

# FARES PLEASE!

October 2019

\$2.50 incl. GST

*News from the Ballarat Tramway Museum*



## INSIDE:

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- An Iberian Adventure





### **Busy, busy, busy!**

#### **New trams**

It has been a very busy couple of months at the Museum. In August we received two W class trams from Melbourne. Preliminary work has begun on 1029, and it is hoped to have it at the Museum in the next 12 months. We received a lot of media attention on the arrival of the trams, including VicTrack taking some great drone footage of the delivery. The Member for Wendouree, Juliana Addison, and the Mayor of Ballarat, Samantha McIntosh, came to the Museum, and were thanked for their support by one of our younger members, Alice Mong. Alice told them that the trams would help the Museum continue for many years.



*Alice thanks Juliana Addison and Samantha McIntosh.*

*Photo: Peter Waugh*

#### **New track**

The new track was laid in September, from Carlton Street to the Depot Junction. The Museum would like to thank the City of Ballarat for the financial investment which will go a long way to ensuring our future viability. As a volunteer organisation, we really appreciated the incredible support the council provided in managing the project.

The contractors, Fulton Hogan, did a great job, and worked quickly and efficiently to finish the rails in a couple of weeks. The Tuesday Crew were also delighted with the BBQ lunch provided by the company during the construction.

We also thank the State Government for their financial support and the hundreds of tramway friends and the community who supported us in the Pick-My-Project.

Our members, especially Warren Doubleday and Paul Mong, put in a lot of work to ensure the new rails happened.. This issue of “Fares Please!” features photographs taken during the track work.

#### **New members**

The Museum welcomes new members:

- 976 Tony McGarry, Ballarat
- 977 Shaun Dare, Mount Egerton
- 978 David Fennell, Preston
- 979 Catherine Thomas, Preston
- 980 Dennis Davis, Wendouree

#### **Tram Showcase**

We celebrated our annual Tram Showcase on 21 September, and carried about 300 passengers on what was a cold, wet, and windy day. We managed to have nine trams running in the

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Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of the land and pays our respects to their Elders, past, present and emerging.

Cavalcade, which made a very impressive lineup. Visitors also took the opportunity of enjoying a heritage bus trip out to the Melbourne Tramcar Preservation Society museum at Had-don. The tram service continued until 8.00pm and passengers were able to experience public transport in an old fashioned Ballarat style.

## Tram 504

Tram 504, one of the first art trams, is now in the Museum collection. In August, Cushla Hill,



*Cushla Hill at work on 504. Photo: Peter Waugh*

Senior Painting Conservator for the Grimwade Centre for Cultural Materials Conservation, spent a cold day in Ballarat making a detailed inspection of the tram which was painted in the 1970s by Clifton Pugh. Her report will guide us in the conservation of the tram.

## Tram 12 appeal

Thank you to all our members who have donated towards the restoration of Tram 12. We have raised just over \$64,000 through donations and a bequest. These funds will go towards completing the body, canvassing the roof, electrical wiring and building the truck. Further funds are still required to see this tram completed and operating by 2021. If you would like to donate please contact our treasurer Carolyn at [treasurer@btm.org.au](mailto:treasurer@btm.org.au) or donations can be made by Direct Credit

Account: Ballarat Tramway Museum Inc.

BSB: 063 113

Account Number: 1031 7706



*Adam at work on the roof of Tram 12. Photo: Peter Waugh*

## Santa Tram

Santa will be back on the tram :

Sunday 8 December,  
Tuesday 10 December,  
Thursday 12 December,  
Saturday 14 December.

From 10.00am till 11.30am.

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*Richard Gilbert drives the first tram along the new track, 24 September 2019. Photo: Peter Waugh*



*The trams and crews, Ballarat Tramway Showcase, 21 September 2019. Photo: Mal Rowe*

## From Dave Macartney's Collection



Dave has been looking through his slide collection, and has found three trams now in Ballarat.

Tram 661 in happier days. Photo taken at the Carnegie terminus on 29 March 1964.



