

# FARES PLEASE!

October 2016

*News from the Ballarat Tramway Museum*

## 45 Years On



*Photo: Roger Gosney*

On Monday night 19<sup>th</sup> September 2016 Hugh McKelvey, Deputy Mayor Belinda Coates and Peter Waugh escort Tram No 40 into the dark in remembrance of the end of the S.E.C. era.

*Ballarat Trams are Ballarat History*

## 2. FARES PLEASE!

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### 45 Years On

Monday 19<sup>th</sup> September was the 45<sup>th</sup> anniversary of the closure of the S.E.C. tramway system. On that night in 1971 Tram No 40 made its last journey from Sebastopol to the Wendouree Parade depot. In the August edition of *Fares Please!* we published a photo of the Borough of Sebastopol piping the last tram to run over the town boundary into the City of Ballarat.

Our current volunteers are very multi-talented and this enabled us to remember this event. Member Hugh McKelvey brought along his euphonium and No 40 was escorted into Wendouree Parade to the strains of Auld Lang Syne. Hugh was escorted by Peter Waugh who was decked out in the appropriate regalia.

Always resourceful, Peter as our marketing manager, had conducted a radio interview in the morning and a TV interview around midday. This went to air on local television at 6 p.m. Our Facebook now has a great number of followers and the event was extensively foreshadowed.

By the advertised 7.30pm commencement time a goodly number of curious locals had gathered. Over fifty were prepared to pay the (by 1971 standards) exorbitant fare of \$4 adults and \$2 children/pensioners to enjoy a ride in the cold along a very dark Wendouree Parade. Unlike 1971, plenty of Cosy Tram rugs were provided.

Deputy Mayor Belinda Coates was there to represent Council, and carried out the duties expected of civic leaders on these occasions. Two of the passengers had ridden the last car in 1971, and all enjoyed a night out with a difference. Present as well, was the family of Lou Walker, the formal last driver of No 40.

The late night edition of the national WIN News carried the story and the night was featured in the following day's *Courier*.

### Oops!

The cover photo in most copies of the August edition was incorrectly captioned as Tram No 31 being in Sturt Street at Grenfell Street. It was actually at Grenville Street. The editor apologises!

### Annual General Meeting

All members are invited to attend the Annual General Meeting at the Museum, on SATURDAY 5<sup>th</sup> November 2016, commencing at 2.00pm. A list of the nominations and a proxy voting form are enclosed with your Annual Report.

Following the meeting, it is intended to formally launch the recent DVD *The City of Ballarat – Trams, Gardens & Gold* by Roger Greenwood. Roger has mined the Museum's archives extensively and also found much fascinating material from other sources to produce an excellent DVD.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting.

### Membership News

The Museum welcomes the following new member and Junior Supporter:

916 Ms Nicole Buckley of Mt Colah, NSW  
5086 Master Karl Block of Creswick

Reminder notices for the 2016-17 year are included in this mailout. If you are yet to renew for this year, we would be very happy to hear from you.

On the sick list at present is Warren Doubleday. At quite short notice Warren ended up in hospital instead of at the COTMA conference. He is now on the mend. We wish him a speedy recovery.



**1971**

Part of a photo donated by Karelyn Satter and published in *Fares Please!* August 2016

**2016**

Photo:  
Roger Gosney



### 3. FARES PLEASE!

**Right:** An overfull lake led to operations being curtailed to the first stop from Saint Aidans Drive. *Photo: Warren Doubleday 4/10/16*



**Below:** The pits at the Depot filled with water leading to someone erecting a notice prohibiting swimming. *Photo: Peter Waugh*



**Right:** Descendants of the last S.E.C. driver, Lou Walker, joined us to remember the last night. *Photo: Roger Gosney*



**Above:** Even the baby in the pusher is watching proceedings.

*Photo: Peter Winspur 17/9/16*

## 4. FARES PLEASE!

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### Around the Museum

Record rainfall during September saw the pits flooded twice. To prevent them being forced up and out of the ground when the water table rises too high they are equipped with holes to equalise the pressure. When the water starts flowing through them the water table has reached only about a metre below the surface! Near St. Aidans Drive the new kerbing and drainage was not able to contain an overfull lake. For several days trams were forced to terminate short at the north gardens stop instead of the Saint Aidans Drive terminus.

