

FARES PLEASE!

August 2023

\$2.50 incl. GST

News from the Ballarat Tramway Museum

WINNER 2023 ATHRA EXCELLENCE AWARD



Our Secretary, Peter Winspur, was announced as the winner of the 2023 Australian Tourist and Heritage Railway Association Award for Excellence. Photo: Lynley Quedley

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ANNUAL GENERAL MEETING

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 19 November 2023, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

- President
- Vice President
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any financial member aged 18 or over and who is entitled to vote at a general meeting may nominate himself or herself; or with the member's consent, be nominated by another financial member.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 29 October 2023.

Nominations may be sent to:

The Returning Officer
Ballarat Tramway Museum Inc.
P.O. Box 632
BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed Ballot Material on the back of the envelope. Any nomination must be consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

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

NEW MEMBERS

- 1081 Ryan McKay of Mt Clear
- 1082 Brett Doig of Eganstown
- 1083 Beth Whiting of Eganstown
- 1084 Don Webb of Eaglehawk
- 1085 Patrick Warfe of Winter Valley
- 1086 Ms Bethanie Innes of Wendouree
- 1087 Mr Simon Innes of Wendouree
- 1088 Mr Brian Innes of Wendouree
- 1089 Mrs Jo-Anne Innes of Wendouree
- 1090 Ms Jacki Metcalf of Bakery Hill
- 1091 Ms Susan McKay of Wendouree
- 1092 Mr William Adams of North Bendigo

NEW JUNIOR SUPPORTERS

- 5111 Liam Doig of Eganstown
- 5112 Edward McHoul of Miners Rest

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land



*Paul Mong presents Peter Winspur with the 2023 ATHRA Award for Excellence
Photo: Peter Waugh August 2023*

BRIDGE MALL REDEVELOPMENT

Bridge Mall, formerly Bridge Street, is undergoing a major rebuild as part of the Bakery Hill Urban Renewal Plan. This involves lifting the pavers and removal of the old road surface. In removing the road surface, the tram-line that originally was part of the Mt. Pleasant and Victoria Street routes was unearthed. This is virtually the last remnant of tram line of the former Ballarat tramway system, other than odd sections that may be in Drummond Street South and Skipton Street.

VALE NEIL ROBE
by Richard Gilbert

Former SEC tram driver Neil Robe passed away recently at the age of 76, leaving us with nostalgic memories of a man who had community spirit and fond memories of being on the job he really liked. He was one of the



*Neil Robe, Ballarat tram conductor and driver
Photo: Lil Butler, August 1971*

‘young blokes’ on the trams and was only 25 when the tram system in Ballarat closed.

He commenced his working life on the railways, I think as a Trainee Engineman, but after a while left that to join the tramways at Ballarat, a job he came to thoroughly enjoy. He had about four years on the trams before they closed from where he went back to the railways, as a Train Conductor.

He came along to the 50th year function for our Museum two years ago, which was held at the Royal Mail Hotel, Sebastopol, well known to tramway employees as the trams terminated right beside the ‘Bar’ door. He was always up for a chat and I would catch up with him at functions of the Retired Railway Employees Association, as I’m President of that group.

His good company and stories of life on the trams will be missed as we lose another of one of those good blokes who made our rides most enjoyable on that friendly, relaxed provincial tramway system.



PHOTO GALLERY



Above: The Britannia Morris Dancers performing at the Museum. Photo: Peter Waugh 2023



Right: BTM President Paul Mong and BTM member Kevin Taig at Puffing Billy, during the ATHRA conference. Photo: Peter Waugh



A tram lineup ready for a video production. Photo: Benjamin Boehle-Mitchell



TRAM 40

LEN MILLAR

Our tram No. 40 made history back in 1971 when it was the last tram to run into the State Electricity Commission depot, marking the end of Ballarat's street tramways. It is currently situated in the new Museum Building "having a rest" in its 110th year.

No. 40 was built by Duncan and Fraser in Adelaide way back in 1913 for the Prahran and Malvern Tramways Trust – one of an order of 11 trams of the maximum traction bogie drop-end and centre combination type. It was P&MTT No. 35 painted in the Trust's livery of dark red and yellow, with two gold-leaf "35" numerals on each apron and "Municipal Tramways" along the sides.

