

# FARES PLEASE!

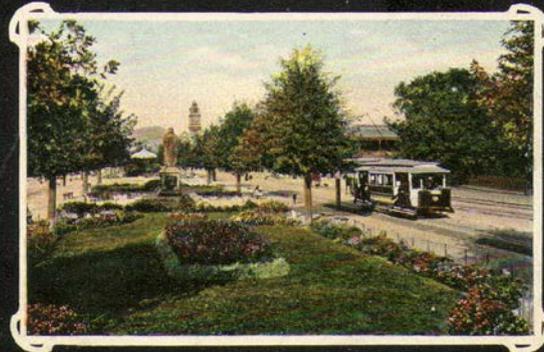
December 2017

*News from the Ballarat Tramway Museum*



Lake Wendouree.

**XMAS GREETING** from **BALLARAT**



Sturt Street.

*Ballarat Trams are Ballarat History*

## 2. FARES PLEASE!

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### Changes in Personnel

Greg Rodgers stepped down as President at the conclusion of the Annual General Meeting on Sunday 12<sup>th</sup> November. The Museum's new President is Paul Mong while Greg remains on the Board as Vice President. Chris Phillips joined the Board replacing Reece Carter.

The change is significant as it will mean that the President is now a Ballarat resident for the first time in many years which should make it easier to maintain our profile in the community. It is also significant as Paul had joined as an eight year old some twenty-seven years ago. Over the past seven years as President, Greg has ensured that the Museum has remained on an even keel and will continue to do so as Vice President, Training Manager and Chair of the Safety and Incident Management Committee.

Chris Phillips is a foundation member and, since retiring, has finally found the time to become one of our active volunteers. His expertise and patience is already being put to the test as the new Roster Clerk.

At the subsequent Board meeting a Resolution was carried recognising retiring member Reece Carter's contribution. Among other duties, Reece is still at work handling each week's pay-in and correspondence.

Peter Winspur has requested that his work load be reduced and Neville Britton has agreed to oversee daily operations as Operations Manager. Peter will still maintain the operational paperwork in addition to his secretarial duties.

Peter Waugh will continue to oversee marketing and publicity assisted by Juliana Dorovic who will look after the shop. Warren Doubleday remains as Museum Services Manager and archivist and Virginia Fenelon has agreed to remain the internal auditor.

**Right:** New Board member, Chris Phillips

*Photo: Peter Waugh*

### Our horse drawn tram will be running again

The next annual outing for Tram No 1 will be on Australia Day, Friday 26<sup>th</sup> January 2018. It is expected that the tram will operate from just north of Gardens Loop to Saint Aidans Drive from 11:00am until 4:00pm. This will be a special celebration of the first trip the tram made to the Gardens 130 years earlier. Fares will be Adult \$10.00 and Child/Concession \$5.00. These include a ride on the electric tram.

### The Cover Photos

Last month we published two images from the David Critchley collection. This month is appropriate to reproduce this wonderful greeting card. It is dated from about 1911.

The top image is of one of the pleasure steamers that once took tourists on pleasant cruises around Lake Wendouree. The lower image is of an outbound combination tram in Sturt Street between Dawson and Lyons Streets adjacent to St Patrick's Cathedral. It is passing the beautifully planted gardens in the central reservation. This was the first time David had seen the image of the tram which is taken much further west than most postcards. The upper image has been used as a full sized postcard.

The upper photo by Peter Waugh is of Santa, aka Roger Salen, on Saturday 9<sup>th</sup> December.



