

# FARES PLEASE!

October 2022

\$2.50 incl. GST

**News from the Ballarat Tramway Museum**

## The new track is opened



*Cutting the ribbon to open the new track, from left Operations Manager Sam Boon, Mayor Daniel Moloney, President Paul Mong, Catherine King (MHR), Julianna Addison (MLA), and Motorman Len Millar.*

*Photo: Peter Waugh*



### Track Opening

On Saturday, 10 September 2022, the newly re-laid track was officially opened by Paul Mong, MHR Catherine King, MLA Juliana Addison and Mayor of Ballarat Daniel Maloney. They all rode on the first tram, No.13 which marked our first passenger carrying operating day on the new track. No. 33 followed with people who attended the launch and early bird visitors.

### Works

Karl and Simon have begun constructing the new overhead to link the new display area. Fulton Hogan have been working to clean up the depot fan area following the track work. The passenger shelters have been relocated from the Two Road path to the area in front of the new building. Mick and Tony have been busy servicing trams for the Tramway Celebration Day on 2 October. Security at the depot has been modernised with the installation of electronic tag readers to both lock and unlock doors as well as the alarm systems.

### No. 1029 restoration

Recently we received a grant of \$27,500 from VicTrack to continue the work on this tram. With Simon currently focusing on the overhead, the technical service team asked Clinton Pearce (NZ) if he could assist. He has com-

menced work on the tram and will continue for the next month or two.

### Tram 34

We have begun inspecting the tram, currently at the Melbourne Tramcar Preservation Association workshop at Haddon, and a report will be completed within the next eight weeks. This will detail the scope of works required to get this tram back on the road.



*Tony Smith checking the brake rigging on No. 34  
Photo: Tony Smith*

### Victrack Storage Shed

The majority of the plumbing is completed and we are currently waiting for the tanks to arrive. Further work has been done installing wiring the shed by Neil Blanchard.

### Tram Lighting

As part of the museum grant funds were allocated to improve the lighting in trams on display in the new building. The trams will be re-wired to use 240v AC in the museum, and 600v DC out in the street. We will install a 600v DC to 24v DC Converter in the tram which will run

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pay our respect to their Elders, past, present, and emerging.



a circuit of 24v DC Incandescent/LED light bulbs. This will allow safe operation and provide the opportunity for a battery to be installed so when the poles are turned around in the street the tram lights will stay on.

## Recent acquisitions

The late Ian Stanley donated a large collection of tram and train photographs. Another historic Ballarat tram postcard has been purchased via eBay. Vic Solomons, of Sydney, has donated a CD of photographs and Bob Wilson has provided a large collection of excellent Ballarat tram photos. (See below)

## Celebrating 50+1

Our 51st Anniversary was celebrated on Sunday 2 October, with thousands of people taking the opportunity to ride the trams and visit the Museum. Congratulations to John Whiting and the team on a great event. Juliana Addison MLA sent the following message:

“Happy 50th birthday to the beloved Ballarat Tramways museum.

The Ballarat Tramway Museum is a true time capsule of Australian history, and I’m delighted that the Andrews Labor Government supported the Museum with a \$1.2 million grant to replace the century old tracks.

The new tracks have delivered a much smoother journey for passengers, and a much more sustainable journey for the trams themselves.

I was also so pleased that we were able to support the museum with a \$200,000 grant this year to improve accessibility at the museum so that everyone can enjoy our wonderful trams.

The Ballarat Tramway Museum is wonderful for locals to visit and a real drawcard for tourists as well. Thank you to the volunteers for all your incredible work in keeping the museum running and being welcoming ambassadors for our city. Thank you for providing such joy to our community over the last 50 years.”



*New to the collection, No. 43 passes the road roller on the Sebastopol line. Photo: Bob Wilson*

## 4 FARES PLEASE!



*Mick Duncan at work under No. 38 preparing it for Tramway Celebration Day  
Photo: Anthony Smith, September 2022*



*No. 13 with a load of VIPs prepares for the first passenger trip on the new track.  
Photo: Peter Waugh, September 2022*



## Ballarat's Royal Tram – No. 38.

By Len Millar

One year after her Coronation in 1953, Queen Elizabeth II embarked on a visit to Australia and New Zealand. The State Electricity Commission set about decorating our tram No. 38 to celebrate her impending visit to Ballarat. The tram had red, white and blue bunting across its aprons and down along each side. Six Royal Coat of Arms were added, and signage along the panel above the windows that said “Welcome to our Queen ”.

