

# FARES PLEASE!

October 2021

\$2.50 incl. GST

**News from the Ballarat Tramway Museum**

## **The New Museum**



*Photo: Benjamin Boehle-Mitchell, October 2021*

### **Inside:**

- **A 1971 Time Line**
- **W 407**
- **The Geelong tramways: the Ballarat Connection 1**



The Ballarat Tramway Museum has been working to preserve Ballarat's tramway heritage for 50 years. We celebrated the formation of the Ballarat Tramway Preservation Society earlier this year with a lunch at the Royal Mail Hotel in Sebastopol.



*BTPS meeting, September 1972 with George Netherway, Maurie Calnin, Bill Jessup, Richard Gilbert and Hal Cain. Photo: Ballarat Courier*

Our grand plans to remember the closure of the Ballarat tramway in September 1971 unfortunately were cancelled by the COVID 19 lockdown. Our Tramway Celebration Day will be held in 2022 when hopefully we can all get together safely for a big day of heritage transport action.

With the handover of the new building we are now are faced with the task of setting up the new displays. We have come a long way from our first museum display which was housed in-

side Tram 11. We are working with John Challis, an experienced museum designer to create exciting visual displays. This will be an ongoing project as funds become available.



*The first museum displays in Tram 11.  
Photo: Courtesy of Richard Gilbert*

### **2021 Annual General Meeting**

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the new Ballarat Tram Museum building, South Gardens Reserve, on Sunday 21 November 2021, commencing at 2.00pm.

### **New members**

We welcome the following new members

- Jazz Giuliani of Ballarat (1025)
- Martin Bennet of Eltham North (1026)

### **Graeme Inglis**

Sadly one of our foundation members, former board member, and motorman, Graeme Inglis, has passed away. Graeme was present at our lunch at the Royal Mail, and shared stories of the early days of the BTPS. Our sincere condolences to his family.

*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.*



*Official handover of the new building: Pamela Waugh, Peter Waugh, Neville Britton, Sam Boon, Neil Blanchard, Virginia Fenelon, Jim (MKM), Stefan (MKM), Justin (MKM), Paul Mong, Alice Mong, 1 October 2021.*



*New museum entrance, September 2021. Photo: Virginia Fenelon*



*Our 2019 Tram Showcase Day. Photo: Benjamin Boehle-Mitchell*

### **From the President**

After 11 years of planning, I was very pleased on behalf of the museum to be given the keys to our new museum by MKM constructions. The day was a very low-key event due to Covid restrictions which saw some of the members from the project control committee attend. Special thanks must go out to the volunteer committee who saw the project completed from start to finish. The committee was Virginia Fenelon (leader), Neil Blanchard, Neville Britton, Carolyn Cleak, Warren Doubleday, Sam Boon, Paul Mong, Pam Waugh and Peter Waugh.

I would also like to thank our members and the community who have donated funds towards the project. Without your support this project could not have happened, which is not only an asset to the museum but also the community. Now comes the next stage in fitting out the new building and running tracks to it.

2021 continues to be a challenge on the operations front with restrictions preventing us operating our historic trams. However the outlook is looking good for us to reopen sometime in November. Over the past couple of months our volunteers and contractors have continued to work on key infrastructure projects which include track, overhead and tram restoration on 12, 14 & 1029. Another important project that has begun is building a large tram storage facil-

ity at our off-site property at Bungaree. We have partnered up with Victrack and Melbourne Tram Museum to build this large shed that will store a mixed collection of trams.

Work has also continued on the track replacement program with the drawings nearly completed and the tender documents being drafted. The City of Ballarat engineers have been assisting us with the design of the new fan in front of the museum and the drawings for the whole track in Wendouree Pde. I have also placed an order with Beckwith Iron and Steel for new points and with Yarra trams for rail and sleepers. I would like to thank the State Government and the City of Ballarat for their ongoing support on this project.

The BTM is going through an exciting period that will set us up for another 50 years. I would like to encourage our members and friends to continue to support the museum and consider volunteering to help us; with brand new facilities there is no better time to get involved.

Thank you again for your support.

Regards,

Paul Mong

President.



## A 1971 Timeline

By Alan Bradley

*This 1971 timeline looks at the closure of the Ballarat tramway system, and the formation of the Ballarat Tramway Museum, in context with other events 50 years ago.*

5 January – Melbourne: The first-ever One Day International cricket match was played, Australia beating England at the MCG by 5 wickets.