### 3. FARES PLEASE!



**Above:** Ollie offers her assistance to John Shaw. 15/11/17



**Above:** Sleeper replacement on 6 & 7 roads.  
*Photo: Warren Doubleday 14/11/17*



**Above:** Some of our track workers – Neville, Lee, Arthur and Richard.  
15/11/17



**Above:** Alan welding. 15/11/17

### Never a dull moment



**Above:** Greg Rodgers congratulates Simon Green on his 20 years active service. 12/11/17



**Above:** Roger Gosney and eight junior helpers. 5/10/17

**Right:** Our new Operations Manager is multi-skilled.  
*Photo: Peter Winspur 26/11/17*



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# Around the Museum

### Track relay

Work to complete the relay of the depot fan between the depot itself and the footpath crossing was undertaken between Monday 13 and Thursday 16 November, with work concentrated on the Tuesday and Wednesday when the four man crew and excavator from the Victorian Goldfields Railway were on site.

A total of forty sleepers were replaced followed by tamping of the track and preparation for the paving of the depot fan for some twenty metres from the building. This will occur once the new fill has stabilised.

Some twenty-two people took part in the work. Our thanks go to all those who worked so hard and especially to the VGR crew, ably led by John Shaw.

### Operations

A tour to Ballarat celebrating the 70<sup>th</sup> anniversary of the birth of the famous *Spirit of Progress* train on Saturday 25<sup>th</sup> November saw forty-two patrons travel to the Gardens to enjoy riding on a variety of trams. An unfortunate massive rainstorm just after the train arrived in Ballarat dampened the afternoon somewhat.

Thunderstorms next morning, the day for “Springfest”, Sunday 26<sup>th</sup> November, saw us wondering if anyone would show up. Our worries were found to be just that after the day cleared and eventually some 543 people travelled. This was less than last year’s record, but still a great result. Restrictions on the movement of car traffic made our task a little easier.

C B Fitness, a local gym had organised a “Tram Pull” as part of larger competition entitled “The Battle of Ballarat”. New fears of terrorist events occurring saw the “Tram Pull” moved to the reserved track at depot junction. Unfortunately the organisers

possibly chose a location where the hill is quite steep. With wet and slippery conditions, the participants were struggling to move the tram.

### Santa’s visits

Santa called on Saturday 9<sup>th</sup> December and again on Monday the 11<sup>th</sup>. There are reports that excited children were to be found at many of the tram stops long before he boarded a resplendent Tram No 27. On the Saturday ninety-eight travelled in less than two hours! A large number also came by on the Monday. Next year we may need a larger tram and one bright spark wondered whether we needed two Santas! Another example of the power of social media with the Museum’s advertising spend kept to a minimum.

### Cuthberts 939

Bookings for *Cuthberts* have almost run us ragged over the past two months. The resultant good will, particularly from the Ballarat community, has made the efforts of our small band of *Cuthberts* staff very rewarding. There have been thirteen bookings during November and December. Pam Waugh even offered to cater for the Museum Board’s Christmas get together.

For many years, Board meetings were held in a tram in the depot. The December meeting this year was held in the lounge area of *Cuthberts* as it trundled along Wendouree Parade. At the conclusion members adjourned to a three course dinner at the other end of the tram. A very pleasant way to celebrate a busy year. Thank you Pam.

One of the caterers for the recent functions has suggested that next year she cater for monthly “High Teas”. This would allow individuals to enjoy the pleasure of afternoon tea in air conditioned comfort in the gardens. Watch this space.

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### Pipers by the Lake

November and December are renowned for the number of wedding celebrations. Our agreement with *Pipers by the Lake* to look after bridal parties and deliver them to *Pipers* in Tram 671 (the *Pipers* tram) for the wedding breakfast has happened six times since late October. The time with us gives the party a chance to “chill out” with a drink and nibbles and perhaps a few more photos for the album.

### Tram Tuesdays

Not only are our workers on Tuesdays working on maintenance but we are now more able to run special trams for the local kindergartens and play groups. On Tuesday 28<sup>th</sup> November, Botankids visited again with about 100 kids and parents. No 38 was rather full. These were immediately followed by a small group from the Lake Gardens Children's Centre. We are encouraging such groups to visit on Tuesdays when staff is usually already on site.