The tram continued with that number after the Trust was taken over by the Melbourne and Metropolitan Tramways Board in 1922. The

M&MTB classified the tram as a "C" class" and it was re-painted in chocolate and cream, and then later in the long-lived green and cream. Tram depot allocation lists show that No. 35 was at Kew depot as at 24 March 1928 and at Camberwell depot on 4 April 1934 and 30 June 1938. While in Melbourne it ran some 1,394,000 kilometres (866,000 miles).

On 13 June 1951, the tram was transported from Preston Workshops on a Yellow Express semi-trailer up to the SEC's Ballarat depot on the north side of Lake Wendouree. It arrived at about 4:00pm on a cool, wet day and was overhauled and then re-painted in the SEC's mid-Bristol green and ivory livery and was placed in service on 4 January 1952. The late Wal Jack recorded in January 1953 that the new Ballarat No. 40 had the roof, trolley bases and poles painted silver – although it is not known how long it had that colour before receiving the usual cream roof colour!



Tram 40, still with M&MTB colours and number at the SEC Depot. Photo: Wal Jack, 1951

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*No. 40 waits at the Lydiard Street gates
Photo: Campbell Duncan, 1971*

No. 40 ably served Ballarat citizens and tourists over the years – but it was to have a significant role to play in 1971. Early in that year the Liberal State Government achieved a majority in both houses in parliament – and was able to instruct the SEC to close its Ballarat’s tramways. The Geelong trams stopped running in 1956, and now it was the time for buses to replace Ballarat’s beloved electric trams. Local bus companies geared up for the task with new buses and routes finalized.

The first tram route to close was that from the city centre out to Victoria Street (then the main road eastwards to Melbourne) and the

Gardens via Sturt Street west. The Western Highway between Melbourne and Adelaide ran through the centre of the city. Bridge Street in the east end of the CBD was quite narrow for an interstate highway, and car and truck traffic numbers were increasing year by year. The Victoria Street and Bridge Street single tram tracks were in the centre of the road, but the long centre plantation along Sturt Street from the CBD westwards out to the City Oval had separated tram tracks adjacent to the plantation. The Sturt Street West section was single track on the south side of the busy road, with a “D” type passing loop. However, City-bound trams had to negotiate the loop by running against the west-bound traffic. A safety issue extra-ordinaire!

Single truck tram No. 31 was the last tram to run in from Victoria Street on Sunday 22 August, and when it headed out to the depot via Drummond Street North it was accompanied by two police cars. For the next two weeks Mount Pleasant services ran to the Gardens Loop via Sturt Street West. Then on Sunday, September 5 bogie cars (with several single truckers helping in convoys) ran the day’s services. No. 39 was the last tram – again assisted by a police car and a convoy of cars.



Sturt Street, Photo: Travis Jeffrey, c.1962



Derailed on the Stone's corner, Bridge Street. Photo: Ballarat Courier, 1964.

This left the Sebastopol and Lydiard Street North lines as the last lines to close.

Tram Nos. 34 and 42 were the last to leave Lydiard Street North, departing from the city to the depot at 10:40pm on Sunday, 19 September. No. 35 left Sebastopol as the last car into the city from that terminus, shunting over the crossover in Lydiard Street North, whilst 40 (followed by 39) headed out from the city as the last cars to Sebastopol. They were accompanied by flour bomb attacks and exploding detonators. A crush load estimated at 200 was crammed on board No. 40, and some 5,000 people were gathered at the terminus outside the Royal Mail Hotel for its final trip – to the depot. At 11:02pm the Mayor of the Borough of Sebastopol, Cr. N Donald, drove No. 40 from the terminus, and

the Ballarat Highland Pipe Band greeted the tram at the borough/city boundary at Rubicon Street. Here Cr. Donald handed over the controls to the Mayor of the City of Ballarat, Cr. Chisholm, who drove it to Sturt Street. All the passengers left the tram here as the last leg of the trip up to the depot was reserved for tramway employees.

The rostered motorman, Herb Knight, handed over the controls to Lou Walker, who was the longest-serving Ballarat driver, with about 41 years' service. About 300 people were waiting at the depot gates for No. 40's arrival, some 25 minutes behind No. 39. No. 40's progress was delayed by speeches, more flour bomb attacks and even removal of the tram's trolley pole from the wire. A large motorcade followed No.