3 February: Australian cricket captain Bill Lawry was sacked as captain and replaced for the final test by Vice-Captain Ian Chappell.

5 February – Apollo 14, the third manned lunar landing by the USA, arrived on the Moon. Alan Shepard became the first man to hit a golf ball on the Moon.



*Alan Shepard on the Moon in 1971. In 1961 he was the second person to travel into space.*

*Photo: Project Apollo Archive, Wikimedia Commons*

17 February – Sydney: England won the final cricket test against Australia at the Sydney Cricket Ground and regained the Ashes.

21 February – Santos, Brazil: The last two tram routes were closed.

8 March – New York, USA: 8 March – Joe Frazier defeated Muhammad Ali at Madison Square Garden, in the first of three epic bouts between

the two, to retain the World Heavyweight Boxing Championship.

10 March - Canberra: Prime Minister John Gorton voted himself out of office. William McMahon was elected by the Liberal Party to replace him.

13 March – Kobe, Japan - The Sanko Electric Tramway was closed

19 March – Barcelona, Spain: The final closure of the municipal tramways was marked by a procession of 20 trams.



*Restored tram in Barcelona.*

*Photo: AlfvandBeem, CC0, Wikimedia Commons*

23 March - Brussels, Belgium: Rioting farmers protesting against Common Market policies set fire to PCC car 7124 and works car 24.

26 March to 16 December: The Bangladesh Liberation War, which caused thousands of civilian deaths, resulted in Bangladesh being formed from the former East Pakistan.

**18 April - Ballarat:** The Lake Wendouree Tramways Museum Committee was formed at a public meeting at the Brown Hill Hall called by the Brown Hill Progress Association to discuss a proposal to retain part of the tramway track in Wendouree Parade.

25 April – Copenhagen, Denmark: 104 years of tramway operation on route 7 came to an end when the service was converted to bus operation. *(The final tram route in Copenhagen closed on 22 April 1972.)*

## 6 FARES PLEASE!



**29 April – Melbourne:** About 60 people attended a public meeting at the Victorian Railways Institute in Flinders Street, in which it was decided to preserve part of Ballarat's tramway system.

May – Brussels, Belgium: On a hot day a tram with all its windows opened passed a high-pressure hose carrying liquid cement to a metro construction site. The hose burst and 23 passengers were covered in liquid cement.

**30 May – Ballarat:** The Ballarat Tramway Preservation Society was formed at a meeting held at the Lower Civic Hall.

30 May - Madrid, Spain: The centenary of the Madrid tramway system was celebrated by a short ceremony. Decorated trams 1160 and 477 were used for a short tour. No. 477 was last used in the 1965 film “Dr Zhivago”. (*Tram services in Madrid ceased on 1 June 1972.*)

June to August: The tour of Australia by the South African rugby team was marked by loud and violent demonstrations by anti-apartheid activists. This led to the cancellation of the 1971-72 South African cricket tour.

29 June – Isle of Man: The new Snaefell Mountain Railway tram No. 5 made its first trial run. (*No. 5, originally built in 1895, was rebuilt with a new body on its original underframe and trucks in 1971 after a fire had destroyed its original bodywork.*)



*Snaefell Tram No. 5*  
Photo: Andrewrabbott, CC BY-SA 3.0,  
Wikimedia Commons

2 July – London, UK: Evonne Goolagong won the Wimbledon Women's Singles tennis final against fellow Australian Margaret Court.

2 July - Beijing, China: Opposition Leader Gough Whitlam led the first Australian political delegation to Communist China.

3 July – London, UK: John Newcombe won the Wimbledon Men's Singles tennis final against Stan Smith of the USA.



*John Newcombe, 1965 Dutch Open*  
Photo: Ron Kroon, CC0, via Wikimedia Commons

3 July – Paris, France: Jim Morrison, lead singer of The Doors, was found dead in a bath tub aged 27.

6 July – New York, USA: Louis Armstrong, jazz trumpeter, bandleader and singer, died at the age of 69.

9 July - Beijing, China: US national Security Adviser Henry Kissinger arrived on a secret visit to make arrangements for President Richard Nixon's 1972 visit to China



*Jim Morrison, 1969*

*Photo: Elektra Records, Public domain,  
via Wikimedia Commons*

10 July: “Eagle Rock” by Daddy Cool reached No. 1 on the Australian charts and stayed there for 10 weeks (the most number of weeks at No. 1 for any song that year).

