

# FARES PLEASE!

April 2022

\$2.50 incl. GST

**News from the Ballarat Tramway Museum**

## Open!



*The Opening Day Crew: Christine Hickson, Andrew Bayley, Rohan McMaster, Chris Phillips, Virginia Fenelon, Peter Waugh, Kathy Thomas, David Fennell, Peter Winspur, and Pamela Waugh. Photo: Arthur Adams*

*New tracks along Wendouree Parade. Photos: Alastair Reither*





### Track replacement

The BTM received two grants, one from the State Government and one from the Federal Government which will fund the replacement of Wendouree Parade trackwork. Following a formal tender process by the City of Ballarat for the replacement of the remainder of the existing track in Wendouree Parade and other works, the contract was awarded to Fulton Hogan. This company did the first stage of work between Carlton St and Depot Junction in 2019 and undertakes work for Yarra Trams. Work commenced on 28 March with the installation of fencing. It is expected to take about two months. To facilitate construction, rail, sleepers, point castings and crossings were pre-ordered by the Museum to shorten the initial procurement process. Included is the construction of a new curve at Depot Junction and trackwork to the new Museum. Point castings are by Beckwith Iron and Steel, a Coburg company with long experience of doing castings.

The last tram over the 1905 rails ran on Sunday 29 March. Gavin Young, assisted by Peter Winspur, drove the tram—Gavin drove the first tram for the BTM back in 1974.

### New Members

We welcome the following new members to the Ballarat Tramway Museum. Several have already begun volunteer training.

- 1033 Mr Eddy Jarecki, Golden Point
- 1034 Mr John Towler, Alfredton
- 1035 Mr Kenneth White, Ballarat
- 1036 Ms Christine Hickson, Redan
- 1037 Mr Bryan Putt, Ballarat East
- 1038 Mr Floyd Bromley, Hampton
- 1039 Mr Michael Sainsbery, Burwood East
- 1040 Mr Toby Baldwin, Wendouree
- 1041 Mr Maxwell Woodland, Vermont South
- 1042 Mr Greg Allingham, Lake Gardens
- 1043 Ms Robyn Kamer, Mitcham
- 1044 Ms Gabriele Boehle, Canadian

### New building opens

Our new display building opened the doors quietly to the public on Saturday 2 April 2022. A grand opening is planned for later in the year when the new track work is completed.



*The first visitors into the new building, Keith and Helen from NSW, are welcomed by Project Manager, Virginia Fenelon'*

*Photo: Peter Waugh*

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.



Track work, April 2022. Photos: Alastair Reither, Paul Mong and Peter Waugh





With the tracks being replaced in Wendouree Parade, we are not able to operate our normal tram service. Instead museum visitors are able to take a guided tour of the displays and workshops, and enjoy a complimentary cup of tea or coffee. Our volunteer crews are all being trained in how the new building will operate.

Challis Designs completed the final stage of the museum displays on 8 April. We have applied for a State government grant to create new interactive displays, and hope to know before the next issue whether we have been successful.

Special thanks to the Project Team who have worked since October to have the building ready for opening—Peter Waugh (Facility Manager), Virginia Fenelon, Neil Blanchard, Pamela Waugh, Chris Phillips, Sam Boon, Carolyn Cleak, Neville Britton and Warren Doubleday.

### **Begonia Festival**

A very successful Begonia Festival took place over the March Labour Day weekend. The City of Ballarat contracted the Museum to run a free tram service from 9.30am to 5.30pm with between two and five trams being used. Over 8600 passengers were carried.

We had great communication with the COB safety officer this year and we could run trams from St Aidans to the loop right up to the start of the parade when we had to turn off the overhead. Having the five trams stowed at the loop before the parade enabled us to maximise loading as soon as we had the clearance. Loading was heavy and we really needed the 4th bogie car over the weekend but we managed well thanks to all of our volunteers!



*Trams, crowds and traction engines at the 2022 Begonia Festival. Photo: Benjamin Boehle-Mitchell*



2022 Begonia Festival service trams at St. Aidan's Drive. Photo: Benjamin Boehle-Mitchell

## Tram 34 comes home

Over two days, Ballarat 34 was transported from the AETM St Kilda Museum to the Melbourne Tramcar Preservation Association's facility at Haddon where it will be refurbished and made ready for use in Wendouree Parade once again. A small crew from Ballarat travelled to Adelaide, loaded the tram with the assistance of AETM Members on Monday 8 March and offloaded it the following day. Transport was by Australian Train Movers.