Tram 836 entered service on 24 September 1938 and operated from the Essendon Depot. It was converted to SW5 class on 28 June 1984 and moved to Malvern. It was retired to Newport in September 2001. Moved to Ballarat in August 2019.

Seen here at Flemington Bridge, 3 October 1969.



Tram 1029 entered service on 1 February 1956, and always operated from the Preston Depot. It was retired to Newport in September 2001, and moved to Ballarat in August 2019.

1029 and 1030 passing at the top of Burke Street in October 1969. Consecutively numbered cars passing! Wow! One for the number freaks!

Dave.

### IBERIAN TRAMWAY ADVENTURE

2019

By Alan Bradley

#### Introduction

During April and May 2019 I holidayed in Spain, southern France and Portugal in company with my wife and youngest son. It was a family holiday, not a tramfan trip, but there were still plenty of tramways to be seen. Here are my impressions of the tramway cities we visited.

#### Madrid, Spain

Madrid, the Spanish capital, is best known world-wide as the home of Real Madrid Football Club. Madrid's original tranvia<sup>(1)</sup> network, like most of the tram systems in Spain, declined after World War 2 due to competition from motor vehicles. Trams were seen as obsolete and a bar to progress. Trams were banished from the Plaza de Sol (the central square in Madrid) as early as 1949, and the final closure took place in 1972.

I took the metro to Pinar de Chamartin Station to see Madrid's only preserved tram, No. 477, on display in the station forecourt as a tribute to the old Madrid tramways. No. 477's main claim to fame came in 1965, when it was used for interior and exterior shots during street scenes for the film "Dr Zhivago" (which was filmed in Spain). You can see the final scene on YouTube. An ailing Dr Zhivago (Omar Sharif) boards the tram and sees through the window his former lover in the street. He anxiously alights at the next stop and attempts to pursue her, but then collapses and dies in the street.

According to the Spanish-language plaque No. 477 was built in 1908, was remodeled in 1935

and in 1943, and ran in service until 1962. In 1971 it was restored for use in the celebrations commemorating the centenary of the tram in Madrid. It ran for the last time through the streets of Madrid on 31 May 1972, the day in which the tram service was "definitively suppressed."



Madrid tram No. 477  
(used in the film "Dr Zhivago"), 26/4/2019.

Three new Metro Ligeró, or "Light Metro" lines were completed in 2007. ML1 runs from Pinar de Chamartín to Las Tablas stations, most of it underground. However I didn't see it or either of the other two light rail lines running.

#### Seville, Spain

From Madrid we went on a bus tour of southern Spain. Seville, the capital of Andalusia province, is the fourth largest city in Spain. It is best known as the birthplace of flamenco dancing; the Alcázar Palace (used recently for scenes in "Game of Thrones"); and the Seville Cathedral, the world's largest Gothic cathedral and second largest cathedral in Europe.<sup>(2)</sup>

Seville "suppressed" its original tramway network in 1960. In 2007 it opened a short 1.4 km

(1) Tranvia is Spanish for tramway.

(2) The largest cathedral is St Peter's Basilica in Vatican City.



Wireless operation on the single track beside Seville Cathedral, 30/4/2019.

tram line, which was extended to 2.1 km in 2011, and is operated with four trams. The trams run with overhead wire and pantographs. In the historic part of the city they run with batteries to avoid overhead clutter next to the cathedral. Warren Doubleday wrote about the Seville system in the June 2018 “Fares Please.”

At the conclusion of our tour of Seville Cathedral I was able to take some pictures of trams running on the single track wireless section next to the Cathedral. I didn’t see the section on the other side of the Cathedral, where trams run onto double track and overhead wire.

### Granada, Spain

From Seville the bus tour travelled east to Granada which is best known for the Alhambra, a Moorish palace and fortress complex which is the most popular tourist attraction in Spain. The view of the Alhambra with snow-capped mountains in the background is magnificent. But we were in Grenada on the 1 May public holiday and so were unable to buy a ticket to the Alhambra. Instead we were hosted by a local Spanish family.

Granada once had a street tramway within the city, as well as a scenic tramway to the Sierra

Nevada Mountains. Both closed in 1974. In 2017 a light rail line opened with underground sections in central Granada and surface running in the suburbs, but I didn’t see it. Unless you know where they are, most modern Spanish tramways are neither seen nor heard.