On 5 March 1954 the Queen stepped off the Royal Train at Ballarat railway station at 10:00 am for a 75-minute visit, after a quiet overnight stop on the Ballarat Racecourse branch-line. The Royal Procession proceeded down Lydiard Street North to the Town Hall, then out along

Sturt Street to the Botanic Gardens. It just happened that the annual Begonia Festival was in play. Unfortunately the Queen did not ride on “her” tram, but in a shiny black open-topped Rolls Royce! It was a sunny March day, and the excited spectators lining the route waved little flags and the Victorian Railways, the City Council and the owners of shops along the route had installed impressive decorations! It was estimated that some 150,000 spectators lined the route on the day – which was impressive because the population of Ballarat and environs at that time numbered around only 48,000. It would have been a fun day!

It is understood that the “Royal Tram” ran in service either side of the day of the Queen’s visit.



*Decorated streets, building and tram, for the Queen's visit. Photo: Wal Jack, 8 March 1954*



*Our tram No. 38 in MMTB livery as No. 41 at the Camberwell Depot. Photo: Peter Duckett Collection, before 1940.*

We have three operable maximum traction bogie trams in our preserved fleet – all of which served Ballarat citizens from the early 1950s until 1971 under the State Electricity Commission banner. Trams 34, 38 and 40 all were built by Duncan and Fraser in Adelaide - in 1917, 1914 and 1913 respectively.

Our No. 38 commenced running in 1914, as the Prahran and Malvern Tramway Trust No. 41, along the south-eastern suburban streets of Prahran and Malvern. It was painted in a dark red and yellow livery, with “Municipal Tramways” on the lower saloon external panels, and with twin numbers on each apron. On 2 February 1920 the newly formed Melbourne and Metropolitan Tramways Board took over the five municipal tramways trusts operating electric trams around Melbourne. Our No. 38 became the Board’s “E” class tram No. 41. Depot allocation lists of the era show that No. 41 was allocated to Kew Depot on 24 March 1928,

Glenhuntly Depot on 6 June 1934 and Camberwell Depot on 30 June 1938. As at 11 September 1948, No. 41 was stored at Brunswick Depot.

As Melbourne’s cable tram lines were progressively converted to electric trams and the suburban populations rapidly expanded, the Tramways Board constructed some 695 bogie cars between 1927 and 1951 – and the old “Trust” maximum traction cars had reached their “Use By” date. These trams attracted protest from the tramways’ union as being obsolete. After World War 2 ended, Ballarat’s population greatly increased and the State Electricity Commission looked to increase its passenger carrying capacity. The M&MTB had 39 maximum traction bogie cars that were surplus to their needs, so in 1951 (Melbourne) Nos. 37 to 42 and 44 and 45 (E class cars) were sold to the SEC. These “new-fangled” maximum traction



*No. 41 being delivered 60 Ballarat. Photo: Ballarat Courier 1 May 1951.*

cars were seen as “modern” and roomier than the single truck tram fleet.

Our tram No. 38 left Preston Workshops on 30 May 1951 on a Yellow Express semi-trailer and was unloaded at the Wendouree Parade depot the next day. It had travelled 1,370,780 kilometres (851,763 miles around Melbourne’s streets. No. 38 was re-painted in the SEC’s mid-Bristol green and ivory livery, and it was placed in service on 26 October 1951. In February 1953, the tram was converted to being a “one man” tram, with four lockable, swinging doors on each side. The centre doorways in the drop centre were closed off, and longitudinal seats installed between the remaining doorways. The Union objected to operating the tram with just one person – so it was never operated as a one-man car. In August 1955, No. 38 (along with single trucker 21 (ex-MTT, Adelaide) was used by the Australian Electric Asso-

ciation for a 50th anniversary tour celebrating 50 years of electric tram operation in Ballarat.

The tram had a few “incidents” during its SEC career. On 10 September 1954, the motor on the front bogie failed in Wendouree Parade at Macarthur Street. The tram was propelled back onto the Ripon Street tracks until repairs could be effected. One end was badly damaged in a collision with a motor truck at the corner of Drummond Street South and La Trobe Street on 8 May 1958, and repairs continued to the end of the year, with the work being completed in 1959.