The June issue of "Fares Please" will be about the tram and the plans for it to return to service.

## Tram 14

The tram has been out of service for some time, and been in the workshop for painting and maintenance. However one armature needs to be rewound, so it will be a while before it returns to service.



Phil Smythe adding decals to Tram 14.  
Photo: Alastair Reither



### Tram 33

By Len Millar

Most of us have a favourite tram. I grew up in Camberwell, and my favourite Camberwell De-



*Tram 520 in Elton John's garden.  
Photo: From Rosemary Verey's TV show*

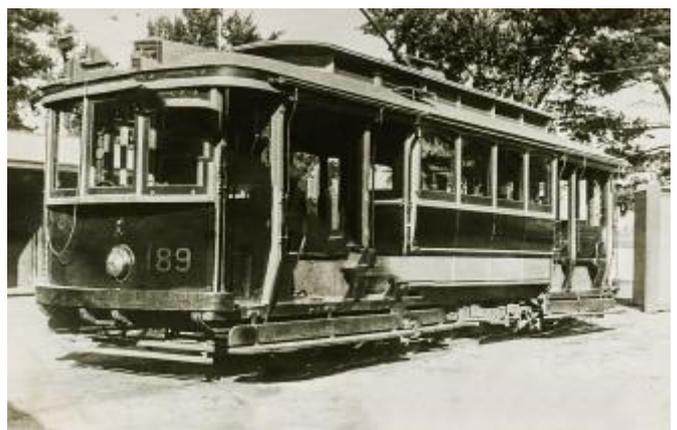
pot trams were No. 520 and No. 923.

No. 520? I was coming home from shopping with my mother on 520 one day around 1950, and as the tram stopped at Leura Grove, I fell over in the rear saloon and spilled a bag of butter beans. If my memory is correct, 520 was one of the few W2s to have no headlights at the time. Instead it had dash canopy lighting (like the original SW6s). Several decades later, some famous English pop singer (Elton John) apparently travelled on No. 520 down Collins Street when he was visiting Melbourne. He headed into the Tramways Board head office and bought the tram. How dare he! I wanted to buy it - one day when I was rich! No. 520 now sits in Sir Elton's Windsor estate outside London. I liked No. 923 (also a Camberwell depot car) too because between 1951 and 1958 it was painted in two-tone blue with signage recruiting for the-then Citizens Airforce. Perhaps as a sign of my devotion to these two Melbourne work-horses, my last car's number plate was "520-923". Sigh!

My favourite Ballarat tram? No. 33! When I joined the Ballarat Tramway Preservation Society in 1990 it was still wearing its State Electricity Commission dark green and cream livery – the dark green having a smidge of brown included. No. 33 was the last single trucker that we painted – and we even had new "Twin Lakes" signs made which were mounted below the headlights at each end. Twin Lakes was a small tourist park south of Ballan (which closed some years ago. In its last SEC days, No. 33 carried these Twin Lakes signs – so we have respected a bit of 33's history into the future.

The tram ran quietly and smoothly, and when I became a driver I learned that the controllers and brakes worked like a dream. Oh, and I liked the symmetry of the numbers 33. Two of our drivers have cap numbers 33 – Phil Bertram and Gary Davey. Lucky them!

No. 33 used to run in the streets of Melbourne for 15 years. It was built by Duncan and Fraser in Adelaide in 1918 for the Hawthorn Tramways Trust. However, mechanical and electrical components were in very short supply during World War I and it was acquired by the Footscray Tramways Trust in 1919. At that



*Tram 33 (as No. 189) on arrival in Ballarat, August 1935. Photo: SEC (Btm 1356i1)*

