

FARES PLEASE!

June 2022

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Making new connections



Laying the access to the new building, May, 2022. Photo: Alastair Reither



The new access track, May 2022. Photos from left Paul Mong, Neville Britton and Paul Mong

**Inside:
“Tram 34 returns to the fold”**





From the President

I would like to thank all our volunteers who have assisted in keeping the new museum doors open over the past couple of months. Even though we are not operating trams, it is very encouraging seeing a great number of visitors through the doors and enjoying their guided tours that are on offer. I would also encourage our members to consider inviting their family and friends to get involved and volunteer in our new (and warm) facility by contacting our Volunteer coordinator, Chris Phillips, by email chris.phillips@btm.org.au.

As we set into winter, the large crew from Fulton Hogan has been busy replacing over 1 km of track in Wendouree Pde. They have also constructed the track leading into the new museum. This has been a fantastic achievement and will set the museum up for many decades to come. It has also provided local jobs for the community. The partnership that has formed between the contractors, City of Ballarat and BTM is working well and is on track to have trams operating again by mid August.

New Members:

The Ballarat Tramway Museum welcomes the following new members:

- 1045 Ms Jennifer Jeffrey of Mount Helen
- 1046 Ms Taylah Dawson of Wendouree

- 1047 Mr Caleb Spiller of Alfredton
- 1048 Ms Denise Taverner of Lake Wendouree
- 1049 Ms Jane Griffin of Brown Hill
- 1050 Ms Samantha McIntosh of Lake Wendouree

Junior supporters

- 5105 Master Henry Griffin of Brown Hill
- 5106 Master Edwin Griffin of Brown Hill

Tourism campaign

The City of Ballarat through Visit Ballarat nominated the BTM to be involved in a tourism advertising campaign. This campaign is being developed Australia wide with the creation of three minute cinema quality advertisements featuring some of our best tourist destinations.

The film crew arrived at 7.00 on a cold April morning to set up. Our volunteer “extras” were on hand by 8.30am for the start of filming and



*Filming the new tourism advertisement
Photo: Peter Waugh, April 2022*

photography. We finished at about 2.30pm. Thanks to all involved, most of whom got to join in Matt Grinrod’s guided tour of the dis-

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.



plays during the many, many takes that were needed.

New brochures

The opening of our new display building has meant that we have updated two of our brochures. Our “Welcome Aboard” brochure is given to all museum visitors has new photos and has been printed in colour. Designer Scott Bain has designed a new DL flyer, featuring a photo of our tram with two swans. This flyer will be distributed through tourist and visitor information facilities.

Out and about

The long weekend in June meant the Museum was open for three days. John Whiting set up and operated a stall and display on the BTM at Ballarat’s annual model railway exhibition. A lot of interest was shown in the display and the extra sales made it a profitable weekend. Peter



Peter Waugh opens the Craft Council of Ballarat 2022 exhibition, “Reawakenings”
Photo: Pamela Waugh, June 2022

Waugh was asked to officially open the Craft Council’s “Reawakening Exhibition” in the Robert Clarke Conservatory. His theme was the BTM’s experience of COVID 19 and the lockdowns and how our new building and track has led to a reawakening for our volunteers.



BTM stall and display at the annual Ballarat model railway exhibition
Photo: John Whiting, June 2022

TRAMWAY CELEBRATION DAY
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The 50+1 | The New Museum | The New Track
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South Gardens Reserve, Lake Wendouree, Ballarat

Fun FOR ALL THE FAMILY.

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For more information: www.btm.org.au

SPONSORS





Trackworks, May 2022



*Cleaning out the rail grooves
Photo: Virginia Fenelon*



*Thermit welding the new rails
Photo: Alastair Reither*



*New access track
Photo: Alastair Reither*



*Concrete sleepers
Photo: Alastair Reither*



Tram 34 (the “missing link”) returns to the Ballarat fold!