#### In the workshop

The restoration of No 18 has become a very drawn out affair, so common when limited volunteer and financial resources are available. The truck which had been sent to UGL for testing was returned in late September after extensive repairs. The motors are also away being 'baked and dipped' to extend their life. New axle bearings have been ordered. The axle sets were returned separately and the whole truck is being re-assembled. Various parts are being cleaned. Repainting of the body was completed some time ago. The tram has been sitting low on the jacks for some time and the Tuesday group have now lifted it again in readiness to put it back together.

Dave Macartney is touching up the paintwork of Tram No 26 to improve its appearance in time for the forthcoming summer season. Our only unmodified 'California Combination Car', the tram is very popular in good weather. The recommendation to re-equip the fleet with new and updated fire extinguishers was implemented during September. Each tram now has at least two extinguishers.

We are all acutely aware of the need to work safely and to eliminate the urge to work with only one foot on a high ladder so a mobile scissor lift was acquired during September. Electrically powered, it enables our workers to perform many jobs more safely and from a better position.

### Reconstruction of No. 12

Work on Tram 12 continues, and seats have been fitted into the saloon. This was quite a task, as there were no photos of the tram's interior, so a fair amount of research was necessary to work out their shape and construction. Adam Stephenson's work in recreating these seats has been superb. The project is reaching the stage where our volunteers can commence sanding and painting or varnishing the reconstructed body and seats.

#### The Depot Fan

Due to the unseasonable rains, resleepering of the track in front of 6 and 7 roads has been postponed.

#### Operations

The Oakland Car Register visited on 1<sup>st</sup> October. The group arrived in an impressive array of historic cars. Ever the entrepreneur, Peter Waugh had set up his button badge making machine in the depot, and by the time they got back from their tram ride, two types of Oakland badges were prominently displayed on the sales counter! They quickly sold out. The Oakland Motor Car Company was founded in Pontiac, Michigan in 1907 and the club is an international organization dedicated to the restoration and preservation of the Oakland-Pontiac marque (1908 - 1958).



**Above:** In about 1970 Richard Gilbert captured No 26 at the Gardens terminus. The tram still stops here today, but much has changed including the tram itself.

## 5. FARES PLEASE!

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### Cuthberts 939

*Cuthberts 939* has started to earn its keep with six hires between July and September for a variety of social groups and individuals.

A surprise 70<sup>th</sup> birthday party on 24<sup>th</sup> September saw the guests assembling around 7:00pm for drinks and nibbles while the guest of honour was picked up from home, blindfolded and driven around in the dark until she was totally lost, then escorted into the shed via the back door. The blindfold was then removed and a brass quartet struck up happy birthday, followed by the trolley song. The party then boarded *Cuthberts* for an evening of sedate travel through the Gardens whilst enjoying the tasty food which had been supplied by the guests. (*The guest of honour later wrote to the Museum to convey her joy – see below*)

The Wine & Food Society of Ballarat arrange regular evenings at different venues which involve great food and wine. On 15<sup>th</sup> September a dozen of the society's members spent an evening dining and debating the virtues of various wines. On this occasion, the food was prepared and supplied by *Pipers by the Lake*. Our crew were provided with a timetable for the stops outside *Pipers* for each course. The Museum greatly appreciates the generous donation it later received in addition to the hire charge.

On Saturday 19<sup>th</sup> September members were invited to join us for afternoon tea. To cover costs and to ensure that the event was properly catered, it was decided to use Trybooking, the Museum's booking service. This service is very user friendly and inexpensive. The response was disappointing and in the last week bookings were offered to the public. Thanks to the great work of our regular on board team a great spread was served and all the guests were very complementary. Several left with plans to arrange their own functions.