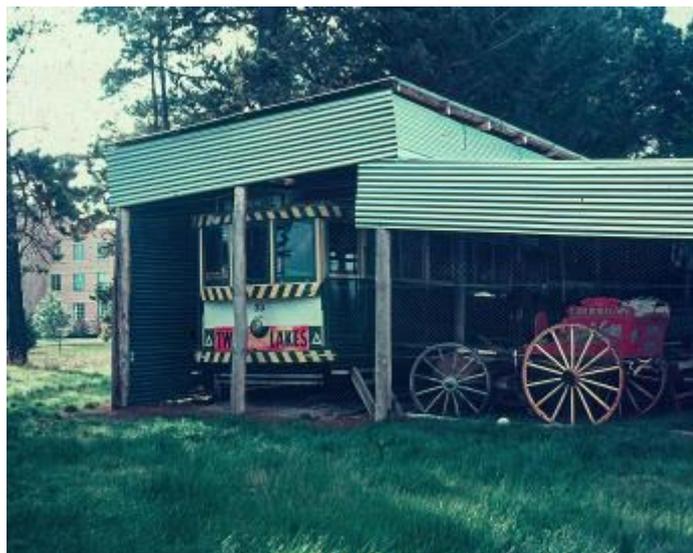
time, the Melbourne and Metropolitan Tramways Board had taken over the several municipal Tramways Trusts and the seven trams actually were allocated to the Hawthorn Tramways



No. 33 in Sturt Street, 15 May, 1971. Photo: Doug Colquhoun, (Btm 4425i)



No. 33 departs Ballarat for Hamilton, 2 October 1971. Photo: Ballarat Courier (Btm 3768i)



*Tram 33 at the Hamilton Pastoral Museum  
Photo: Lilian Butler, c.1972*

Trust depot which was hard-pressed coping with increasing patronage with too few trams to meet demand. According to our web-site, No. 39 was sold/transferred to the Footscray Tramways Trust, which was then under construction. Our No. 33 became Hawthorn No. 39, but when the M&MTB rationalized the classification of its disparate fleet, it became “M” class No. 189. No. 189 was allocated to Malvern depot as at March 24, 1928, and was still there 15 months later. Our web-site also notes that No. 189 was used as a freight car from June 30, 1930. As at June 9, 1934 it was stored at Malvern depot – no doubt due to the ever-increasing numbers of W2s being churned out by the Board’s Preston Workshop.

No. 189 (along with other “J” and “M” class trams) was sold to the State Electricity Commission in 1935, and it was un-loaded at Ballarat station on August 12 of that year. It had travelled 291,253 kilometres (182,033 miles) in Melbourne’s streets. No. 33 (as it now was numbered) was originally painted by the SEC in Dark Green and Cream, but the livery was altered to the final SEC livery of Mid-Bristol and Cream. The tram’s configuration was altered to its present format suitable

for one-man operation, with doors at the four corners of the tram in November of that year. It turns out that No. 33 was the last SEC tram in Ballarat to have the old SEC Dark Green and Cream livery. It re-entered service on October 22, 1951.

From the accompanying photographs, you can see that 33 is a single-truck, drop end, open “California” combination car. As built it had seating for 38 passengers and could cope with 59 standees. It has Brill 21E trucks with a 2.286 metre (7’6”) wheelbase, and is powered by two General Electric 37kW (50h.p.) motors. It is fitted with two General Electric K36J controllers. As built, it weighed 12.2 tonnes (11.99 tons) and is 10 metres (31’10”) long. In SEC service, No. 33 travelled approximately 1,512,130 kilometres (939,620 miles).

When the SEC trams ceased operations in 1971, No. 33 was trucked off to the Hamilton Pastoral Museum in Western Victoria, but on 24 April 1977, we extracted 33 from its shed in Hamilton and the next day it was trucked to our off-site shed at Sebastopol where it sat beside our No. 661 and No. 671 that we’d acquired from the M&MTB. On 11 December 1978 the tram



*Tram 33 at the Tram Showcase, Ballarat 2018.  
Photo: Peter Waugh*



landed back on the old SEC tram track in Wendouree Parade. We were the new owners! At 11.45 am on that day No. 33 was pushed into our depot by No. 27. A few days later work commenced on getting it back into service. Internal signs were replaced, light bulbs fitted, the motorman's seats were replaced and destination boxes fitted. On December 16 the tram ran under power along our access track around 5 o'clock. Then on the 24th, No. 33 did five trips along the Parade and was signed in "OK", requiring only some minor adjustments to the compressor governor!

Our car record book shows that a few months later No. 33 de-wired twice just north of the passing loop – the second time the trolley pole landed down on the road. On January 9, 1994 I drove No. 33 on my own for the first time in service, completing 24 trips. It must have been a long day! The tram's record shows that Darren Hutchesson did 29 trips on March 23, 1994 – which appears to be the still-standing record. Over the years in our care, No. 33 has received regular minor and major servicing, and various items of equipment of the tram have received careful attention. In April 2019, No. 33 was jacked up from its truck, which was despatched over to Bendigo Tramways Workshops for wheel turning, journals thermal sprayed, new white metal bearing installed and brake hanger cups replaced. Then in July the compressor was removed and received necessary repairs. The truck



Tram 33. Photo : Benjamin Boehle-Mitchell, 2019

returned from Bendigo on December 9 – and the body was lowered down onto the good-as-new truck.