*No. 40 enters the SEC Depot for the last time, 19 September 1971.
Photo: N. L. Harvey & Son*

40 to the depot, and the tram broke through toilet paper streamers strung across the gateway. The tram entered the depot building and the doors were closed – revealing a sign with the words “THE END”!

No. 40 travelled some 805,000 kilometres (500,000 miles) in SEC duties in Ballarat from 1952 to 1971.

But that sad event was not the “end of the road” for No. 40. Three years and three months later, on Boxing Day in 1974, the Ballarat Tramway Preservation Society proudly commenced passenger-carrying in Wendouree Parade within the Botanic Gardens. The official opening of our tramway was on 1 February 1975, when Ballarat Mayor Sir Arthur Nicholson and SEC Chairman Charles Trethowan

drove No. 40 – to the accompaniment of both a highland pipe band and a brass band. I’m “chuffed” that I was there on that momentous day. Eleven days later, No. 40 ran in to our three road depot, driven by Pater Winspur (Cap number 42) and was signed off in the tram’s service and maintenance book “Ran in OK”.

In the ensuing years, No. 40 received timely minor and major maintenance, painting, bell-cord replacement and even periods of time “up on blocks” while the bogies, wheels and motors received necessary attention. Oh, and there was a journey down to Melbourne to run in an Australia Day transport cavalcade in 1980! It ran from the Market Street crossover in Flinders Street out to the Simpson Street crossover in Wellington Parade in East Melbourne, in the company



of a fine line-up of old Melbourne trams. The M&MTB provided two 4-wheelers (“V” class toast-rack 214 and “X” class 676), Bendigo sent down its single trucker No. 19 (originally M&MTB “M” class No. 185) and the Tramway Museum Society of Victoria provided “S” class No. 164. The TMSV also operated its two horse trams along the Simpson Street sidings. No. 40 carried 765 passengers on the day, and the combined Transport Cavalcade patronage numbered 5,282. No. 40 had left our depot for the Preston Workshops on 29 November 1979, and the M&MTB staff at the shops effected some re-wiring and the installation of spare driving and pony wheels to the bogies in our stock to replace the tram’s worn wheels. The tram came back to Ballarat on 15 February and was placed down on new rails installed outside the rear of No. 5 road in the new depot building and pushed in under cover.

Wellington Parade. Photo: John Phillips, 1980



Warren Doubleday and Barry Macandlish assist the crane driver placing No. 40’s motors into the newly refurbished trucks. Photo: Dave Macartney 1985

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The tram was the first tram installed in the new display building and is currently enjoying a holiday (or perhaps we should say “long service leave”) having travelled 15,450 kilometres in the Museum’s ownership. Add 1,394,000 kilometres in Melbourne and some 805,000 kilometres in its SEC Ballarat era, a total of 2,214,000 kilometres. Not bad for a 110 year-old “beastie”. Has your car traveled that many kilometres?



A wet Boxing Day. Photo: Earl Ewers, 1999

ACKNOWLEDGEMENTS:

- Ballarat Tramway Museum Annual Reports and “Fares Please” magazines.
- Warren Doubleday, Museum Services Manager,
- “The Golden City and its Tramways” (Alan Bradley).
- The late Wal Jack.



First tram into the new building. Photo: Peter Waugh

*Below: Opening Day of the BTPS.
Photo: Unknown, February, 1975*





AN INVITATION TO THE ARCHIVES

SUNDAY 22 OCTOBER



*Pamela Waugh at work in the archives.
Photo: Peter Waugh 2023*

We are looking for interested members to join the Museum's Archive Team. Our new building has a huge space devoted to storing, protecting, and cataloguing photographs, postcards, books, documents, and objects relating to the history of the Ballarat tramway. If exploring the amazing collection sounds interesting then we need you to join the team.

We will be holding an introductory day at the Museum on Sunday 22 October, from 11.00 am till 4.00 pm. Lunch will be provided. This day will be an opportunity to discover what the Museum collection holds, and how it is managed. Working in the archives requires a special set of skills, and these will be explored during the day so you can become part of the team.

The BTM was one of the first volunteer museums to be given accreditation by the Australian Museum and Galleries Association (AMaGA) back in 1996. In November we have arranged for AMaGA to run a six day training course for our archiving team at our Museum. This will

cover a range of skills from preservation to digitization. To be involved in the training, volunteers will need to be familiar with the BTM Archive and its systems.