### Fares

After a period of seven years there has been a slight adjustment to our fare structure. Adult fares were increased by a dollar to \$5.00. As noted last issue, we are promoting a ‘hop on, hop off’ day ticket for adults and children. This is also available at the Museum for the increasing number of visitors travelling without cash. A brochure promoting the attractions around the gardens is being produced to complement these tickets. Adult All Day Tickets have always been available, but under the new arrangements they are sold at a greater discount and half fare ones are now available.

In conjunction with the fare changes, rates for group visits were also revised. A greater variety in recent years in the size of the groups visiting and the greater availability of staff on weekdays has enabled the Museum to quote a \$40.00 fee plus fares. Special rates apply for *Cuthberts 939* and longer functions.



**Above:** Former M&MTB driver, Peter Bruce, is completely at home as he guides No 661 south past the pedestrian crossing outside *Pipers* during *Springfest* on Sunday 26<sup>th</sup> November. Photo: Peter Winspur

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### A Note from the Editor

After over twelve years and seventy-five editions of *Fares Please!* I have decided to take a break. As noted above, my work load in recent years has become so great that it has been impacting on my other activities. I must thank all those who have contributed over the years. They have enabled *Fares Please!* to be both a source of news as well as publishing articles about the history of the tramway and Ballarat or about tramways elsewhere in the world. Alan Bradley has been a wonderful source of articles and more recently, Peter Waugh.

To mark the 130<sup>th</sup> anniversary of the opening of the Ballarat Tramways, in the August issue I reproduced an item from the *Adelaide Advertiser* about the formation of the Ballarat Tramway Company. This month, to celebrate the official launch of the tramway on the 21<sup>st</sup> December 1887, I have reproduced an article from *The Ballarat Star* of 22<sup>nd</sup> December 1887. It is a fascinating insight into the times. The arrival of the internet, digitisation and *Trove*, a wonderful resource, has been a boon for historical research and we are indebted especially to *Trove*.

*Peter Winspur*



**Above:** Weston Bate opening the display area.  
*Photo: Peter Winspur*

### Vale

Historian Professor Weston Bate OAM passed away, aged 93, on 31<sup>st</sup> October. Weston was the author of two significant histories of Ballarat, *Lucky City: The First Generation at Ballarat, 1851–1901* (1978) and *Life After Gold: Twentieth-Century Ballarat* (1993). He has a long career as a teacher and as a professor at Deakin University. He played a key role in shaping the historical accuracy of Sovereign Hill. Weston was president of the Royal Historical Society of Victoria from 1991-97 and 2002-05.

On 7<sup>th</sup> November 1992 the Society, as it was known then, was honoured when Weston accepted an invitation to launch Horse Tram No 1 after it's reconstruction and to open the new display area which had been created utilising Tram No 39. At the time Weston was also the Chairman of the Victorian Museums Advisory Board. His contribution to Victorian and Ballarat history in particular was immense.



**Above:** Launching No 1.  
*Photo: Carolyn Dean*

# 130 Years Ago

Extract from *The Ballarat Star* of 22<sup>nd</sup> December 1887

### OPENING OF BALLARAT TRAMWAYS.

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It is now about two years since the project of supplying Ballarat with tramway communication was taken seriously in hand. When Messrs Thompson and Moore, of Adelaide, undertook the work (their tender having been accepted by the City Council), it was thought that nearly every obstacle had been overcome. The experience of the gentlemen named, too, in such work was taken as a sufficient guarantee that their part of the contract would be carried out, and trams were to have been running in time to catch the holiday traffic of last summer. But those who anticipated this reckoned without the host—of civil servants. There was also red tape—any quantity of it—to be encountered. The act was a new one, and it was dangerous to proceed too rapidly under it. Then came other difficulties, and it was considered advisable to float a company to work the concern. This done, it was found that the power that the council had delegated to the contractors to open up the streets would have to be re-delegated to the company, and special provision had to be made to meet this difficulty. Ultimately, however, every stumbling-block in the way was removed, and the company were able to redeem their promise of speedy work. The rails were laid down in an almost incredibly short space of time, and everything was made

