fit perfectly. We spent an evening in an orchestral concert, and saw statues of Beethoven and Mozart in the parks. We toured Schönbrunn Palace and its huge gardens, from where the Habsbergs ruled much of central and Eastern Europe.

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Above: No. 4867, the yellow Vienna Ring Tram on the Ringstrasse
All photo on this page courtesy of Martin Piskernig

Vienna's tram system is the world's third largest.⁶ In 1857 Emperor Franz Joseph ordered the removal of the walls and moats of Vienna. A circular boulevard, the Ringstrasse, was built in its place in 1865 – 150 years ago - and trams have run along its length for over a century. Road traffic runs along the Ringstrasse in an anti-clockwise direction. The trams run on either side of

Our tour group followed tram line 38 to Grinzing on the way to the Vienna Woods, which reminded me of Melbourne's Dandenong range. After reaching Grinzing the tramway suddenly turned left into its turning circle at the terminus, just before the road narrowed and the mountains rose steeply.



Right: E2 class 4028 on the Ringstrasse outside Parliament



Left: E class 4784 at night outside Parliament

the service road, which results in conflicting traffic movement (as occurs in Wendouree Parade). The yellow Vienna Ring Tram runs on the Ringstrasse, with information in several languages over the headphones – like a cross between the open-top tourist buses and Bendigo's Talking Trams.

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Vienna's trams are single-ended, with turning circles at each terminus. The E1 and E2 articulated cars, built in the 1960s and 70s, also haul trailers. The newest trams are the Ultra Low Floor (ULF) trams, which are still being delivered.

The Remise Transport Museum

Vienna offers the chance to "Rent a Bim", that is to hire a heritage tram for birthdays, social gatherings or sightseeing. It must be the best way to tour the Ringstrasse. The single



Above: ULF tram on "Schwarzenbergplatz", Vienna, 31/5/15. The monument is that of Fürst Schwarzenberg, whose troops defeated Napoleon at the Battle of Leipzig in 1813.



Left: One of the interactive displays (showing the working of electricity, and an electric tram controller). To the left is Trailer 1504, built in 1871 as a horse car, remodelled in 1882 (because of stability issues), and in 1902 adapted for the electric tram. It carried passengers until 1949.

truck "Rent a Bim" cars are a stark contrast to the ULF trams running in normal service.

We took the U3 metro line to Schlachthausgasse station to see the Remise Transport Museum in the former Erdberg tram depot. After paying an admission fee, we went inside and were warmly welcomed by members Martin Piskernig and Ewald Spiëhs.



Above: Alan using a tram controller at the Remise Museum, Vienna

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Above: Original horse car at the Remise Museum, Vienna. It was built in 1868, and was adapted multiple times: around 1900 for the electric tram, and in the 40s as a work car. Rebuilding to 1868 form was completed in 1995.

The museum's exhibits range from an early horse tram, through the various eras of electric trams, a red bus, and a metro train. The pictorial displays range from the 19th century through to the opening of the metro in the 1970s.

Of particular interest to me were the displays related to World War 1 and the Nazi era, as Vienna was on the enemy side to Australia in both World Wars. A large photo showed bomb-damaged trams in 1945; nearby was one of the preserved former New York Third Avenue trams, sent to Vienna as part of the Marshall Plan ⁷ to replace the war-damaged cars.

The museum recently changed from being a depot full of trams, only of interest to fans, to a display of transport history with wider appeal. Hence the interactive hands-on displays. One could push a button to see how electricity was generated, or handle tram and metro controllers, or try the metro simulator.

The museum is operated by the Wiener Linien, the (mixed city-owned and private) company that operates all the metro and tram lines and most bus lines in Vienna. They own the museum property and are responsible for all of the infrastructure. The museum's director, his co-workers and the ticket sellers are direct employees of the Wiener Linien.

There are two clubs that operate the "Rent a Bim". They are called "Wiener Tramwaymuseum" (WTM, tram.at) and "Verband der Eisenbahnfreunde" (VEF, rentabim.at). Ewald is a VEF member and Martin is from the WTM. The two clubs work closely together, and their operating vehicles for special service are located in another barn at the museum depot.