The dates for the AMaGA training days are:

- Tuesday 14 November
- Wednesday 15 November
- Thursday 16 November
- Tuesday 28 November
- Wednesday 29 November
- Thursday 30 November

The Museum relies on its Archive team to not only preserve the items, but also develop displays and exhibitions for our new building. For example in the writing and editing of "Fares Please" we make extensive use of our archives for photographs, and tramway records.



*Our Archivist, Warren Doubleday, AMaGA's
Lifetime Achievement Award winner in 2022,
recognizing his 50 years of work
in creating the BTM Archive.*

Photo: Peter Waugh 2019.

Our new systems will also allow people to work on the archive from home, so this creates a new way to become involved.

If you are curious, interested, want to be involved, or have further questions, please contact peter.waugh@btm.org.au (0420 929 104).



Peter Winspur wins the 2023 ATHRA Excellence Award

By Paul Mong

Peter has been volunteering at the Museum for over 50 years and has taken an active role in the management and governance of the Museum. He is currently our Secretary and Safety Manager.

Peter joined the Museum in July 1971, soon after the formation of the organisation and some two months before the closure of the SEC operated Ballarat tramway system. At the time he was completing his training as an Traffic or Operations Inspector with the Melbourne and Metropolitan Tramways Board. This training has been invaluable to his work with our Museum, in particular for visitor or customer contact, safety, incident response and management.

He was appointed as our Works Foreman when the Museum was preparing the track and overhead to join the new Gardens depot building to the former track in Wendouree Parade. He joined the Museum's Board in early 1974, he has been continuously on the Board since. After the commencement of operations in Dec. 1974, Peter moved to Traffic/Operations. He looked after the electrical overhead for many years and as well as driver training.

"Thanks are particularly due to Peter Winspur for his hard work in training our drivers both from the practical point of training on the tram in Ballarat and in the theory by conducting the written examination, usually in his own house." (Extract from 1975-1976 Annual Report)

He was appointed as Traffic Manager in 1980 responsible for the safe operation of the tramway in Wendouree Parade. For almost all of

his involvement Peter has been compiling the passenger traffic figures, driver and conductors record management, and tramcar kilometres.

Elected as Secretary in 1991, Peter has managed the membership records, correspondence, Board meeting minutes, and Annual Reports. For many years he was the editor of the Museum's newsletter Fares Please!

As Secretary he managed the changes when the Museum went from being a Company Limited by Guarantee to an Incorporated Association. This required the establishment of a new set of Rules for the Governance of the Association and extensive consultation with the Board and the Museum's members.

When rail safety and its accompanying legislation, added more onerous tasks onto volunteer operated rail and tramway museums, Peter took up the documentation and other challenges that this entailed. Documents such as Governance, Operations Management, Driver Training, Health records management, the Safety Management System all had to be written or reviewed. Peter also was involved with the Museum's accreditation under the Victorian Museum Accreditation scheme.

Peter still actively manages the meetings of the Safety and Incident Management Committee and the Annual Rail Safety Report.

Finally he still enjoys his tram driving and interacting with our visitors



CENTENARY OF THE W CLASS

This year is the 100th Anniversary of the introduction of Melbourne's famous W class trams. The Museum will mark the anniversary with a special event to be held on Saturday, 18 November.

The event will be a day-long celebration dedicated to the iconic tram. Planning is still underway, but the day will include operating the the W class fleet, with Melbourne Tramcar Preservation Association's W2 407 and BTM's W4 No. 671.

W7 No. 1029 which has been under restoration will be launched. This tram has been modified to make it wheelchair accessible, and we will be able to officially open our new disability ramp, providing access to tram rides for everyone.

We are also planning to be able to bring in the MPTA's L class tram No. 103 from Haddon. The L class design with its four motors, made for the Prahran and Malvern Tramway Trust, was almost the prototype for the later W class. Only four of these trams are left, and No. 103 is the only one currently operating.



*L class No. 103 at Haddon
Photo: Bob Wilson 2008*

Our normal admission charges will apply, and members will be free. At 12.30 pm, we will



*The BTM's W4 No. 671
Photo: Andrew Mitchell 1980s,*

run the trams in a visually captivating cavalcade, showcasing the different versions of the tram, W2 407, W4 671, W6 939, W7 1029, and the L 103. Free tickets to ride in the cavalcade will be need to be booked through Trybooking.