ready for the public opening of the line to the lake and gardens (which is the only one constructed at present) yesterday. Mr R. T. Moore, the general manager of the company, and Mrs Moore invited a large number of prominent citizens, with their wives or sisters to partake of their hospitality on the occasion. Prior to the luncheon the party, numbering about 300, met at the City Hall, from whence they proceeded to the gardens in six tram-cars. These latter were, as might be expected, crowded. They will seat 40 comfortably, but each was occupied by fully 50. Each car was only drawn by two horses, so that the test was an unusually severe one. Nevertheless the result was very satisfactory and promising. In several instances large pieces of road metal were purposely placed on the rails, but fortunately without the effect of doing any damage. Some of the cabmen, too, manifested their antagonism to the new order of things. A few indulged in a little good-natured badinage with those in and on the cars, and this was returned in a similar spirit. Others, however, made their opposition more pointed by forming into a procession and driving in front of the first car. Two or three of the cabs bore such placards as “Encourage honesty,” “Nil desperandum,” “We will have *moore* luck,” &c. Heading the procession was a handsome cab, driven by a juvenile Jehu, who was decked out with a tall hat for the occasion. Several times the cars got off the rails at crossings and sharp curves, but were soon placed into

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position again. This was undoubtedly due principally to the fact of the rails "biting" so much, and partly, also, to the horses and drivers being new to the line. In the course of a few days all these drawbacks will disappear, and the journey will be accomplished in much less time than it was yesterday.

### A BANQUET

was laid out in a very tasteful manner at the large rotunda at the Gardens, and about 300 ladies and gentlemen sat down to it. It was catered for in fine style by Mr C. M'Intyre, of Bridge street. The Hon. W. C. Smith, M.L.A., Mayor of the City, occupied the chair, having on his right hand the host (Mr R. T. Moore), the Hon. Henry Cuthbert, M.L.C., Minister of Justice, and the Hon. G. Young, M.L.C.; while on his left were Mrs Moore (the hostess), Mrs Thornton, the Rev. Dr Dendy, of South Australia, the Hon. Henry Gore, M.L.C., and Mrs Gore. There were also present Messrs C. E. Jones, R. T. Vale, J. Russell, and E. Murphy, M's.L.A., the members of the City and Town Councils, and other representative men.

The usual loyal toasts having been briefly proposed by the chairman and heartily honored,

Cr Claxton proposed "Success to the Ballarat Tramway Company." He remarked that he was glad to class Mr Moore as an intimate acquaintance whom he greatly respected. That day was a red letter day in the history of Ballarat and of the lake and gardens. In proposing success to the company it virtually meant to Ballarat, as the latter could not get on well without the former. The tramways were bound to be a success. He paid very little attention

to the trifling hitches that had occurred. In Adelaide after the public trial they had to knock off for a week to repair the line. (Laughter.) He hoped the company would make a tremendous lot of money. If it had depended on the croakers there would have been no tramways. (Hear, hear.) In proposing success to the company he ought to refer to the good work done by Messrs Thompson and Moore. This new departure meant increased prosperity to Ballarat. (Applause.)

The Hon. Henry Cuthbert, one of the directors- of the company, responded. To his friend, Mr Moore, and his good lady, they were indebted for a very pleasant gathering. When they considered the difficulties that had had to be encountered, the success achieved by the company was wonderful. It was not until the last four or five weeks that they had broken the streets for the line, and the progress they had made was astonishing. True, the cars had gone off the rails two or three times, but if the same company met that day week they would find a wonderful difference; the roads would then be consolidated, and the rails smooth. It was a well-known fact that tramways had effected a change for the better wherever they had been introduced. They brought the population from the narrow streets into the suburbs. He was told that in Sydney property had been increased in value from 400 to 500 per cent, by them. In New Zealand, also, nearly every large town had benefited by them, and in Melbourne they saw a fine system; it bore off the palm in the Southern Hemisphere, and he had been told by a traveller that it was the best in the world. With the limited population of Ballarat, they could not