22 July – Adelaide: H class car No. 364, the first tram to be refurbished in a red and grey livery, re-entered service on the Glenelg line.

30 July - Apollo 15, the fourth manned lunar landing by the USA, arrived on the Moon.

1 August – New York, USA: The Concert for Bangladesh took place at Madison Square Garden. Organised by former Beatle George Harrison, and featuring Ringo Starr, Bob Dylan, Leon Russell, Billy Preston and Eric Clapton, it was the first rock charity concert.



*The train derailment at Bungaree, 1971  
Photo: Ballarat Courier*

20 August – Bungaree: Nine out of 12 carriages on the “Overland” derailed near Bungaree Station. Eight passengers were injured, and the main Melbourne-Ballarat railway line was blocked for two days.

**22 August - Ballarat:** The first tramway closure took place on the Victoria Street and Gardens via Drummond Street North lines. No. 31 was the last tram from Victoria Street.

28 August – Milan, Italy: The first eight-axle articulated tram No. 4801, 29 metres long with a total capacity of 332 passengers, was presented to the media.

**5 September - Ballarat:** The second tramway closure took place on the Mt Pleasant and Gardens via Sturt Street West lines. No. 39 was the last tram from Mt Pleasant.

11 September - Moscow, Soviet Union: Nikita Khrushchev, former premier of the Soviet Union, died at the age of 77.

**19 September - Ballarat:** The final tramway closure took place on the Lydiard Street North and Sebastopol lines. No. 40, the last tram from Sebastopol, was driven by the Mayors of Sebastopol and Ballarat on its final journey.

**20 September – Melbourne:** Ballarat tram No. 36 ran on Melbourne tracks as a promotion for Ballarat during Tourism Week.

25 September – Melbourne: Hawthorn defeated St Kilda to win the VFL Grand Final at the MCG 12.10 (82) to 11.9 (75)

11 October: Former Beatle John Lennon released the iconic single “Imagine”.

2 November – Washington USA: Sonia McMahon, wife of Prime Minister William McMahon, captured international attention when she wore a daring full-length dress to a White House reception, with a long slit down the sides revealing her legs.

6 November – Aarhus, Denmark: Tramway services operated for the last time. An official farewell ceremony with decorated trams took place the next day.

## 8 FARES PLEASE!



7 November - Nui Dat, South Vietnam: Australia's combat role in the Vietnam War (which began in 1965) ended today when 1100 men of the 4th Battalion withdrew. The entire base was turned over to the South Vietnamese army.



103 Field Battery, Royal Australian Artillery, Nui Dat, 1966 Photo: Australian War Memorial Public domain, via Wikimedia Commons

8 November – London, UK: – Led Zeppelin released the album Led Zeppelin IV which became the biggest-selling album of 1972, and the fourth best-selling album of all time. The album featured "Stairway to Heaven", the band's signature song.



South Gardens Reserve, 1971  
Photo: Ballarat Courier

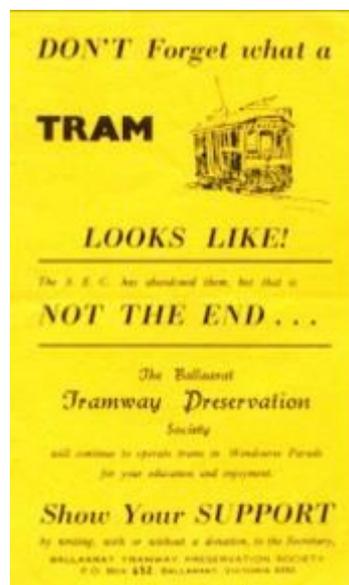


Mariner 9.

Photo: NASA Kennedy Space Center (NASA-KSC), Public domain, via Wikimedia Commons

14 November – Mars. The US Mariner 9 spacecraft became the first spacecraft to enter the orbit of another planet. (*Mariner 9 took pictures of Mars until October 1972, and remains in the Mars orbit as a derelict satellite.*)

**22 November - Ballarat:** The Ballarat City Council gave the BTPS permission to build a tram depot in the South Gardens Reserve, south of the Fish Hatcheries.