Our volunteers will also run guided tours of the workshop where you will be able to see the restoration work undertaken by our volunteers. Places on these tours will also need to be booked on Trybooking.

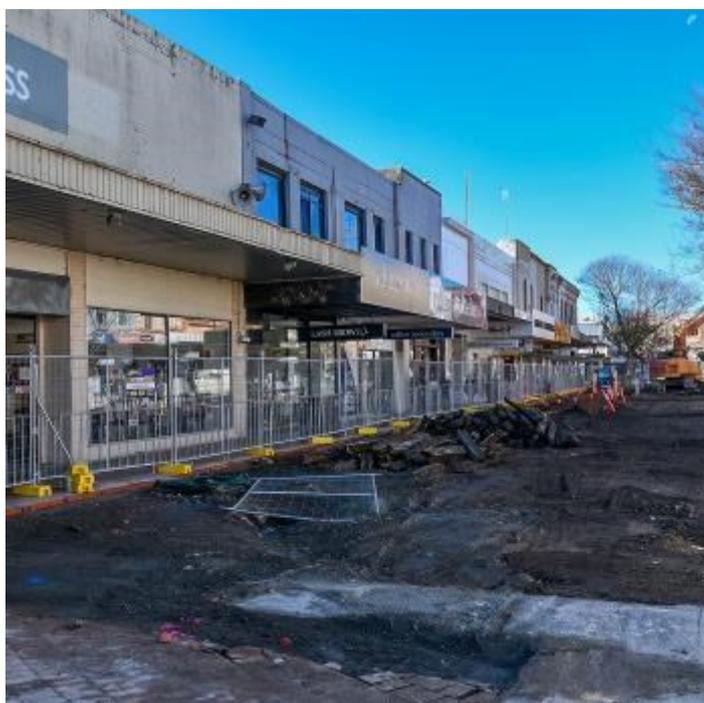
Further details of the day and links to the Trybooking pages will be posted on our website in October, as well as on our FaceBook page.



*W2 No. 407 in Wendouree Parade
Photo: Alastair Reither*



BRIDGE STREET REDEVELOPMENT



*Top photos: Caleb Cluff July 2023
Middle: City of Ballarat 2023 and Wal Jack 1949
Bottom: Peter Fitzgerald July 2023*





VR TRAM DAY

SATURDAY 28 OCTOBER 4.00PM

The VR tram will be operating along Wendouree Parade on Saturday 28 October 2023. This will be a “Members Only” event for the Ballarat Tramway Museum and the Melbourne Tramcar Preservation Association. There will no service for the general public.

The special event will commence at approximately 4.00pm on the Saturday afternoon. Members will meet in the Museum’s theatre for tea and coffee.

We will then board the VR Tram for a trip along Wendouree Parade to St. Aidan’s Drive and then back to Carlton Street. The car then returns to Depot Junction where photographers can alight to form a photo line as we used to do in the 1960’s. The tramcar then returns to Carlton Street for a run past to Depot Junction. Passengers then rejoin the car for another trip to St Aidan Drive. Further op-

portunities for photographs will be available along the track.

Following the tram trip there will be a presentation in the theatre. Chris Phillips will give a brief history of the VR St Kilda to Brighton Electric Street Railway. This will be followed by Tony Smith with an illustrated talk on the restoration of VR 41.

BTM and MTPA Members are then invited to stay for a “Pie Night” with BYO drinks. Richard Gilbert will then present a slide show on the early days of tram preservation in Ballarat.

There will be no cost to members for the event, however to help us with managing numbers and catering, bookings will need to be made via our Trybooking website. Details for this process will be available at the start of October. IF you are aware of anyone who may wish to attend, encourage them to join either the BTM or the MTPA soon.



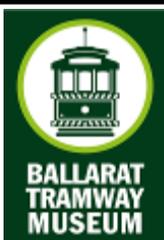
VR No. 41 in Wendouree Parade during testing earlier this year. Photo: Paul Mong



TRAM No. 40



Above: Sturt Street. Photo: Ben Parle 1954. Below: Flinders Street. Photo: John Phillips 1980



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.

Editor: Peter Waugh peter.waugh@btm.org.au

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

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