No. 33 earned its keep during the COVID lockdowns under altered running arrangements whereby tickets were purchased at the Museum, then the tram went north to St. Aidans Drive, back south to Carlton Street and then back onto the depot fan for another load of masked passengers. No. 33 was also busy during the 2022 Begonia Festival. As at June 30, 2020, it had travelled 46,775 kilometres up and down Wendouree Parade for us, and since that last reckoning it has done between 1,500 and 2,000 kilometres. So rounding that to 50,000 kilometres, No.33 has done a grand total of around 1,853,000 kilometres in Melbourne and Ballarat.

I did quite a few trips at the front end of No. 33 during "the Begonias" over this year's Labor Day weekend – and I still love the tram!

**Acknowledgements:**

- "The Golden City and its Tramways" by Alan Bradley, 2005;
- "Last Tram at 11" by William F. Scott, 2008;
- "Destination CITY" (Fifth Edition) by Norman Cross, Dale Budd and Randall Wilson, 1993;
- BTM Archives;
- The late Wal Jack
- Warren Doubleday.



Tram 33 as our Night Tram, August 2015  
Photo: Peter Waugh



## Ballarat Streets

### Sturt Street - (Part Two)

By Peter Waugh

Sturt Street is the main thoroughfare of Ballarat and all tram routes included Sturt Street for some of their journey. This is the second in a series of articles about the history of Sturt Street.

#### The Gardens

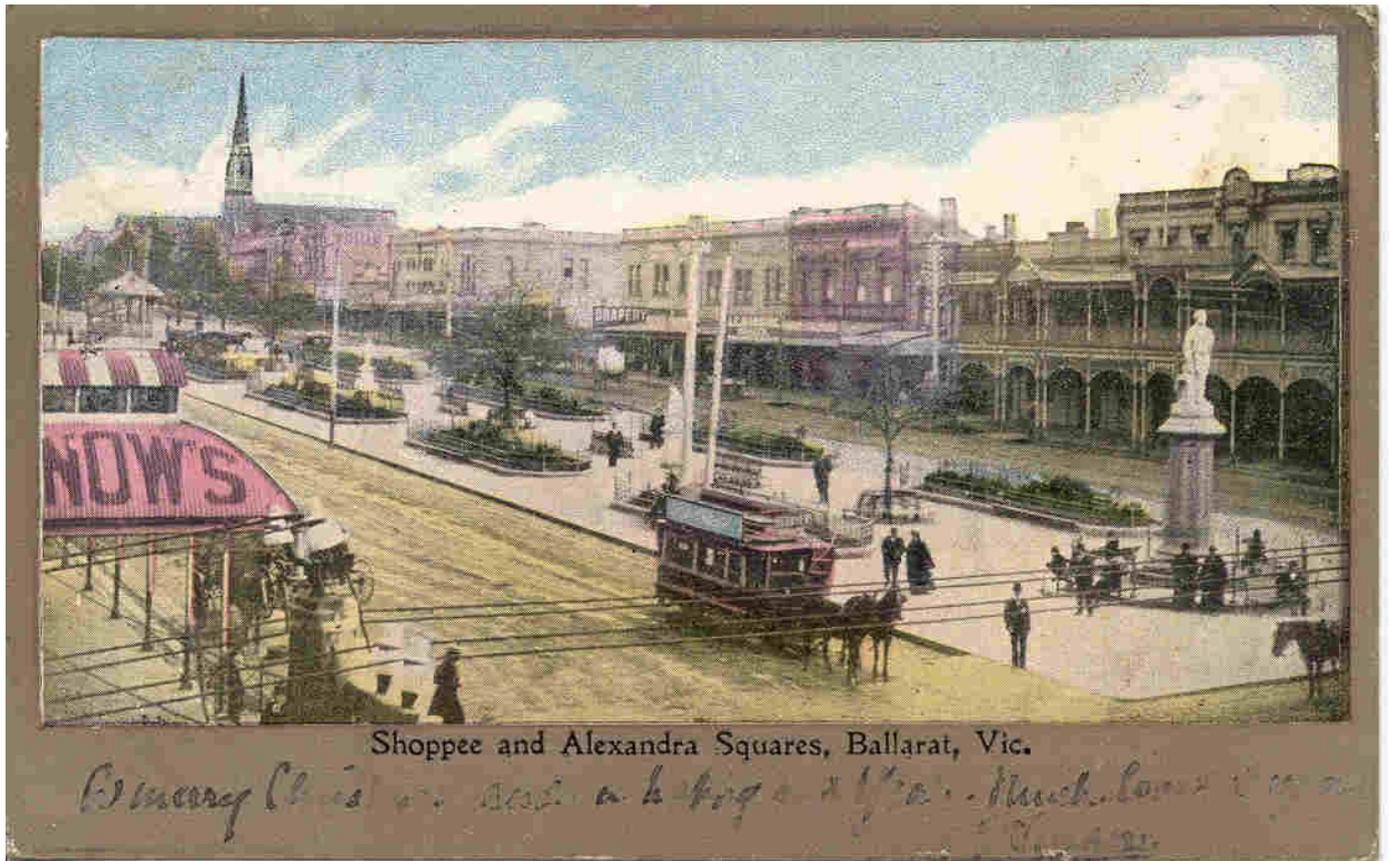
The "Sturt Street Gardens" is a central reservation in the middle of Sturt Street. The formal gardens cover 13 city blocks from Grenville Street in the east to Pleasant Street in the west. They are 20 metres wide and cover an area of 2.87ha. <sup>(1)</sup> The first plantings began in July 1859 when "...the contractors for the planting of Sturt street have begun their trenching and fencing, for the purpose, and in a short time we may look to see the young trees "all in a row" of promise of future shade and beauty..." <sup>(2)</sup>