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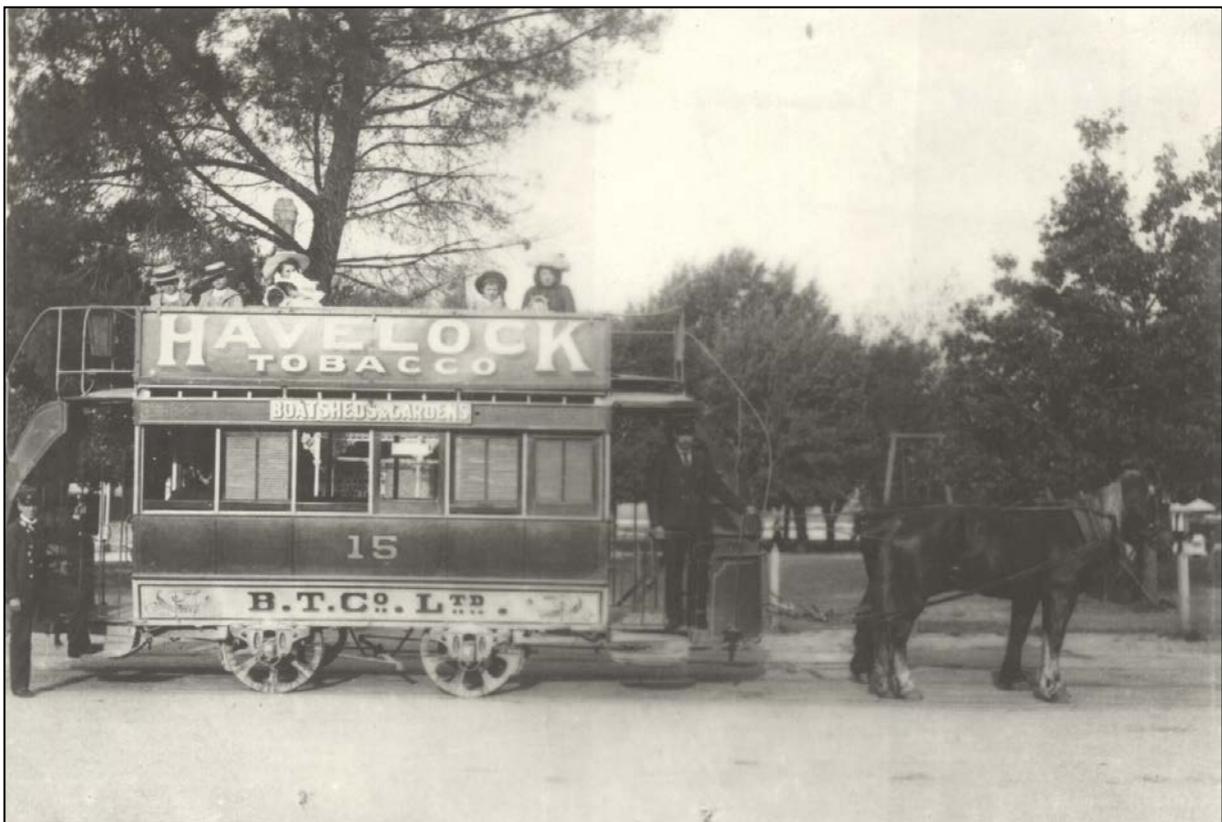
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hope to compete with Melbourne, but he believed the tramways here would be a great convenience and a source of gratification to all. The manner in which the work had, under the direction of Mr Moore, been carried out, was admirable. He believed in 12 months the company would be in a position to pay a dividend. He hoped so, as their success meant the success of Ballarat. (Applause).