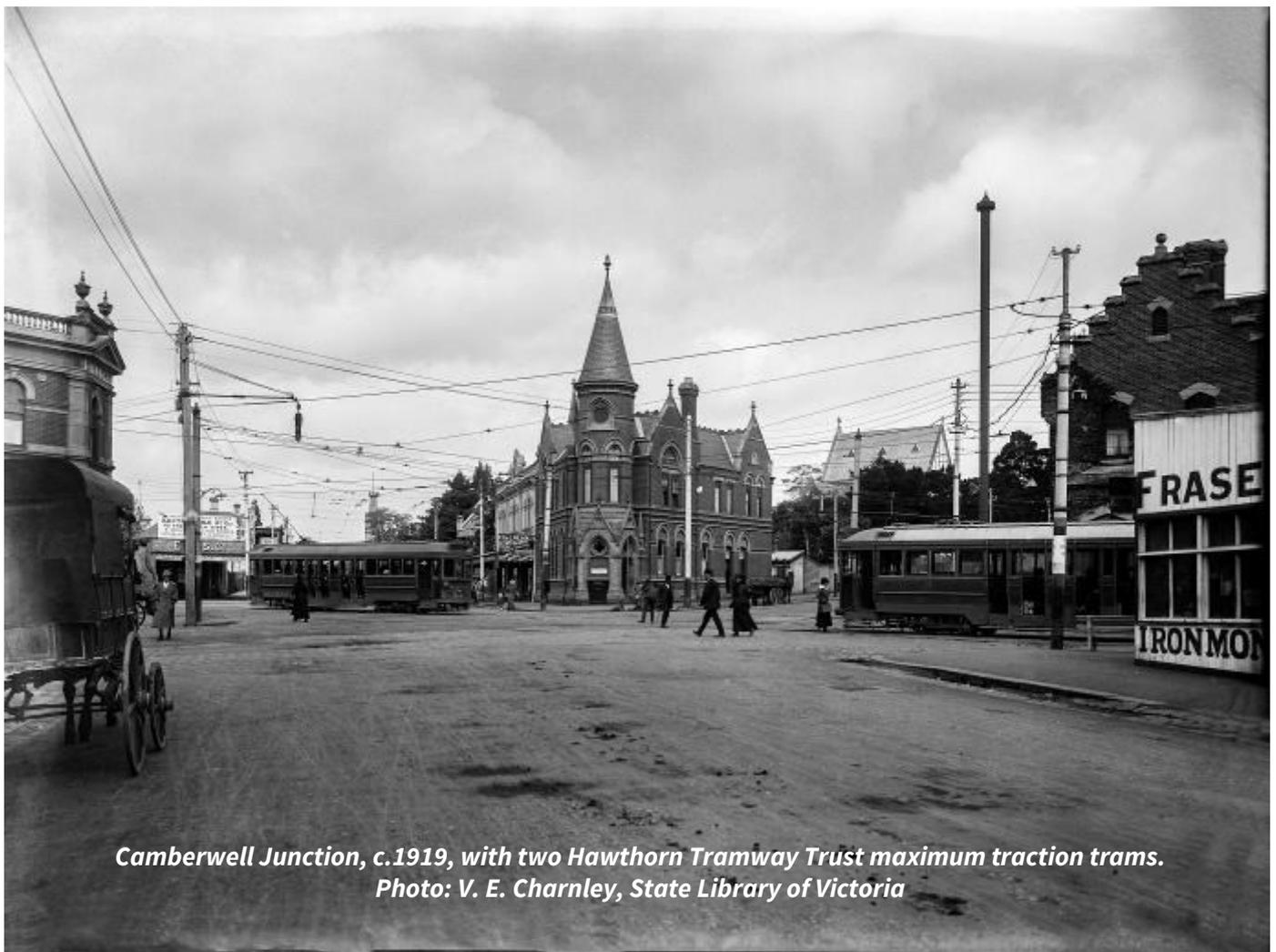
By Len Millar

In an excellent gesture of inter-tramway museum co-operation, the membership and administration of the Australian Electric Transport Museum at St. Kilda (in the northern outskirts of Adelaide) have made former Ballarat Tram No. 34 available to us.

Tram 34 was one of two former Melbourne “P” class maximum traction cars that served Ballarat citizens from 1947 until closure of the State Electricity Commission tramways in 1971. No. 36 was the other one – and it is preserved by the Tramway Museum Society at the Tramway Heritage Centre, Bylands.