## Tram 407

By Dave Macartney

W class No. 407 was built at the newly opened Preston Workshops and entered service on 5 October 1926. This was the year of the Swanston Street electrification, and the new rolling stock was much in demand. 407 appears to have spent its entire working life at the Malvern Depot. It was updated to W2 specification in May 1931. It lived a life of quiet anonymity until 19 May 1968, when it was selected to operate the Tramway Museum Society of Victoria W2 tour.

407 was to operate as the ferry car on a tour of various depots. Beginning at South Melbourne, it visited in turn Glen Huntly, Malvern, Camberwell, Kew, Preston, and back to South Melbourne. From each depot, another W2 would run out and back to a local terminus, to demonstrate different features between individual cars in what many people considered to be a single identical class. The local trams involved were 567, 585, 547, 332, 436 and 233. Apart from differences in body design, four different types of motors were utilized, as well as three different types of controllers.

The tour was not particularly well patronized, as many members thought that a W2 was a W2 and that was that! On the day the tour started in poor weather, which got progressively worse as the day wore on. The final segment from Preston to South Melbourne was run with all six weather blinds down.

407 returned to its life of obscurity at Malvern until the early 1970s when it suffered severe body damage, and for a while looked like a candidate for scrapping. The powers that be decided that it could be salvaged with a little help from the W2 259, which had recently been withdrawn and was stored at Thornbury. It had been built in 1924 at the old Holden Street Workshops, under very different conditions to those prevailing at Preston, so the resulting 407/259 hybrid has some very unique features.

With the wholesale culling of the W2 fleet in the early 1980s, 407 found its way to Haddon in

1982, for a whole new chapter in its long life. It has been on loan to Ballarat since February 2020 while 661 is put of service, although the COVID 19 shutdown has meant it has only seen limited use. The transfer has been particularly welcomed by a small group within the Ballarat Tramway Museum who hold the Thomson Houston Model 265D motor in high esteem. These comparatively small but fast revving and extremely noisy motors are a constant talking point within the group, with incomprehensible jargon about Thomsons, pan handles, coffee grinders and numbers, numbers and more

numbers designed to confuse the general public and many of our own members who have yet to be initiated into this obsessive behaviour. At last, the howl of BTH motors will be heard within the streets of Ballarat!



W2 407 in the BTM depot, 2020  
Photo: Peter Waugh



---

**While we were closed**



*Karl and Simon fitting new insulators on the overhead with our new platform truck. The insulators were given to us by the Melbourne Tramcar Preservation Association at Haddon, part of the continuing cooperation between members of COTMA.*

*Photo: Paul Mong*



*Painting has started on Tram 12. Photo: Alastair Reither*



# The Geelong tramways: the Ballarat connection.

By Alan Bradley

## Part 1

### Preamble

This article has been inspired by the sight of Geelong tram No. 2 operating for members on AGM day 2020, 64 years after it last operated in Geelong. There are plenty of links between Ballarat and Geelong, dating back to the early days of European settlement. Those links remained strong during the era of tramway operation.

What is the connection between the Ballarat and Geelong tramways? Read on. (*Refer to List of Abbreviations at end of article.*)

### Growth of Geelong

The Wathaurong indigenous people of the Geelong area called the bay “Jillong” and the surrounding land “Corayo”. Somehow the land is now named Geelong and the bay Corio. Anglicized versions of Wathaurong words were used for streets where trams later ran including Moorabool, Gheringhap and Malop Streets, and Corio Terrace.

Geelong was first settled in 1837, only two years after the settling of Melbourne. In 1838 the Yuille cousins left Geelong looking for land and settled around the future site of Ballarat. Within a few years the Raglan Road, the stock route from Geelong to Adelaide, followed the course of what is now Sturt Street, well before there was a township at Ballarat.

Geelong’s population increased from 450 in 1841 to 8,000 in 1851, and it was now the fifth largest town in Australia. But a long sandbar across the entrance to Corio Bay prevented the entrance of large ships, and this impacted Geelong’s development for many years.