The Hon. Henry Gore, another director, also responded. He remarked that “good wine needs no bush.” In 12 months’ time the lines would speak for themselves, the company would declare a dividend, and the prosperity of Ballarat would be increased. The cabmen were found to feel aggrieved at first, as the threshers of grain did when machinery was introduced. As machin-

ery progressed so would the tramways, and he was sure under the energetic management of Mr Moore they would prove both profitable and convenient. (Applause).

Mr R. T. Moore, whose appearance was greeted with applause, proposed “The City Council.” He remarked that he had particular pleasure in doing so. The company and the public were greatly indebted to the mayor and the council. If it had not been for them they would not have the tramways. In all his transactions with the council he had been met with friendship and civility. He was also particularly indebted to the town clerk, Mr Perry. It was two years since the project had been taken in hand, and the amount of red-tapeism that had to be gone through none knew except those who had to do it.



**Above:** Photos from 1887 are rare but the Museum holds a number of copies of No 15 standing in the Gardens. The one from the Wal Jack collection dates the photo as 1895.

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The mayor responded. He remarked that one of the councillors who had been foremost in pushing the matter forward was one of the youngest members—Cr Little. In this matter he had been as prominent as Cr Claxton had been in connection with the lake and gardens. It was fortunate for the city that it was so, and he believed in 12 months the tramways would be found a great convenience to all. To the City Council they would make a great saving in the roads, and if Mr Moore made the improvements he said he intended he was sure they would pay handsomely. He hoped that the 10 miles intended to be constructed would not prove enough, and that the company would have to extend the lines greatly. (Applause.)

Mr J. J. Fitzgerald, in a highly humorous and eulogistic speech, proposed the toast of “The Ladies,” to which Mr Mulligan briefly and suitably responded.

Cr Little, in complimentary terms, proposed “The Press,” to which the representatives of The Star and other local papers responded.

The Hon. G- Young, M.L.C., proposed “Our Host and Hostess.” He was sure all present were most thankful to Mr and Mrs Moore for a pleasant outing and entertainment. He knew Mr Moore as an energetic manager of the tramways; his hospitable and social instincts were also strong, and he was a gentleman in every sense of the word. He was glad to be present to signalise such an important step in the progress of Ballarat. He hoped Mr and Mrs Moore would live long here, and would see the present tramway system successfully carried out and doubled. (Applause.)

Mr Moore thanked the proposer of the toast and those who had responded to it so heartily. He had started the cars that day with some fear and trembling. There had been a slight hitch at starting, but nothing of consequence, and if the cabmen would only leave them alone they would take the guests back sound and more quickly. He hoped any omissions in the way of invitations would be overlooked, as he and Mrs Moore were comparatively strangers. If the passengers would only bear with the cars for a week, till the men and horses were better used to their work, and the iron was less biting, the trams would work well. He concluded by proposing “The health of the chairman.” This was honored with three times three, and the company dispersed.

Prior to the luncheon, and at intervals during it, the Militia band discoursed excellent selections of music.

The return journey was completed without any hitch. The passengers were set down at the streets nearest to their residences, and left thoroughly convinced of the successful inauguration of the tramway system in Ballarat.

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### Recent Donations

During June the Museum received a donation from the family of former SEC driver, Norm Hunt. It included a number of enamel signs, the SEC depot staff farewell dinner menu with many autographs, uniform cap with badge number 20 and a bound note book with the crew roster typed out. This is the first typed copy we have in the collection other than master versions.

More recently, Michael Cuttle donated a wonderful framed photo of the 1938 “flower tram” and an official photo of the SEC crews.