After the Geelong tramways closed in 1956, four of its maximum traction cars were transferred to Ballarat and Bendigo. Geelong No. 35 became Bendigo No. 1 (and later Ballarat 37), Geelong No. 37 became Ballarat No. 42, Geelong No. 39 became Ballarat No. 41 and Gee-



long No. 40 became Ballarat No. 43. With the arrival of these bogie cars, space at the depot was taxed to the limit, so a new siding was constructed outside the western wall of the depot and became Road "0". The track-laying and installation of trolley wire infrastructure was completed by March 1954.

By the late 1950s motor traffic around Ballarat increased, and (after several night-time collisions with the trams) marker lights were fitted at each end of all the trams, and green and yellow diago-

thorn Tramways Trusts, the Melbourne and Metropolitan Tramways Board and the State Electricity Commission. It's been ours for 51 years! No. 38 ran up some 559,243 kilometres (347,507 miles) in Ballarat's streets for the SEC.

Over the 51 years in our care, No. 38 has received timely maintenance – ranging from scheduled minor and major servicing, re-painting (in 1977/1978), motor armature repairs as well as the body being lifted for major attention to the trucks (in 2007/2011). The wheels were shipped



*No. 38 in Sturt Street prior to conversion to the one-man configuration. Photo: Wal Jack early 1953*

nal zebra stripes were painted above the drivers' cab windows and on the bumper bars. In 1970 the tram was used as the meal room for the tramcar body builders, while out of service with a defective motor.

Ballarat's street tramways closed on the night of Sunday, 19 September 1971. Trams Nos. 14, 26, 27, 28, 38 and 40 were then allocated by the SEC to the newly-formed Ballarat Tramway Preservation Society. Thus we have owned these cars for longer than the Prahran and Malvern and Haw-

over to the Australian Electric Tramway Museum at St. Kilda (north of Adelaide) for re-profiling.

Statistically, No. 38 is 13.5 metres (44'4") long, it weighed 17.6 tonnes when built, but these days comes in at 15.7 tonnes, has Brill 22E bogies and General Electric B23D controllers. When built, it had seats for 56 passengers, including two full-width transverse seating in the drop-centre. But modifications by the M&MTB involved cutting an aisle-way through these two bench seats – a safety improvement for both conductors and passengers.



*Trams No. 38 and No. 21 during the AETA - Golden Jubilee tour of Ballarat, in Ripon St at Sturt St.  
Photo Keith Kings. 28 August 1955*

Tram 38 has travelled quite some hundreds of thousands of kilometres in the streets of Melbourne and Ballarat, and almost a thousand kilometres from Adelaide (where it was built) to Melbourne in 1914, and then up to Ballarat in 1951.

Our “Royal Tram” still provides our passengers with great views of the Botanic Gardens and Lake Wendouree. We look after it carefully – and we feel assured it will continue to do so for decades to come!

#### **Acknowledgements:**

- “The Golden City and its Tramways” (Alan Bradley), 2005.
- “Last Tram at 11” (William F. Scott), 2008.
- “Destination CITY” – 2nd. Edition (Keith Kings), 1960.
- Notes by Wal Jack

- Ballarat Tramway Museum Archives.



*No. 38 on the Museum access track  
Photo: Benjamin Boehle-Michell, 2019*



## Our Volunteers

By Paul Nicholson

The Ballarat Tram Museum is about people; our benefactors, customers, members, supporters and, of course, our volunteer workers who make us one of Ballarat's best known tourist attractions. Our workers range from those who've been involved since day one to the most recent recruits. Everyone is valued – from those whose contribution is just a few days a year to those who are “part of the furniture”. Most members know much about our trams but perhaps little about our people. Foundation member, Paul Nicholson, has offered to prepare a series of capsules about the people of the museum and these will appear in “Fares Please” from time to time.

First up is our well-known Treasurer, Carolyn Cleak, who's been around almost since the beginning and probably holds a record for continuous management service to a member of Australia's transport tourist and heritage sector.

And probably THE record for a female in what, until fairly recent times was, perhaps, more of a “blokey” environment. Not so today of course with the BTM committed to diversity and equal opportunity.

If ever anyone should be described as a “colourful tramway identity” it's the long serving Treasurer of the Ballarat Tramway Museum and foundation member, Carolyn Cleak. Carolyn has been involved with the museum pretty well since day one and has served as Treasurer for a record breaking 45 years. She's seen the role of Treasurer evolve and expand from “pen and paper” to the latest technology. Earlier Carolyn was membership officer. In 1978, she became the Museum's first female volunteer driver. She stepped down from tram driving in 2007 to focus on other museum commitments and activities.