While most people agreed that the shady promenade was desirable, the choice of trees led to arguments in the city with one gentleman convinced that lime and elm trees would be the best choices, not the oak and blue gum selected. "Every man of taste and common sense must admit that whilst such an arrangement is highly ornamental, it is also most desirable as affording a shady promenade where one may enjoy a comfortable walk, during the hot weather. I regret...to see that the blue gum and the oak are the only trees selected. I have nothing to say against the former, but from what may be seen of the latter in the Botanical Gardens, Melbourne, it is not a tree adapted this climate." <sup>(3)</sup>

The Melbourne Age reported that the street should become one of the great boulevards like those in Paris, Berlin and Hamburg, however the Ballarat Council had failed by planting the trees in the centre, not along the footpaths where they could have provided shade for hous-



*Tram No. 13, in Sturt St at Dawson St, with the Alexandra Bandstand in the foreground and the Golden City Hotel and St Patrick's Cathedral in the background. Photo: Ben Parle, 8 April 1958*



Postcard showing Shoppee and Alexandra Squares. Dated 1904 this postcard shows the section of gardens, created in 1897 to replace the horse cab parking area. Photo: BTM Collection (2552)

es and shops "...they have made the centre of the street appear more like a cemetery than an agreeable promenade; each tree being protected by a fence, has the appearance of so many graves. This is a decided mistake." (4)

One plan for Sturt Street was to put a market reserve in the centre median strip. People objecting to the plan argued that the market would restrict their ability to use the street for business or pleasure. The promoter of the plan pointed out that they might as well object to the trees as well, which were of no commercial use to anyone.

"I wonder they don't take offence with the blue gums our Municipal Council have put thereon, and try to have the same removed. In this case there would be some cause, for the trees are surely a nuisance in the middle of a fine town such as Ballarat, and are of no use to the ratepayers in any sense of the word, whereas a market would be of benefit to the whole community, it being at the same time the most suitable site." (5)

The trees were also unpopular with some of the local shop keepers:

"...the continued enclosure of trees in the block between Doveton and Dawson streets must be looked upon as disastrous to the interests of the unfortunate tenants and property-holders. I was told the other day by a friend from St. Arnaud that when trying to explain to others where my shop was situated in the first block planted with trees, their reply invariably was, "We never go up so far as that, as we always thought the suburbs commenced there." (6)

By 1887 some of the blue gums were dropping limbs, and the council made the decision to remove them. This caused a great public outcry and a large public meeting was called by the mayor at the city hall to try to justify the council's actions. A local resident said at the meeting that it was far better that they should have an Australian evergreen tree in their streets than an imported deciduous tree. He moved — "That this meeting express-



*SEC No. 12 passing the Titanic Bandstand in Sturt Street.  
Photo: David Endacott, August 1971*

es its regret at the action of the City Council in destroying the Eucalyptus globulus in Sturt street, thereby destroying the beauty of the avenue." The motion was carried. <sup>(7)</sup>

The block between Armstrong and Doveton Streets was a large dusty square used as the horse cab stand until 1897 when it was replaced with more garden beds and flowers. The historic gardens are significant for their heritage features including statues, bandstands, memorials and trees. Three of the reserve's monuments are listed on the Victorian Heritage Register and the entire gardens are listed as a heritage precinct by the City of Ballarat.