### Valencia, Spain

From Granada our tour travelled east to Spain’s third largest city Valencia. It is best known for the Valencia orange (introduced by the Moors) and the paella. It was a more modern-looking city than the other southern Spanish cities we saw. But it was odd walking over bridges crossing a dry river bed now used as parkland. Following a disastrous flood in the 1950s the Turia River was diverted, leaving a 7 kilometre long riverbed path running through the city, while the original bridges remain in use.



Pont de Fusta terminus, Valencia, 2/5/2019.

Valencia closed its original tramway network in 1970. In 1994 it was the first Spanish city to reintroduce the tram, when a suburban rail line was rebuilt as tranvia line 4. Now metro lines 4, 6 and 8 are tranvia services. Our local guide Jose (who laughed when he heard the saying “no way Jose”) remembered the former Valencia tramway system. “But to be honest the streets here are too narrow for trams.” I asked him if the tranvias were nearby, and he advised

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me that a 10-15 minute walk “along that street” would take me there.

Sure enough a walk from Valencia Cathedral, “along that street” and through Torres de Serranos (medieval gates remaining from the old city wall), and then over a bridge crossing the riverbed park led to Pont de Fusta, the terminal of Valencia Tram Line 4. The terminal has passenger platforms and a balloon loop. A 15 minute ride on Line 4 leads to Las Arenas & Malvarrosa Beaches. I took some photos of trams at the terminus, then walked back to the city centre.

### **Barcelona, Spain**

Barcelona, a port on the Mediterranean Sea, is the capital city of the autonomous community of Catalonia and the second city in Spain. The 1992 Olympic Games spurred its rapid development. The city is most famous for the unfinished Gaudi-designed Sagrada Familia church, and Barcelona Football Club.

The inner city blocks were designed as long straight streets, a strict grid pattern crossed by wide avenues, & octagonal city blocks - rectangular blocks with the corners cut off. This was to allow higher visibility around corners so that trams could easily turn the corners of the blocks. The original tramway network was closed in 1971. Our city guide told us that there are no trams running now in Barcelona – but this is not quite true!

I was looking forward to seeing the Tramvia Blau (blue tram), the remaining relic of the former Barcelona tramways, which operates blue heritage trams for 1.2 km (about the same length as our Museum track). It was built in 1901 to serve a residential area, and since the 1960s it was isolated from the Barcelona sys-



Francesc Macia terminus, Barcelona, 4/5/2019.

tem. Unfortunately the Tramvia Blau has been closed for modernization works on its infrastructure since early 2018.

In 2004 Barcelona opened two separate tramway systems: the Trambaix with three branch lines (T1 to T3) in the western suburbs; and the Trambesós (lines T4 to T6) in the northern suburbs. While walking in the neighbourhood near our hotel we saw trams at the Francesc Macia terminus on the Trambaix system. I took some photos there before walking back to the hotel. During July plans were announced to build a 4 kilometre line from Francesc Macia terminus to the Trambesós line.<sup>(3)</sup>

### **Avignon, France**

From Barcelona we travelled northwards by train out of Spain into France, a country that has opened many light rail and tramway lines over the last two decades. When stopping at Montpellier railway station trams were seen running close by. From Montpellier we continued to Avignon in southern France in the eastern part of Provence, on the Rhone River. Avignon is best known for the Popes' Palace, where seven French Popes reigned during the 1300s,

(3) “Barcelona tram networks to be connected” in “Metro Report International” 26 July 2019.

and the Saint-Benezet Bridge, which is famous because it only runs partway across the Rhone River (the rest of the bridge was washed away in floods).

The city centre of Avignon is entirely enclosed by 4.3 kilometres of walls. The Old Town (including the Popes' Palace) lay within the wall, but for many years the city has expanded outside the wall. Avignon's original tramway system ran from 1901 to 1932. Its six lines all terminated within the Old Town and ran to newer areas outside the wall.