Carolyn, 72, and her partner, Graeme, have each faced significant health issues over the past few years but that hasn't stopped her maintaining her friendly, cheerful style. To say nothing of her trademark “cackle”.

Carolyn has two adult sons and two grandchildren. She comes from a family with public transport connections spanning five generations. Carolyn is retired but previously worked as a tram driver in Melbourne and before that as a ledger machinist both in Australia and the United Kingdom. One of her fondest memories while living in the United Kingdom was being invited to drive a tram at the Crich museum, probably one of the first females to be so honoured.

Away from the museum, Carolyn is an avid reader. She particularly enjoys reading about the Tudor era. Carolyn is also an avid follower of mainstream sport - and curling: a game played on ice, especially in Scotland and Canada, in which large round flat stones are slid across the surface towards a mark. Members of a team use brooms to sweep the surface of the ice in the path of the stone to control its speed and direction.

Carolyn says her main ambition in her mature years is to regain and maintain good health.



*No. 38 and Motorman Matt Grindrod, with a party load of visitors.  
Photo: Benjamin Boehle-Mitchell, September 2022*

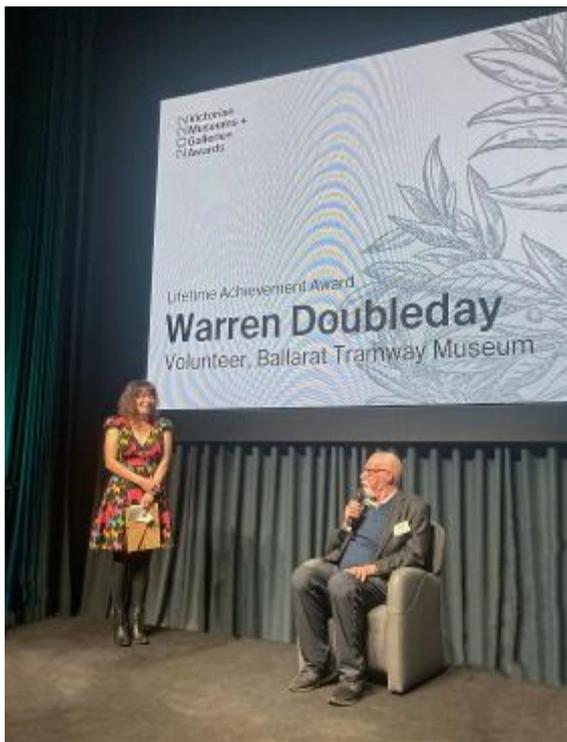


*Karl and Neil wiring the new shed at Bungaree. Photo: Peter Waugh, September 2022*



## AMaGA Award Winner

Warren Doubleday has received the Australian Museums and Galleries Association (AMaGA) Victoria Lifetime Achievement Award for his 50 years of volunteer work with the Ballarat Tramway Museum. The award was presented at a ceremony at the State Library of Victoria on 4 October 2022.



*Photo: Paul Mong*

### The AMaGA statement:

As a passionate and dedicated leader in the museum sector, Warren Doubleday has committed his life to the promotion and implementation of industry best practices through his professional career as a Civil Engineer, and in the Tourist & Heritage rail sector through his involvement in the Ballarat Tramway Museum (BTM). Actively involved with the BTM for over 50 years, Warren has spent the last four decades focusing on the preservation of Ballarat's and Victoria's unique tram and tramway history. He has been a leader in applying best practice standards to both rail museum accreditation and safety as well as collection management and procedures

and has been largely responsible for cataloguing and caring for the museum's significant 8300 photographs and artefacts dating back to the 1800's. The result has been the gradual improvement and positioning of a museum over half a century, one that is now considered one of the best transport museums in the country.

Since the 1970s Warren has been a strong supporter of museum accreditation and was instrumental in the BTM joining the program when it officially launched in 1993 and successfully oversaw its 1998 accreditation, and four reaccreditations since. He has also been involved with the MAP Advisory Committee since 1999.

Warren's commitment to the community with which he works is strongly demonstrated through his advocacy for succession planning. He has played a vital role at the museum in mentoring and encouraging new, younger membership in the museum operations. As a result, the museum attracts a mixture of ages and is one of few rail museums in Australia that has a younger, active demographic involved.