The SS "Titanic" Memorial Bandstand (1915) is an excellent and unusual example of creative bandstand design of the Edwardian period, a picturesque composition with dominant roofs of oriental character. It is a memorial to the heroic musicians who played as they went down with their ship. The Queen Alexandra Bandstand (1908) has a polygonal form with a 'Moorish' onion dome roof. The bandstand has particularly fine wrought iron detailing incorporating musical motifs.

The main statues in order from West to East are:

- Peterson Fountain 1923



- Mother Earth 1952 Sculptor: George H. Allen
- Peter Lalor 1893 Sculptor: Nelson McLean
- Sir Albert Coates 2000 Sculptor: Louis Laumen
- King George V Monument 1938 Sculptor: Victor Greenhalgh
- Ruth 1899 Sculptor: Charles F. Summers
- Hebe 1899 Sculptor: B. Raggi
- Thomas Moore 1889 Sculptor: George Grant
- Queen Victoria Memorial Fountain 1902, Sculptor: F. W. Commons
- Queen Victoria 1900 Sculptor Sir Edgar Bertram MacKenna
- Robert Burns 1867 Sculptor: John Udny
- Point to Sky 2002 Sculptor: Akio Makigawa
- Perseus 1943
- William Dunstan Victoria Cross Memorial 2000
- King George V Monument 1938, Sculptor: Victor Greenhalgh
- Phoenix Foundry Plaque
- Queen Victoria Memorial Fountain 1902, Sculptor: F. W. Commons
- Boer War Memorial 1906, Sculptor: James White
- Burke & Wills Fountain 1867
- SS Titanic Memorial Bandstand 1915, Architect: G.W. Clegg
- Pioneer Miners Monument 1951
- James Galloway Monument 1880



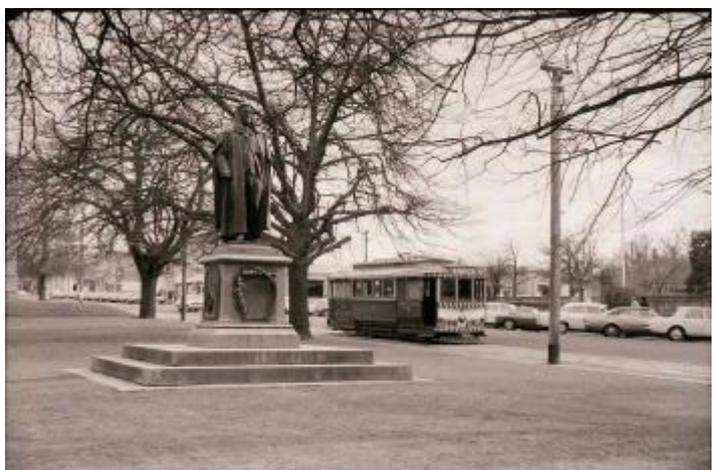
*Tram 12 passes the Robbie Burns statue.  
Photo: Ballarat Courier, July 1971*

The memorials and monuments include:

- Gordon Memorial 1969, Sculptor: Raymond B. Ewers
- Cenotaph 1949, Architect: John P. Shimmin
- Eternal Flame 1995, Sculptor: Peter Blizzard
- Korean, Borneo, Malayan, Vietnam War Memorial 2000

**References**

1. Ballarat Open Space Strategy, Volume 1", <http://www.ballarat.vic.gov.au/> City of Ballarat, Australia. March 2008
2. 1859 'News and Notes', The Star, 19 July, p. 2
3. 1859 'The planting of Sturt Street', The Star, 24 June, p. 3.
4. 1859 'BALLAARAT.', The Age, 1 August, p. 5.
5. 1863 'THE MARKET IN STURT STREET.', The Star, 11 September, p. 3.
6. 1879 'TREES IN STURT STREET.', The Ballarat Star, 14 May, p. 3.
7. 1888 'THE BLUE GUMS IN STURT STREET.', The Ballarat Star, 28 September, p. 4.