It was a most impressive museum, and a great example of how two different clubs can work together to preserve the tramway history of a great city. Thanks go to Martin Piskernig and Ewald Spiels for their assistance.

From Vienna we flew back to the UK.

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Crich tramway museum

After a drive through the English countryside via Matlock we arrived at the National Tramway Museum, Crich, Derbyshire – probably the world’s most famous tramway museum. The museum was built on the site of the former Crich quarry, and a small village was built at the “Town end” terminus–like a mini Sovereign Hill with trams. Complete buildings have been re-built, and trams run along stone sett track, past an old Bridge from an English estate.

When we arrived the East Berlin car was operating. It has been fitted with a wheelchair hoist, and an elderly female passenger was being lowered on the hoist. Because of high winds double-decker Leeds 180 was only able to run part-way to Wakebridge, and a single-deck Blackpool car took passengers to the far terminus at the top of the hill.

I spent an hour or so at the research library, and found some references to the British Insulated Wire Company (parent company of the Electric Supply Company of Victoria). At the Red Lion Hotel we had a typical British pub lunch – pie with gravy and mushy peas.

After lunch we saw the museum, which shows the history of British tramways from horse trams to modern light rail. There were track maps of the many tramway cities, large and small, in the UK. The Exhibition Hall contains a centenary of trams exhibition, showing tramway developments over the decades.

In one of the depots was a Chesterfield tram decorated as a World War 1 “Recruiting tram”. The high standard of tramway restoration is apparent upon viewing some of the brightly painted double-deck British trams that were once derelict relics. The overseas tram collection included a red and cream Tatra (a reminder of Bratislava).

Following our return from Crich, we spent another few days in the UK. After seeing five different European countries in a month, we left on the long flight back to Melbourne.

Further information:

Budapest:

http://hampage.hu/kozlekedes/e_index.html

Bratislava:

http://www.nycsubway.org/wiki/Bratislava,_Slovak_Republic

<http://www.skyscrapercity.com/showthread.php?t=1698122>

Vienna:

<http://www.wienerlinien.at/eportal2/ep/channelView.do/pageTypeId/66533/channelId/-51032>

<http://www.rentabim.at/english/english.html>

References:

1. Lines T5 and T6 use rubber tyred vehicles guided by a single central rail.
2. The top 10 is: 1. Route 501, Toronto; 2. Waterfront Streetcar, Seattle; 3. St Charles line, New Orleans; 4. F-line, San Francisco; 5. Hong Kong tramways; 6. Route 96, Melbourne; 7. Route 2, Budapest; 8. Route 68, Berlin; 9. Route 2, Amsterdam; 10. Route 28, Lisbon.
3. The Austro-Hungarian empire (1867-1918) included parts of 13 modern-day countries in eastern and central Europe.
4. The PCC tram was developed by the Electric Railway Presidents’ Conference Committee, of the USA, which designed and produced a modern electric tramway able to compete with modern road vehicles. PCCs operated in many cities in North America and Western Europe. Tatra bought its licence from the American Transit Research Corporation in 1947.
5. The Anschluss was the forcible incorporation of Austria into Nazi Germany in 1938.
6. The world's ten largest tram systems in order of track kilometres are: Melbourne, Australia 250 km; St Petersburg, Russia 240 km; Vienna, Austria 215 km; Berlin, Germany 188 km; Milan, Italy 160 km; Toronto, Canada 156 km; Budapest, Hungary 153 km; Bucharest, Romania 143 km; Prague, Czech Republic 141 km; Warsaw, Poland 120 km.
7. The Marshall Plan was an American aid program to rebuild war-devastated region of Europe after the end of World War II.

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The National Tramway Museum, Chrich, U.K.



Top: The horse tram exhibit in the Exhibition Hall

Above: East Berlin car with a wheelchair hoist

Left: A general view inside the Exhibition Hall

Photos: Alan Bradley 2/6/15



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Leeds 180 at Wakebridge at the National Tramway Museum *Photo: Alan Bradley 2/6/15*
Built in 1931, these trams were known as "Showboats" or "Horsfield" when they first entered service.



Seen passing "Pipers" on a glorious spring day, by 1931 No 26 had already seen three owners and would soon have another one. The BTM became the fifth and hopefully its last. *Photo: Peter Winspur 11/10/15*



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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