No. 34 started life as one of eight cars built by Duncan and Fraser in Adelaide in 1917/8 for the Hawthorn Tramways Trust, as a maximum traction bogie, drop-end and centre combination car. Duncan and Fraser built a total of forty maximum traction cars for the Prahran and Malvern Tramways Trust and the HTT. The Hawthorn cars were unique in that they had four doors on each side of the drop-centre, as opposed to the three doors on the P&MTT cars .

Our 34 arrived in at the Hawthorn Depot in March 1918 and was numbered HTT 31. It commenced running in service on 30 September 1918. The eight bogie cars were painted in the HTT livery of grey, with red lining, and the “Hawthorn Tramways Trust” logo in gold. On 2 February 1920 the new Melbourne and Metropolitan Tramways Board took over ownership



*Camberwell Junction, c.1919, with two Hawthorn Tramway Trust maximum traction trams.
Photo: V. E. Charnley, State Library of Victoria*



Tram 137 at the Hawthorn Tram Depot, Keith Kings Collection – 1930's

and operations of the five municipal tramways trusts. Hawthorn 31 became the M&MTB's No. 137 on the board's Eastern System, and on 7 November the following year, the eight ex-HTT maximum traction cars were designated "P" class. The M&MTB's Depot Allocation List dated 24 March 1928 shows No. 137 as still at Hawthorn, and in that year the Board's livery of chocolate and cream was applied. By 1930, No. 137 was in the now-standard livery of green and cream. Then the 30 June 1938 depot allocation list holds a surprise; in that it shows No. 137 being stored at the Malvern Depot.

As built, these maximum traction cars had full-width crossbench seats in the drop-centres. The Hawthorn cars were 0.3 metres (1'0") longer than their Prahran and Malvern counterparts due to the very slightly wider drop-centre win-

dows. Between 1924 and 1928, the class was modified by cutting an aisle-way through the drop-centre seats – an improvement that Conductors would have appreciated!

For the technically-minded, the "P" class cars were 13.83 metres (45' 4 1/2") long, 2.62m (8'6") wide, 3.1m (10'2") high, and weighed 16.3 tonnes (17.56 tons). They were equipped with Brill 22E bogies, General Electric K36 JR controllers, fitted with line breakers, and two GE 201G 49kW (65 horsepower) motors. As built (with the full-width crossbench seating) they had 52 seats, but after the aisle-way was cut through the drop-centre, there were only 44 seats.

In 1945 the M&MTB sold Nos. 132 and 138 to the SEC, and then two years later Nos. 133, 135 and 137 followed the same path. No. 137 (to become our No. 34) clocked up 1,201,345



*In Sturt Street, March 1947.
Photo: Wal Jack*

kilometres (746,483 miles) in its Melbourne era.

It arrived in Ballarat on a Yellow Express truck at 8.30 pm on 22 January 1947. It took up service on 1 March for that year's Lake Wendouree Regatta traffic to and from the City to View Point. No numbers were applied to the tram at that stage, but folding gates were fitted at each of the drop-end doorways, and it ran in that condition until early January 1948. It was shopped for overhaul, painting and to have the folding gates removed and lockable doors fitted. In its new livery No. 34 returned to service on 28 February, 1948 – to again convey passengers to the Rowing Regatta.



*Sturt Street, 1948
Photo: Wal Jack*

On 1 May 1951, No. 34 was in the depot with one drivers' cabin damaged, and then seven months later the roof was re-painted. In July 1954, 34 returned to service after a re-painting

of both the interior and exterior, and it was seen by the late Wal Jack (who meticulously documented the histories of the SEC's trams) as late as 1 December 1956 without numbers on its sides! In December 1958, Wal records that new cross members were fitted under the floor to strengthen the support for the maximum traction bogies. He noted that it was the first bogie tram to have boxes fitted for used tickets. It got a re-paint again in September 1962.