Warren has spent his professional and volunteer careers sharing his knowledge and real-life experiences in the transport and museum industries through his involvement in many committees, actively seeking to improve and showcase heritage transport collections.

### Judge's comments

In a 50-year relationship with the Ballarat Tramway Museum, Warren has been at the forefront of much change and a process of steady professionalisation. The diversity of his work from advocacy, fundraising, OHS and cataloguing, to historic tram maintenance in greasy pits. He is commended for his commitment to best practice standards and championing of the Museum Accreditation Program. He has clearly brought his professional skills and personal passion together to make an invaluable



contribution to the sector. Judges were very impressed with Warren's 40 years of volunteerism! A huge achievement in overseeing, advocating and contributing to the redevelopment of the Ballarat Tramway Museum.

**Extracts from letters of support:****Council of Tramway Museums of Australasia (COTMA):**

Warren had been involved with tramway museums for many years, including the BTM and the Melbourne Tram Museum. He has also been very active in the Council of COTMA, serving as Chairman from 2002 to 2012. He continues to be a member of the COTMA board and serves as the Communications Officer, a key role in keeping members in touch with one another and in promoting cooperation and sharing ideas for best practice. Warren has always promoted and supported a professional approach to archiving and the two museums of which he is an active member have adopted professional standards in preserving, indexing and making available documents, images and artifacts related to tramways in Ballarat and Melbourne. Warren has recently been a valued consultant in the development of a retention policy for the newly formed peak body Railway and Tramway Heritage Victoria Ltd and has set that group on a path to appropriate strategies and policies. All of this work has been carried out on a voluntary basis, as has his commitment to training and encouraging others. Warren sets a high standard in his efforts, and this has inspired adoption of his high standards. Warren's contribution to the work of tramway museums, and in the wider community of transport museums is worthy of recognition and I would strongly support formal recognition of his work.

Mal Rowe, Chairman COTMA

**Office of the National Rail Safety Regulator:**

Warren is very passionate about safety and has been an active industry leader representing the

tourist and heritage sector, particularly heritage trams. He has made a significant contribution to the development and implementation of national rail safety provisions impacting the tourist and heritage sector.

He represented industry in the development of the model rail safety law in 2006 and again in the development of the Rail Safety National Law during 2011 -12. In addition to this Warren has participated in many reference groups that have been set up by the Office of the National Rail Safety Regulator (ONRSR) where he has ensured that the needs of his sector are taken into consideration and outcomes are implementable in the tourist and heritage sector in an efficient and effective manner.

Warren is a very experienced and knowledgeable member of the rail industry. He is always available to assist fellow operators and ONRSR by sharing his knowledge and experience. He always has a very positive attitude and is easy to approach.

Julie Bullas, ONRSR

**Museum Accreditation Program:**

Warren has a long association with the sector and museum accreditation in Victoria, having attended the very first scoping meeting with past MAP Chair Hilary Newton at Castlemaine in 1975, long before the program or National Standards for Museums and Galleries existed. He joined the MAP Advisory Committee in 1999, just a year after the BTM became one of the first museums to achieve accreditation and has attended an estimated 60 advisory committee meetings over the past 23 years and participated in innumerable peer advisory panel visits. His dedication, expertise and insights particularly with regards to large transport collections, rail safety, OHS compliance and community museum insights have been invaluable not only to MAP but the sector more broadly. Warren has been incredibly gracious in sharing his knowledge and expertise. He has diligently reviewed and pro-



vided detailed practical responses to reports, much of which formed the basis of recommendations, particularly for community museums. He has spoken widely at AMAGA workshops and for other rail and community heritage organisations, providing open and honest feedback and inspiration to others. After 23 years Warren stepped down from the MAP Committee this year. As a MAP champion, he saw many committee members, MAP Manager and even museums come and go from the program over this time, acting in many ways as mainstay through the ebbs and flows of change. I can personally say it has been an utter joy to get to know Warren over the years, first as a MAP Manager and more recently through the Advisory Committee. He is an incredibly humble soul who has provided so much support to MAP and the wider sector in multiple ways over many decades and completely deserving of this award.