During mid 1851 Geelong was used as a base for the earliest Victorian gold discoveries at Buninyong, Clunes and Ballarat. For gold seekers from around the world the walk from Geelong to the Ballarat goldfield was shorter and less hilly than the walk from Melbourne. Some Melbourne merchants became so concerned that they produced a map of Victoria for potential gold seekers that showed Melbourne closer to those goldfields than Geelong.



*Colonial era Geelong.  
Photo: Geelong Historical Society*

The Barwon River at Geelong is said to have changed its colour during the Ballarat gold rush, due to the washing of gold-bearing clay in the Yarrowee Creek. The yellow water eventually flowed from the Yarrowee into the Leigh River, and then the Barwon.

The population of Geelong trebled in the three years since the discovery of gold to 20,000 in 1854, a third of Melbourne's population, and there was optimism that Geelong might be able to eclipse Melbourne. The first coaches began running in 1854 between Geelong and Ballarat, the trip taking nine hours. Ballarat’s first railway was the line from Geelong, opened in 1862 – the main line from Melbourne was not opened until 1889.



*Geelong tramway depot, November 1936*

Ballarat's population, fluctuating with the fortunes of gold mining, grew to 46,000 by 1891. But Geelong stalled after the 1850s, and grew slowly to 24,000 in 1891. It preferred the nickname "Pivot City" in reference to its being the central hub for shipping and rail to Melbourne, Ballarat and the Western District. But another, more contemptuous nickname "Sleepy Hollow" took decades to throw off.

The City of Ballarat opened its horse tramway system in 1887. Over the next few years Geelong considered proposals to install trams powered either by batteries or overhead wires. But these proposals came to naught, and Geelong had to wait well into the new century for its tramways.

But the tide soon turned for Geelong. In 1893 the Hopetoun Channel was at long last opened through the bar into Corio Bay. Geelong began to develop as a significant shipping port as vessels

could now access its sheltered, deep anchorage. While Ballarat's population declined from 49,000 in 1901 to 42,000 in 1911 (due mainly to the decline of the gold industry), Geelong's increased from 25,000 to 29,000. There were further signs of its growing importance: the opening in 1907 of the first sewerage scheme outside Melbourne; its nomination as a city in 1910 (40 years after Ballarat became a City); and the opening of the first automatic telephone exchange in Australia in 1912.

### **Trams come to Geelong**

In 1901 the Melbourne Electric Supply Company (MESCo) began production and distribution of electricity in Geelong, and later that year introduced electric street lighting to replace gas lighting. In 1908 (three years after electric trams began running in Ballarat) an agreement was signed between MESCo and the councils for the purpose of introducing an electric tramway system.



In 1911 work commenced on the building of the tram track, depot and tramcars. The Geelong track was laid on concrete stringers rather than the traditional wooden sleepers – and as in Ballarat this method would prove troublesome due to subsidence of the track.

The first seven trams were built by Duncan & Fraser of Adelaide (who had built all of Ballarat's horse and electric trams to that time). These cars, unlike Ballarat's were newly-built rather than rebuilds of surplus Sydney trams, and far more solidly built. The new trams (numbered from 1 to 7) were of a California combination "straight sill" rather than drop-end type. This meant high steps, difficult for women wearing tight hobble skirts<sup>1</sup> to board. Four open toastrack style trailers (for use at peak loading) were purchased at the same time and numbered 1 to 4.

On 10 January 1912 tram No. 4 ran the first trial trips, and two days later ran further trials, this time with three mayors and local councillors on-board.

The first two Geelong routes, from the city terminals at the Wharf and the Railway Station to Newtown and West Geelong were opened on 14 March 1912. Geelong became the last Australian city to begin tramway operation. A formal opening ceremony was held involving four decorated trams: one each for Geelong City, Newtown and Chilwell, Geelong West, and the

Company. The Mayoresses of Geelong, Newtown and Chilwell, and Geelong West each drove their decorated tram and cut a ribbon to allow entry into their municipality.

As well as the tram lines to Newtown and Geelong West, the MESCo commenced a bus service to lightly-populated East Geelong. Three Milnes-Daimler buses with saloon bodies by Duncan and Fraser operated the service, with passengers paying fares to the driver. One road at the depot was reserved for the three buses. But the solid-tyred buses running on poor roads gave a rough ride for passengers. East Geelong locals looked forward to one day having a tram service – but would have to wait until 1923.