Jumping forward nine years, Nos. 34 and 42 were the last cars to leave the Lydiard Street North terminus on the closing day, 19 September 1971. A crowd of about 100 (including the Mayor, Councillor Jack Chisholm) waved "good-bye" as the two cars ran down to the city, where they left for the depot at 10.40 pm. As best can be re-constructed from SEC records, No. 34 performed some 885,000 kilometres (550,000 miles) of service for Ballarat's citizens and visitors!

At the time of the closure of the SEC's tramways in Ballarat, our kindred body in Adelaide, the Australian Electric Transport Museum (S.A.) Inc. requested No. 34 and single-trucker No. 21 for their collection. No. 21 had started its life in 1909 as Adelaide "A" class car No. 10), and came to Ballarat in December 1937. The SEC allocated the two trams to the AETM, and No. 34 arrived at their new museum at St. Kilda, some 27 kilometres north of Adelaide. The AETM removed the Ballarat dash canopy lighting from the aprons at each end of the tram, and it was re-painted in the SEC's early 1950s dark green and cream livery that it had carried since its arrival from Melbourne back in 1937.

At St. Kilda, No. 34 operated 4,955 kilometres in passenger service and 1,676 kilometres in non-passenger service at St Kilda - for a total of 6,631 kilometres. No. 34 has a higher percentage of non-passenger use than most trams at St



*Lydiard Street North, August 1971.
Photo: John Ward.*

Kilda, as it served as the “works tram” in the mid-1970’s during relaying of the lake track with heavier rail, prior to the arrival of Melbourne “W2” No. 354 as the permanent works tram.

Tram 34 was withdrawn from service at the AETM due to worn wheel profiles in the late 1990’s. It was on display and available for occasional use, its last public service being the “Dropcentre Day” held on 20 March 2005.

In 2012 following the replacement of the old depot with the Christopher Steele Depot and a reorganization of the tram fleet, No.34 was placed in storage in the “Crock Shed”, being used as a storage location for seats

The BTM tram collection has hitherto had a “missing link”! We have two operable former Prahran and Malvern Tramways Trust maximum traction cars, but no such Hawthorn Tramways Trust cars. After many informal discussions over several years between Kym Smith (AETM) and



*No. 21 and 34 in Adelaide, AETM Depot.
Photo: Warren Doubleday, 2001.*

Paul Mong (BTM), a proposed concept was put to the BTM Board by the AETM on 23 April 2021 for the transfer of No. 34. The proposal in basic terms was based on an Agreement many years ago between Puffing Billy and Pichi Richi for the transfer of Silverton Loco 22 from PBPS to PRR where ownership transitioned as work was under-



taken. Acceptance of the proposal by the BTM Board was made on 26 April 2021.



*Lydiard Street, January 1971
Photo: Chris Wurr*

In the AETM's Constitution, all assets are required to be categorized as Category A, B, C or D assets. All preserved trams are Category A assets. The AETM Executive Committee put forward a Motion to the 2021 Annual General Meeting on 29 May 2021, that No. 34 be reclassified as a Category B asset, allowing the AETM Executive Committee to enter into an agreement with Ballarat Tramway Museum for the transfer of the tram. This Motion was passed by the members.

The AETM Executive Committee then developed an agreement for the transfer of Ballarat tram No. 34, which it approved at its meeting on 17 July 2021. The BTM Board formally agreed to the Agreement on 13 August 2021. No. 34 was heading for a new "home"!

The impact of COVID-19, and the associated border closures delayed the return of the tram.



*Trams 21 and 34 in Sturt Street, 1971. Both trams went to the Tramway Museum, St. Kilda.
Photo: Tony Smith*

10 FARES PLEASE!



No. 34 was finally loaded on the afternoon of 7 March 2022 and departed the next morning. The agreement between the AETM and the BTM was for the tram to be transported to our friends at the Melbourne Tramcar Preservation Association's Haddon Tramway workshop. Our volunteers Paul Mong, Sam Boon, Neville Britten, Neil Lardner and Peter Bruce travelled over to St. Kilda to help with the "lift".

There is no agreement in place as yet as to what work will be undertaken at Haddon. An assessment will be undertaken by BTM as required by the Agreement and in consultation with the AETM. After this the BTM and MTPA will negotiate the work to be undertaken at Haddon.