The rates to hire *Cuthberts939* can be found at [www.cuthberts939.com.au](http://www.cuthberts939.com.au) or through a link on our web page at [www.btm.org.au](http://www.btm.org.au)

### Congratulations

(and a connection with the past)

In Chapter 9 of *The Golden City and its Tramways* Alan Bradley writes about the trams and their relationship with the Ballarat community. There are so many stories. Last month a surprise birthday party was held at the Museum and on *Cuthberts 939*. A beautiful card from the guest of honour was received soon after. Not only did our volunteers do themselves proud on the night but we learned what a close connection the writer had with the tramways of old. Later Frank Duggan relates two of his stories.

The Secretary,  
Ballarat Tramway Museum.

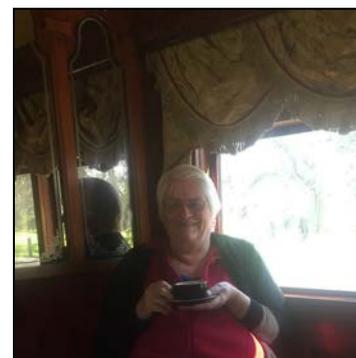
My friends recently planned a surprise outing to celebrate my 70<sup>th</sup> birthday.

To my delight it was on "Cuthberts". They would not have been aware of the huge significance this was to me. I travelled to and from school for years on the trams. I later worked at the S.E.C. assisting with the Tramways pays. I played tennis on the court at the tramsheds. Of much later time my parents spent their last few years living in a unit on this site.

It was a wonderful night all round, made even better by the attentive manner of the tramway volunteers. They were fantastic.

My friends who made the surprise plans have conveyed to me how great they were to work with. I loved the added touch of the band. I feel so appreciative. Sincere thanks and congratulations. FANTASTIC.

Carolyn Priddle.



**Above:** Treasurer Cleak enjoying her first coffee in *Cuthberts 939*.

*Photo: Warren Doubleday 6/8/16*

## 6. FARES PLEASE!

### Seventy-five Years Ago

Frank Duggan recently contacted the Museum with a query about the SEC tramways. In the correspondence which followed between Frank and Alan Bradley, he wrote of the social and family history he self-published in 2008. It is titled *Florrie from the Kings' Table: Her Ancestry*. There are some stories in the book of family experiences when riding the trams in the 1930s. Frank also related the following two stories.

*From 1939 I was a pupil at Christian Brothers Primary School, Drummond Street, corner of Eyre Street, opposite the Foundry Hotel. Initially I commuted by tram from Bell Street to Eyre Street, mainly on a monthly ticket costing 4/-. Sometimes, however, I would need to pay the (still) 1½d fare to the conductor in cash. On one memorable occasion, change dropped into my hand from the 3d coin I'd offered turned out to be a half-penny and a silver 2/- piece. I recall that spring-loaded coin holders in conductors' bags did not provide for 2/- pieces so my conductor obviously believed he'd retrieved a penny coin from deep in his bag. Shamefully, I said nothing to him. Mother simply accepted the windfall! Housekeeping at home that week was boosted accordingly.*

*The cost of school tram fares was avoided as I grew into a hand-me-down bicycle. In early years I had to ride it "under-bar", and use secondary streets for safety. Arriving at school one morning c.1943 I noticed a tram parked towards the kerb one block north (Dana Street). I cycled to site of the accident - it had just happened, nobody else about at that time. Exciting event for a boy! Collision with a Dana Street east-bound vehicle had derailed the south-speeding tram into the (2nd) tree, which penetrated through the driver's compartment and well towards the central cabin. No passengers, luckily. Next day's Ballarat Courier treated the story front page.*

Alan expects that Frank was witness to an accident on 1<sup>st</sup> December 1941. It was even reported in the Melbourne Age and Argus the next day.