Avignon's population is lower than that of Ballarat, but it is about to open a new tramway system<sup>(4)</sup> In 2012 a two-line light rail system was approved, but in 2014 this was changed to a single 6 kilometre line. Construction commenced in 2017, and when I was there track and overhead could be seen next to the wall, not far from our hotel. The line connects with the Avignon Central Railway Station, and runs alongside the wall, but does not run inside the Old Town.



Newly completed track beside the wall in Avignon,

Tramway operation was supposed to commence in June 2019 (the month after we were there), but the locals were sceptical. A taxi driver told me that the tramway won't open until at least November or December 2019. The most recent news is: "Test running has started on the Avignon tramway, ahead of planned opening to passengers in October."<sup>(5)</sup>

### Lyon, France

We travelled by fast train from Avignon TGV Station to Part-Dieu Station in Lyon. The third-biggest city in France, Lyon is located in about the centre of the country, and (like Avignon) is located on the Rhone River. Lyon has also been recognised as the food capital of France, and even called the "world capital of gastronomy."

Lyon closed its original tramway network in 1956. 2001 saw the opening of the Tramway de Lyon's first new lines, T1 and T2. Extensions followed, the most recent being line T5 opened in 2012. Unlike the cities we saw in Spain, the tramways are visible within the central city area. Lines T1 and T5 connect to Part-Dieu Station. Lyon also has the largest trolley-bus network in France, a metro system, and even two funiculars.



Trams cross at Part-Dieu Station, Lyon. 9/5/2019.

(4) The population of Avignon is 89,769, with about 12,000 living in the Old Town; the population of Ballarat is 101,588.

(5) "Avignon tramway on test" in "Metro Report International" 02 May 2019.

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Rhôneexpress is a separate express tram line which links Part-Dieu Station to Saint-Exupéry airport. It shares part of its route with the T3 tram line. The Rhôneexpress is operated by a separate consortium to the Lyon tramways, and its trams have a dark red scheme contrasting with the white Lyon trams.

After visiting the famous Les Halles de Lyon Market (a long walk or short trolleybus ride from Part-Dieu), and then walking over the Rhone River, we returned to Part-Dieu past the Le Tramway Brasserie. After buying a ticket in the machine, we took our luggage on the Rhôneexpress to the airport. The trams leave every 15 minutes from Part-Dieu, and the 22 kilometre trip to the airport was covered in half an hour. Even my wife and son (both non-tram fans) were highly impressed.

As we left the Rhôneexpress and walked towards the airport I wondered why a similar service wasn't running to Melbourne Airport.

### Nice, France

Nice, the fifth-biggest city in France is located in the French Riviera on the Mediterranean Sea, at the foot of the Alps. The view from



Wireless running at No. 1 terminal, Nice Airport, 9/5/2019.

the plane above Nice of the beaches and waterfront, with snow-covered hills in the background, was incredible.

We weren't even supposed to go to Nice, but we were caught in a French air traffic controllers' strike. Our direct flight to Lisbon was cancelled so we were placed on a flight to Nice, for a connection to Lisbon, but as we missed the connecting flight we stayed overnight in Nice. When leaving Terminal 2 at Nice Airport we saw a tram at the terminus, and the tram followed us while we caught the airport shuttle to Terminal 1. I noted the tram ran without overhead wires. I took a quick picture of the tram before going into Terminal 1.

Nice closed its original tramway network in 1953. Ligne 1 of the new Nice Tramway (which uses overhead wires) opened for service in November 2007. Ligne 2 (extended to Terminals 1 and 2 at Nice Airport in December 2018) is solar-powered with charging effected in 20 seconds at each stop. An extension of Ligne 2 to Nice Port, and the new Ligne 3, are due to open by the end of 2019.

After one night in Nice we flew to Paris, then to Lisbon, and were relieved to finally arrive in Lisbon one day late. We were eventually able to see the funny side of the diversion. As my wife said: "Just think, you saw more trams!"

### Lisbon, Portugal

Lisbon (known in Portuguese as Lisboa), the Portuguese capital, is the westernmost capital in continental Europe. Along with Budapest, Lisbon is one of the two favourite cities I have visited. Both cities have an old Town on a hill, a river and a flat section – and both cities have yellow trams.