*The Geelong Depot, 1926. Photo: Keith Kings*

In 1913 the line was finally opened along Moorabool Street to the Barwon River Bridge at South Geelong after the MESCo agreed to contribute to the cost of building an embankment and railway bridge to cross Moorabool Street. The new service required more trams. Two of the toastrack style trailers were motorised, numbered 11 and 12, and came into service late in 1913. Three further trams identical to the first seven were ordered but did not arrive until 1915; they became Nos. 8 to 10. Around the same time Ballarat ordered three further trams – the last new cars to enter service

## 14 FARES PLEASE!



there – whereas Geelong ordered many more new tramcars over the next decade.

In 1915 the Great War was on, and patriotic fervour was high. “Streets are gaily decorated, and trams and other vehicles are carrying flags”<sup>2</sup>. A decorated recruiting tram, with the City Band on board, travelled over the routes to entice young men to attend a "Come on Geelong" recruiting rally at the Mechanics' Hall.

### References and notes

1. *Hobble skirts were a short-lived fashion trend that peaked between 1908 and 1914.*

2. *Herald 30/7/1915*



*Meadowbank car No. 28 in 1955, still in 1930s SEC colours, in Geelong one-man style with folding gates.  
Photo Keith Kings 21 August 1955*

The December issue of “Fares Please” will continue with the next part of Alan’s article.  
The full article will eventually be available in full in a special publication.

## Caption contest

The caption contest in the August issue for the photo below was won by Greg King:



*“ Oh Paul, thank you so much for letting me join ”*

A suitable prize shall be awarded to Greg.

This issue’s caption contest will be for this photo of No. 38.

Send your entries to:  
[peter.waugh@btm.org.au](mailto:peter.waugh@btm.org.au)



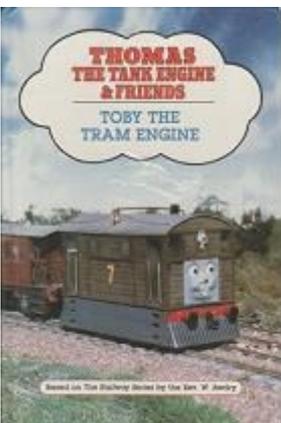
*Add your own caption*



## Steam trams

Ballarat began as a horse powered tramway and later was changed to electric trams. The Ballarat councils did think about using steam powered trams but they did not want dirty little steam engines in the city streets.

Many of you will be familiar with steam trams from the Thomas the Tank Engine books by the



Rev. W. Awdry. The author and his son first saw a steam tram at Great Yarmouth harbour in England in 1951. This inspired the character of Toby, and his carriage, Henrietta. They come to work on a branch line on the Island of Sodor, following the closure of their tramway.

Steam trams were small locomotives made for work on street tramways. They were limited to speeds of about 15 kph. They were designed to reduce the amount of smoke and steam from the engine. They often used coke instead of coal to reduce the amount of smoke. Most of the moving parts had to be safely hidden away from other street users. Like trams, many had a driver's cabin at each end.

There were several places in Australia that had steam trams, including Sydney, Newcastle, Maitland, Broken Hill and Rockhampton. In Victoria, steam trams operated in Bendigo until the system was electrified on 1903. At Sorrento there was a steam tram which carried tourists from the ferry through the town to the back beach. This closed in the 1920s.

In Australia, the Valley Heights Steam Tramway, west of Sydney on the way to Katoomba, is a museum dedicated to the preservation of the NSW steam tramways. It is open to the public on the second and fourth Sundays of each month. The highlight is Sydney steam tram motor 103A, built 1891.

Follow the link for a steam tram puzzle: <https://motat.fun/get-your-puzzle-fix-motat-tram-100-jigsaw/>



Sydney steam tram 103 A at Valley Heights. Photo: Blue Moses, Wikimedia Commons



*Signwriting for Tram 12. Photo: Alastair Reither*



*Remembering 50 years since the tramway closure, 19 September 1971. Photo: Warren Doubleday*



**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.

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

The Secretary, P.O. Box 632, Ballarat, Vic, 3353 Phone / Fax 61 3 5334 1580

E-mail: [info@btm.org.au](mailto:info@btm.org.au) Web page: [www.btm.org.au](http://www.btm.org.au) Facebook: [www.facebook.com/btm.org.au](https://www.facebook.com/btm.org.au)