Elizabeth Marsden Chair, MAP

### **Association of Tourist & Heritage Rail Australia (ATHRA) :**

Back in 2007 when ATHRA was still very much in its formative stages, Warren stepped into a role of representing ATHRA at a wide range of national forums which included the Australasian Railway Association (ARA), Rail Industry Safety and Standards Board (RISSB), and National Transport Commission (NTC).

Over the ensuing years, Warren was closely involved in a number of projects including:

- Production of training materials for the tourist and heritage sector using grant funding provided by the federal government Standing Committee on Transport (SCOT) Rail Group.
- Review of the Model T&H SMS Guidance Documents prepared by the rail safety regulators.
- The draft RISSB Boilers for Rail Code of Practice.

- The review of Health Standards by the NTC.
- The setting up of a National Rail Safety Regulator.

It was through the last of the above projects that Warren made his most important and enduring contribution. Through his considered, pragmatic and convincing positions, he was able to gain the support of Regulators and rail industry representatives for scalable approaches to rail regulation that are practical for volunteer tourist and heritage rail operation without impacting on or diminishing the regulatory environment applicable to the commercial sector. Critically, Warren successfully argued against a requirement that all assessment to be undertaken by Registered Training Organisations (RTO) as the cost of such a measure would be prohibitive for the volunteer sector.

Warren put many, many hours of effort into representing the tourist and heritage rail sector at a national level as he could see the absolute importance of the sector's needs and constraints being heard, recognised and accommodated. Although most of the sector's current participants do not realise it, without the efforts and successes of Warren, it is likely that much of the sector would have been crushed under a much larger regulatory burden.

Steve Strangward, ATHRA Chairman

### **City of Ballarat**

The city has had the honour of supporting Warren's work with the BTM and we are always genuinely encouraged by how professional and engaging the museum is. The museum and Ballarat's historic trams are a significant, living, and much loved part of Ballarat's heritage and it is a credit to the city – only possible because of passionate volunteers and particularly Warren's commitment over an incredible fifty years.

Susan Fayad, Coordinator Heritage and Cultural Landscapes, and John Dyke, Strategic Projects Heritage, CoB.



**Tramway people of the past**

**James Donald:  
Motorman and footballer**

**By Peter Waugh**

James Frederick Donald, born 1903, in Ballarat East, the son of James Donald and Mary Ann Bathurst. He worked in Northcote at the brickworks. A champion footballer, he played in the 1929 Northcote Football Club premiership team when they defeated Port Melbourne in the VFA Grand Final at the MCG in front of a crowd of 17,000 people. Doug Nicholls, the first indigenous person to become a State Governor was also a member of the team.

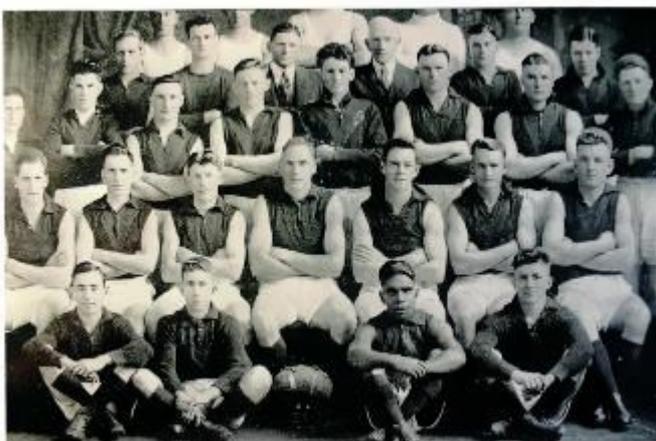
He married in Ballarat in 1937, and had four children. His occupation was given as laborer.

James later became a motorman with the SEC tramway in Ballarat, probably around 1940. He donated part of his wage each week to the employee's Welfare Club. After an accident, he re-ceived such strong support from the Tramway Union branch, that his grandson Chris told me that the Donald family have remained staunch Labor Party supporters ever since. James retired from the tramway in 1963, and died in Ballarat in 1966.

I taught James' grandchildren in Wendouree in the late 1970s. Photos supplied by Chris Donald.



*James Donald as a young man.*



*The Northcote Football Club Premiership team, 1929.*



*James Donald (right), Motorman.  
Ballarat Courier photo.*



Above: No. 38 decorated for the Queen's visit. Photo: Keith Kings, 8 March 1954  
Below: Nos. 38 and 40 at the Grey Street loop. Photo: Noel Simons. 23 November 1962



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