Lisbon is situated on the northern banks of the River Tagus. The 25 April Bridge suspension bridge crosses the Tagus and connects the

southern commuter districts of Almada with Lisbon. Almada opened its own light rail system in 2007, but I didn't see it.

The first electric tramway lines opened in 1901. Many lines closed in recent decades, and I could see abandoned sections of line near my hotel. Incredibly in 2018 the No. 24 line reopened, 23 years after its closure. The other lines are Nos. 12, 15, 18, 25 and 28. Carris, the tramway operator, also operates three funicular lines up the steep hills.



At Praca do Comercio square, a Lisbon articulated tram passes three Hop-on Hop-off trams - the green one to Belem, and the two red Hills cars, 11/5/2019.

Most cities in Europe have hop-on hop-off tourist buses. Lisbon also has Hop-on Hop-off trams, linked to the Yellow tourist bus: the red Hills trams on the No. 28 line, and the green tram on the No. 15 line. The trams have audio guides in various languages. The Praca do Comercio square overlooking the River Tagus is where you can catch trams on the No. 15 and 28 lines, as well as the Hop-on Hop-off trams.

The flat Route No. 15 to Belem is where the modern articulated cars operate. When we took the double-deck tourist bus to Belem we lined up outside the Pasteis de Belem bakery to buy one of the world-famous Portugese tarts. While in line I took a picture of a Belem-bound articulated tram.

The single truck Remodelado trams (re-

modelled) were upgraded with improved brakes and electrics during the 1990s, and operate on the other lines. The steeply-graded No. 28 line through the Alfama district is the iconic line in Lisbon, and the small Remodelados are crowded with tourists throughout the day. Warnings are given about pickpockets that prowl the crowded trams.



Two Remodelado trams on the No. 28 line at the top of the hill in the Alfama district, 11/5/2019.



Articulated car 501 on Route 15, taken from the Pasteis de Belem bakery, 12/5/2019.

We took one of the red Hills trams for a trip on the No. 28 line. It was incredible to see trams winding through the Alfama along such narrow, steep streets and lanes. With trams, cars and tuc-tucs in those narrow spaces it was a wonder that traffic moved at all. After leaving the Hills

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Remodelado car No. 552 on the recently re-opened No. 24 line, 11/5/2019.

tram to check out the sea views and shops at the top of the hill near the Castle, there was a long wait for another Hills tram. After a convoy of three crowded Remodelados went past, we found room on the next No. 28 tram for a ride through the crowded streets to the balloon loop terminus at the Basílica da Estrela church.

What can one say about Lisbon, except that it is a must-see for any tramway enthusiast.

### Porto, Portugal

Porto is the second largest city in Portugal after Lisbon, and one of the oldest cities in Europe. The city lies in a deep valley of the Douro River and is crossed by several large bridges, including the iconic double-deck metal arch Dom Luis Bridge. The city gave its name to both Port wine and to the nation of Portugal.

Porto's tramways were gradually closed from 1959 onwards, and by the mid-1990s only three lines remained. These were reopened as heritage lines. Line 1 runs along the Douro River, and lines 18 and 22 run into the city. One half of the Massarelos Depot is used as a running shed for the heritage service, and the other half

is used for the tram museum.

Porto also decided to close some of its narrow-gauge suburban rail lines and replace them with a modern metro service, run with Eurotram light rail vehicles. The first metro lines opened in 2002, and several extensions were later built. As part of the metro work a new bridge was built for motor vehicles. Now metro vehicles and pedestrians use the upper level of the Dom Luis Bridge, and motor vehicles and pedestrians cross on the lower level.



Porto Eurotram, taken from the top deck of the Porto Hop-on Hop-off Bus, 14/5/2019.

On our first full day in Porto we took the "Castle" hop-on hop-off bus tour which went beside the Douro River and crossed the river on the lower level of the Dom Luis Bridge. Further on I took a picture of a well-patronised Eurotram in a busy street from the top deck of the bus. After completing the circuit we went back along the Douro River to the terminus of tram



The terminus of No. 1 line beside the Douro River, Porto, 14/5/2019.