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**Left:**

November 7<sup>th</sup> 1992

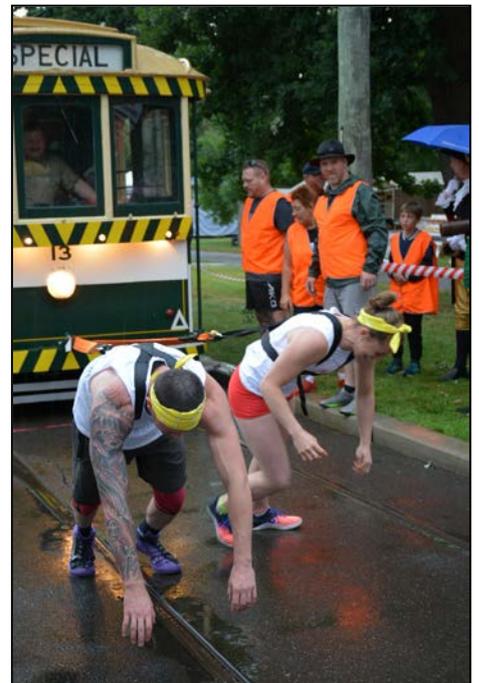
The launch of first horse drawn tram to be run through the Gardens by the BTPS was rather more low key than the occasion in 1887.

*Photo: Peter Winspur*



**Above:** Cuthberts 939 awaits for another High Tea.

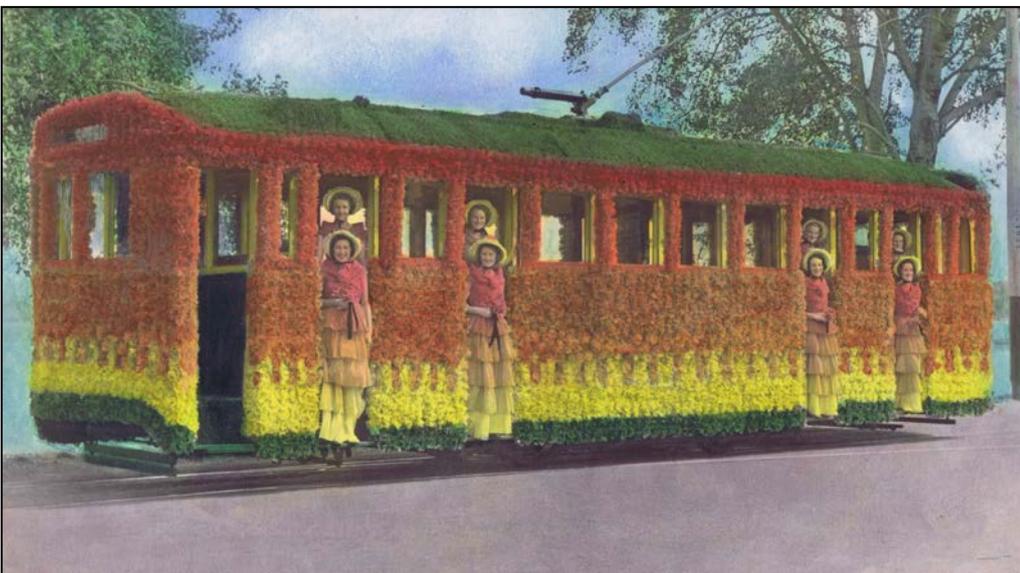
*Photo: Peter Waugh 5/11/17*



**Above:**

This year's "Tram Pull" saw teams of only two; one male and one female.

*Photo: Peter Waugh*



**Left:**

Tram No 29 was the "Flower Tram" for 1938.

*BTM collection*

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### Right:

In SEC days Tram No 32 heads north in Drummond Street North on 31<sup>st</sup> March 1971.

Today No 32 is stored awaiting restoration.

*Photo: Peter Winspur*



### Left:

Another replica tram shelter has been installed. This one is at Saint Aidans Drive and will provide a great resting place or somewhere under cover to wait for our tram.

*Photo: Warren Doubleday  
12/12/17*

### Right:

The sun does not always shine on wedding day. On Saturday 2<sup>nd</sup> December the groom and his party were happy to pose in the rain in front of No 671.

*Photo: Peter Waugh*



**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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