*No. 27 passing the Peter Lalor statue in the Sturt Street gardens.*

*Photo: Campbell Duncan. August 1971*



### Tram No. 2

By Rohan McMaster

Tram No. 2, like most of our fleet of trams, has a very hectic life story.

It was originally built by Duncan and Fraser in Adelaide for the Melbourne Electric Supply Company (MESCo) Tramway in Geelong. It has a mustard yellow and green livery with MESCo branding. Tram No. 2 is the only known surviving tram of the original seven Geelong trams. It ran until the closing of the Geelong Tramway by the State Electricity Commission (SEC).

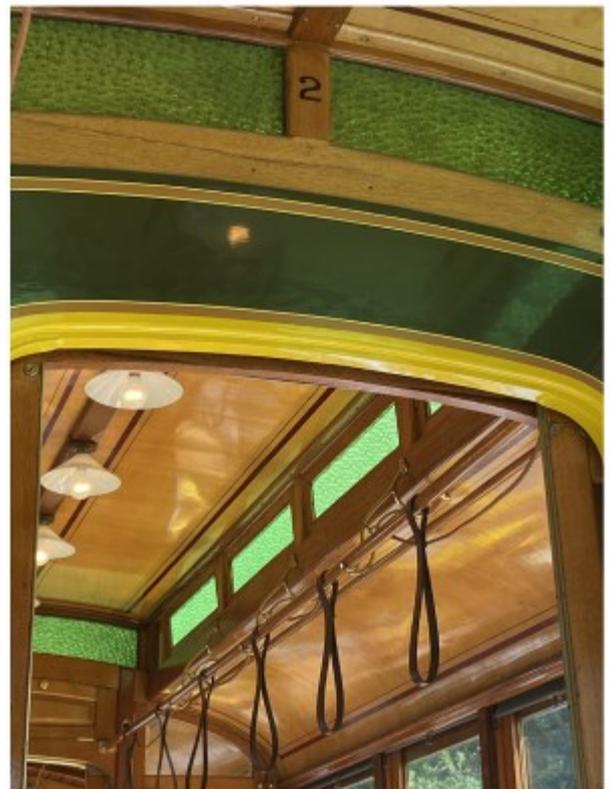
However, it now looks quite different than to what it did in 1956. In 1956 its outdoor seating area was enclosed (similar to that of tram No. 28). The tram was sold to a farmer who used it to store feed for livestock, and later sold to Warrington Cameron who began the restoration. Electrical work was done at the Bendigo Tramways and the final touches finished in Ballarat. This tram took 28 years to restore.

I was lucky enough to ride this tram on the launch day; for those of you that weren't, I will describe the experience. The interior seats are multidirectional, similar to that of the Sydney trains and Bendigo trams, with a texture similar to a hessian bag. The "Air-Conditioning" on the tram is spectacular with the middle window of the cab openable, unlike that of most of the other fleet, meaning the motorman can cool off quicker, stained glass adorns the interior and the roof. The sign-writing on this tram is spectacular with a gradient that I have never seen before shadowing the number on the front.

The craftsmanship on this tram is spectacular and I hope to see it operating for several years to come.



*Tram No. 2 in Wendouree Parade.  
Photo: Rohan McMaster*



*Interior of the saloon.  
Photo: Rohan McMaster*

# TRAMWAY CELEBRATION DAY

— A FESTIVAL OF VINTAGE TRANSPORT —

*The 50+1 | The New Museum | The New Track*

**SUNDAY 2nd OCTOBER 10am–6.30pm**

*South Gardens Reserve, Lake Wendouree, Ballarat*



...WITH TRAM, MINIATURE TRAIN, STEAM TRACTOR AND PADDLE STEAMER RIDES, DISPLAYS OF VINTAGE CARS, TRUCKS AND BUSES, MODEL RAILWAYS AND A WHOLE LOT MORE!

**FREE ENTRY** *Gold coin donation for rides*

*For more information: [www.btm.org.au](http://www.btm.org.au)*

Note: Event and program subject to the COVID-19 restrictions in force on the day

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*Tram No. 33 at the Mt Pleasant terminus, c.1964. Photo: Robert Thomson (Btm7622i)*



*Tram No. 33 crossing the Lydiard St North level crossing, 11 April 1971.  
Photo: Robert Thomson (Btm7493i)*



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