Line 1. After lunch we waited in a queue for a seat on a Brill single truck tram.

The single-truck tram ride on line 1 with its river views was reminiscent of Ballarat, with side-of-the-road single track (separated by pavement from road traffic) with side bracket arms. Partway along the line, the tram goes under the mighty Ponte Arrabida Bridge. After passing the tram depot and museum, the tram continues to the terminus near the mouth of the Douro River. Some now-disused track continues along the river to where the line once terminated.



:Porto Eurotram on the top level of the Dom Luis Bridge, 14/5/2019.

woman nearly run over by a metro vehicle when she wandered too close to the track.

This Portugese provincial city seems to have the best of both worlds – a heritage service preserving the flavour of old Porto, and modern metro vehicles to serve the growing city.

### Sintra, Portugal

Sintra is a 40 minute train trip from Lisbon, but being higher in the hills the climate is much cooler. For this reason the former Portuguese royal family’s Summer Palace was built there. Sintra is now very popular with tourists, as we found out when queuing for over an hour to get into the Pena Palace. None of the tourist operators who waited at Sintra Station included the Sintra tramway in their plans.

We took a crowded train to Sintra, and after visiting the Pena Palace and Royal Palace took a long walk from Sintra Station to the tramway terminus. I knew from prior research that the Sintra tramway only operates from Fridays to Sundays. According to the timetable a tram leaves each terminus at the top of the hour and passes the other tram at one of the loops, but the tram conductor told us the second car wasn’t running that day.

The Sintra tramway is from another era. The single-truck trams (some saloon cars, the others



Museu do Carro Electrico tram museum Porto, 14/5/2019.

On the return journey we stepped off at the Massarelos Depot to inspect the Museu do Carro Electrico tram museum. A tramway official kept us waiting while taking crew pay-ins, before taking our entrance fees. No-one showed interest in us as visitors or showed us through the museum. It showed to me how important is the welcome that our own museum gives to visitors. However the museum collection itself was interesting, as samples of most tramway classes that once ran in Porto were preserved. On the top floor was a display of the former tramway sub-station.

After leaving the tram museum we travelled back to the city centre, then walked to the top level of the Dom Luis Bridge. Here metro vehicles run from a tunnel then straight onto the bridge, then pedestrians on either side. We saw a young

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Sintra No. 2 at a crossing loop, 16/5/2019.

toastrack) were built by Brill in 1903. As in Porto, the tram journey is on single track on the side of the road, with passing loops. There were no air brakes, so the motorman used the hand brake. The tram journey on the saloon car along the winding track through the Sintra countryside, with screeching wheels and the hand brake in constant motion, was a reminder of how most electric tramways operated a hundred years ago.



Sintra No. 2 at Praia das Maças, with the Atlantic Ocean in the background, 16/5/2019.

The 11.5 kilometre trip took 45 minutes before the tram reached the other terminus at the town of Praia das Maças, within sight of the Atlantic Ocean. A noisy return journey on the tram did not appeal, so we took an Uber to the Moorish Castle, then a bus back to Sintra for a train journey back to Lisbon.

### Reflections

In Spain and France I saw modern tramways. It was the first time I had seen wireless operation, as in Seville and Nice, or a fast airport shuttle as in Lyon. But as expected, Portugal was a delight, with single track cars running on the hills in Lisbon, along the river in Porto and through the countryside in Sintra.



Remodelado car No. 560 in a tight squeeze on the No. 28 line, Lisbon, 17/5/2019.

My favourite memories were also from Portugal: eating sardines in an open air restaurant in the Alfama while trams rolled by on the No. 28 line; and eating a seafood lunch with white Port wine at the Tram Restaurante next to the Douro River in Porto, next to the terminus of tram line No. 1.



*Tram 18 at Depot Junction during the track replacement work. Photo: Paul Mong*



*Tram 1029 being delivered to the Museum, August 2019. Photo: Alistair Reither*

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Track relaying 2019. Photo Paul Mong

Track relaying 1974. Photo: Bill Kingsley



**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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