### BALLARAT NEWS

#### TRAM CRASHES INTO TREE

Careering along Drummond st. for some distance after being derailed in a collision with a commercial motor truck a tram bound for Sebastopol was wrecked against a large tree in Drummond st. at 8am yesterday. The motorman, Thomas Young, of Forest st., escaped with minor abrasions to the leg, for which he was treated at the Base Hospital, and Charles Anderson Clark, wood carter, of Glenpark, the driver of the truck, suffered a shaking. The truck was travelling east, and after striking the tram it swerved into another tree on the opposite side. Young, the tram driver, on seeing the crash imminent, leapt back from the controls into the body of the tram, the entire forecarriage of which was smashed. The tram was without passengers at the time.

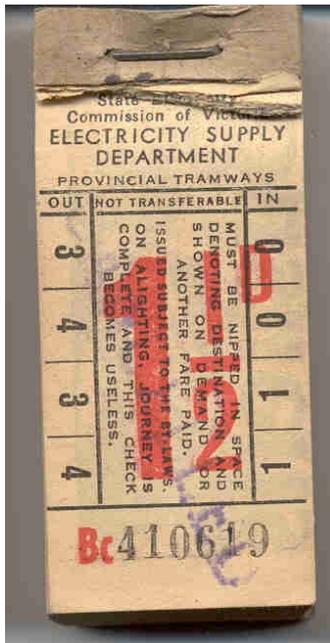
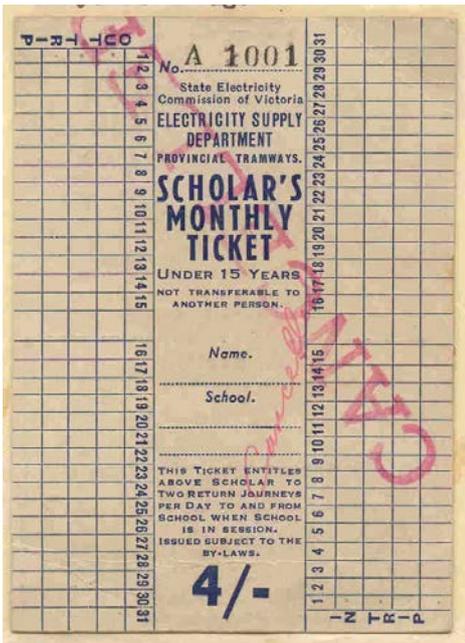
*(The Argus)*

The report in the Age included a very grainy photo of the tram with two boys on bicycles looking at the wreck. One of them may have been Frank.

**Below:** *From the Wal Jack collection. Unfortunately, the Age photo is copyright. No 24 was repaired and ran until 1957*



# 7. FARES PLEASE!



**Above:** Frank Duggan would have been sold tickets like these. The Scholar's Monthly Ticket would have had 40 or more holes in it by the end of the month!

**Above:**  
Our new scissor lift.  
Photo: Peter Waugh



**Left:**  
Thank you card from Carolyn Priddle.



**Above:** Putting No 18 back together.  
Photo: Warren Doubleday 4/10/16



**Above:** New seats for No 12. Adam Stephenson done a superb job. Photo: Roger Gosney

## 8. FARES PLEASE!



Forty years ago, at 11:05am on Sunday 19<sup>th</sup> September 1976, Richard Gilbert and Graham Jordan ran out No 40 to mark the fifth anniversary of closure. Good publicity was noted in the October issue of “*Fares Please*”.

*Photo: Peter Winspur*

Terrible weather and minimal patronage was compensated in part by a superb rainbow on Saturday 17<sup>th</sup> September 2016.

*Photo: Roger Salen*



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For further information regarding the Museum, its activities and publications please contact:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353.

Phone / Fax 61 3 5334 1580.

E-mail: [info@btm.org.au](mailto:info@btm.org.au)

Our web page: <http://www.btm.org.au>