The whole exercise has been a great example of mutual co-operation between three tramway museums to ensure the preservation of our transport heritage.

So, our "missing link" (an ex-Hawthorn Tramways Trust car) will one day ply up and down along Wendouree Parade, giving visitors a ride back in to history. The old tram will have had

five owners and completed some 3,300,000 kilometres. Its Ballarat Tramway Museum life is about to commence!

Acknowledgements:

"Destination "CITY" (3rd edition);

"The Golden City and its Tramways" by Alan Bradley;

Notes made by the late Wal Jack:

Material kindly provided by AETM member Kym Smith.



*Tram 34 in Sturt Street.
Photo: Travis Jeffrey 1962.*



*Tram 34 being loaded at St.Kilda ready for the trip to Ballarat
Photo: Paul Mong,*



Tram 34 fundraising

Now that Tram 34 has completed its fifty-one year return journey from Ballarat to Adelaide, the time has come to commence its restoration so it can be returned to service at the Ballarat Tramway Museum.

The tram is currently stored at Haddon where it can be assessed by the Technical Services Team.

We already know that the wheels are worn which is why it was withdrawn from regular use in Adelaide. From our experience in tram restoration, we know that there will be some wood rot and metal rust, and that the mechanical and electric sub-floor components will need repair. The BTM Board has concluded that \$50,000 worth of mechanical, electrical and other works are required to bring it back up to standard. The last time the tram received any

major work was well before Ballarat's tramway network closed in 1971.

To raise the necessary funds, we have set up a crowd funding campaign. We are hoping that BTM members, tram enthusiasts, and people concerned about preserving Australia's heritage will contribute to the restoration fund, via the link below.

Tram 34 will mark the first time that a Hawthorn Tramways Trust maximum traction tram has operated in Ballarat since the SEC closed the system on 19 September 1971.

We are asking for you, your friends and colleagues to get behind this campaign and to raise the funds to complete the project. We look forward to your support.

<https://chuffed.org/project/bring-tram-34-home>



A crowded tram in Sturt Street. On the tramway pole is a "One Way Traffic" and an "Olympics Rings" sign, indicating the photo could have been during the Olympics. Photographer unknown - believed to be Wal Jack. Based on his notes for the Olympics, the date would be 24 November 1956.



Opening Day at the Tramway Museum St. Kilda



Top photo by Len Millar, and below by Andrew Cook, 23 March 1974.





Our trams were too fast!

In October 1905, the Ballarat Star reported that people were concerned about the speed of the new electric trams reaching speeds of 25-30 kmh. The article even predicted a tram crashing into the Buck's Head Hotel, which did happen in May 1954,

“Some of the more nervous of the citizens who patronise the electric tram cars seem to consider that far too high a speed is indulged in by some of the drivers. They point out that while they admit, and even enjoy, the exhilarating feeling of travelling at from fifteen to twenty miles an hour, they are in constant apprehension of the car leaving the rails, and the prospect of careering madly down Camp Hill on the roadway, and being hurled bodily through Messrs Nicholl and Allan’s window, or even into the bar of the Buck's Head Hotel, does not appeal to them as something to be desired.



*Buck's Head Hotel tram crash.
Photo: Ballarat Courier, May 1954*

Others claim that the speed at which some of the cars come down Lydiard street hill, from Scots Church to the railway gates, too much resembles shooting the chute to be relished by elderly people. As a matter of fact, it is stated, there is no danger in this high speed, though an exceedingly nervous citizen pointed out yesterday that if a car "bolted," the result would be disastrous.”

The Ballarat Star 9 October, p. 2., 1905

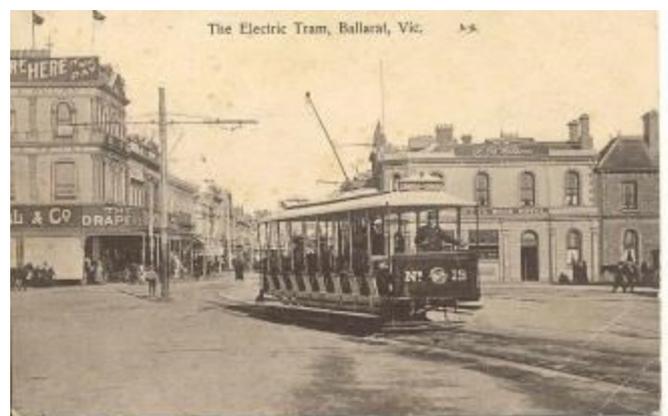
Track laying, 1905

There were concerns about the quality of the new track being laid through the city, and along Wendouree Parade. Let us hope that the 2022 trackwork does not raise the same concerns:

“It is a frequent source of complaint by those who use the main streets, where the tram tracks are laid, that the Electric Supply Company has left a lot of filling along the sides of the rails, thus causing considerable discomfort and at times danger to drivers of vehicles. While no one desires to harass the company, it might be a matter of representation to them that the convenience of the general travelling public, apart from those who use the cars, should be studied in the matter of leaving the road in the same condition of levelness as it was prior to the beginning of track-laying operations.

The works in progress in Drummond street and from Pleasant street, via Sturt and Hamilton streets, to the Gardens, to connect with the line now finished to the north lodge, are making fairly satisfactory headway, and with the advent of fine weather should be completed in a few weeks.”

The Ballarat Star 9 October, p. 2., 1905



*One of the “speedy” 1905 trams passes the Buck’s Head Hotel. The details of the Buck’s Head Hotel crash were in “Fares Please, August 2018.”
Postcard in the BTM Collection*



From the Ballarat Star

The Sebastopol omnibus 1871

Before trams, public transport in Ballarat was provided by small horse cabs and larger horse wagons, called omnibuses. But even in the 1870's public transport was not profitable. This newspaper article refers to Cobblers (Cobbler's Lead), an 1856 gold rush township just south of Sebastopol, about where the Royal Mail Hotel stands at the corner of Albert and Queen Streets.

“The property of the Ballarat and Sebastopol Omnibus Company has been sold by tender, and realised the small sum of £300. The purchaser, who bought for Cobb and Co., gets eight omnibuses, 31 horses, the stables at Sebastopol, numerous sets of harness, and lots of sundries. The company has lost all the capital paid up, nearly £3000, and the sum received for the property will just clear off debts. To the reduction of the fare to 3d shareholders attribute the losses sustained, and had the fare been kept up to 6d the company would have been an immensely profitable concern. A charge of 3d to Cobblers or for any less distance was so small that it could not be made to pay unless the omnibuses were nearly always full, and during dull times at Sebastopol and Cobblers the traffic fell off so much that a full load was rather the exception.”

The Ballarat Star, 23 May 1871, p. 2.



*Albert Street, Sebastopol 1866.
Photo: Solomon & Bardwell, State Library Victoria.*



*Tram 34 in Albert Street, near “Cobbler’s Lead”, c.1967.
Photo: Alan Eldridge Smith, State Library Victoria.*



This was the Cobb and Co. stables and horse paddocks which served Sebastopol. They were very close to the Darling Street horse tram depot in Redan. Sadly, these stables were demolished in May 2020.

*Cobb and Co. stables at Redan.
Photo: Christine Hickson, April 2020.*



The Sovereign Hill Tram

By Rohan McMaster

Now I know what you're probably thinking, "What? There are no trams to Sovereign Hill!" And you're right, but in 2001 it Almost Happened!

In 2001, there was a proposal to bring the trams back. A tram line was proposed to run from Lake Wendouree, through the CBD to the City, down to Sovereign Hill. The plan gained support from the Chamber of Commerce and the Hotels Association, however, the Ballarat Council voted the idea down in 2002.



Impression of a possible Sovereign Hill Tram

Designer: Rohan McMaster, May 2022.

But just in case, Tram 671 has Sovereign Hill on its destination scroll. Who knows? Maybe the tramway will be built in the future!



671's Sovereign Hill destination scroll

Photo: Rohan McMaster.



Newspaper article on a 2014 bid to return the trams into the Ballarat CBD. BTM Collection.



*The moving crew at St. Kilda, March 2022.
Photo: courtesy of Paul Mong.*



*Tram 34 on the return journey to Ballarat, March 2022.
Photo: Paul Mong.*



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