

FARES PLEASE!

DECEMBER 2023

\$2.50 incl. GST

News from the Ballarat Tramway Museum

CREATING AN ENGAGING MUSEUM



Young visitors enjoying our new museum space, Photo: Courtesy Virginia Fenelon



MEMBERSHIP NEWS

The Museum welcomes the following new members:

- 1103 Mr Steven Perry, Wantirna South
- 1104 Mrs Paula Freeman-Hassell, Ballarat North
- 1105 Mr Robin Hassell, Ballarat North
- 1106 Mr Allen Jones, Lake Wendouree
- 1107 Ms Phoebe Henderson, Cardigan
- 1108 Mr Peter Robinson, Napoleons
- 1109 Mr John Thornton, Sebastopol
- 1110 Mr Reginald De Leon, West Hoxton, NSW
- 1111 Mr Andrew Purvis, Northcote
- 1112 Mr Darren Craven, Lara
- 1113 Mrs Helen Craven, Lara
- 1114 Mr Paul Dickenson, Elmore
- 1115 Mr Ken Walker, Kennington
- 1116 Mr William Bell (& family)
- 1117 Mr Chris Clemens, Lake Wendouree
- 1118 Ms Anna Watts, Lake Wendouree

New Junior Supporters

- 5112 Master Edward McHoul, Miners Rest
- 5113 Master Oscar Clemens, Lake Wendouree
- 5114 Master Hugo Clemens, Lake Wendouree
- 5115 Master Austin Quick, Ballarat

MEMBERSHIP RENEWALS

Final reminders to those members who have

yet to renew were sent out in early December.

AGM

The 2023 Annual General Meeting was held on Sunday 19 November. One of the highlights was the attendance of five of the BTM's six presidents. Our original president, Maurie Calnin died many years ago. Under their leadership, the BTM has grown from an idea to an outstanding organisation.

Members also got the opportunity to take the first ride in our newly restored tram, W7 1029.

The new BTM Board for 2024 is:

- President Paul Mong
- Vice President Greg Rodgers
- Secretary Peter Winspur
- Treasurer Carolyn Cleak
- Greg King
- Ryan Vanderzweep
- Neville Britton
- John Towler
- Sam Boon
- Peter Waugh

At the Annual General Meeting John Towler was elected to fill the Ordinary Board Member vacancy. John has become an enthusiastic member of the team running the Museum shop. Richard Gilbert, as a past president returns as a non-voting member and Neil Blanchard has been co-opted as a non voting member. Neil is currently managing several major projects.

COTMA AWARDS

The BTM won several awards at the recent Council of Tramway Museums of Australasia held in Auckland. Details can be found inside this issue.

UKELELES IN THE MUSEUM

An unexpected visit from Ballarat's ukelele group entertained the archive group recently. BTM volunteer Christine Hickson is also a

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



keen ukelele player and invited the group to call in and perform. A short film clip of the performance is on our Facebook page.

W CLASS CENTENARY

100 years of the classic W class trams was celebrated at the BTM on Saturday 18 November. Arthur Adams organised a great day featuring our three Ws, W4 671, W6 939 and W7 1029, as well as the MTPA's W2 407. An interesting addition to the day the MTPA's L class tram, No. 103. Highlights included a cavalcade of the trams led by our track scrubber, tours of the workshop, and a presentation on the history of the class by Warren Doubleday. Photos from the event are included in this issue as well as an article by Warren Doubleday.

VR TRAM DAY

In October the VR tram, No. 41, made a special trip for members of the BTM and the Melbourne Tramcar Preservation Association. Plenty of opportunities were provided for photographs. Following the event, Tony Smith and Chris Phillips gave a presentation on the restoration of the tram and the history of the VR network.

Members then enjoyed a dinner of pies and sausage rolls, and watched some of Richard Gilbert's slides showing the early days of the BTM.

There are more member events being planned for 2024.

EDUCATION VISITS

Our new building has allowed the Education team to create a new range of experiences for students. We have over 80 primary students visiting in December, and several schools have booked in for 2024.

AMaGA WORKSHOP

Our archive team were able to work with the Australian Museums and Galleries Association during November. Details can be found in this issue.

ROYAL MAIL HOTEL

A new mural featuring Ballarat's tramway history was opened at the Royal Mail Hotel, Sebastopol, on Monday 27 November. The Se-

bastopol Historical Society organized the mural to be placed on the wall of the hotel. After the opening, we were invited to join the society and other VIPs for morning tea at the hotel. The Royal Mail Hotel was the southern terminus of the Ballarat tramway, and the final trip departed from the hotel on 19 September 1971.

A group of 14 BTM members inspected the mural the following day and enjoyed a dinner at the hotel.

THE SANTA TRAM

Cathy Thomas and Ben Fennell decorated No. 38 to be this year's Santa Tram. The tram will be running every Tuesday and Saturday, at 10 and 11 am. See our website for booking information.

SPRINGFEST 2023

New arrangements for the Springfest event saw the market stalls placed along the tram tracks in Wendouree Parade. This meant that we were unable to operate any trams. Despite many meetings with the Ballarat Rotary Club, the Springfest organisers, and the event safety team, we were not able to convince them to modify their plans to accommodate the trams.

We have been involved in every Springfest since they began over 20 years ago. It had become one of our busiest and most profitable operational days.

Despite offering half price admission, bringing in model tram displays, and offering a range of drinks and snacks, we had very few visitors. People were coming to shop at the market stalls, not to spend time visiting the museum.

The loss of Springfest income is a huge financial blow to the BTM.

ENGAGING AND ACCESSIBLE

For the previous 18 months we have been planning and creating an engaging and accessible museum. This project was funded with a grant from the Victorian government, and will be completed by the end of the year. A full report will be in the next issue of "Fares Please".



PHOTO GALLERY



Five BTM presidents. Photo: Simon Green



The Royal Mail Hotel mural. Photo: Pamela Waugh



The Ballarat ukelele group. Photo: Peter Waugh



Santa. Photo: Cathy Thomas



Education night Photo: Benjamin Boehle-Mitchell



Arthur on point duty. Photo: Brendan Schonfelder



COTMA 2023 AUCKLAND

Warren Doubleday



*Richard Gilbert, Warren Doubleday, Paul Mong, and Simon Green, with the Bill Kingsley Award.
Photo: COTMA*

Four BTM members attended the Council of Tramway Museums of Australasia Conference in Auckland NZ, hosted by the Museum of Transport and Technology (MOTAT). This was held between Thursday 4 October and Monday 9 October.

Based at the Auckland Maritime Museum it included a visit to their sites at Western Springs where their tram fleet is in daily operation carrying passengers between their two sites. A visit to their offsite storage centre was included which housed many trams, road vehicles, and many small items. It makes Wendouree Parade and our buildings at Bungaree look small.

A paper – “Providing the Means....to tell the story”, detailing the construction of the New Museum was presented by our President, Paul Mong. We displayed two large posters of relaying the track in Wendouree Parade and at Bungaree, and a PowerPoint presentation.

The Museum was awarded the Bill Kingsley



Award for Achievement for our new Museum Interpretive Centre, along with the Tramway Historical Society of Christchurch NZ, for reboiling their Kitson Steam tram.

The Conference was attended by over 60 people including partners and was very well run by MOTAT. On the Sunday we rode their tram-cars including steam tram 100 (1891), Auckland No. 11 (1902) the first Auckland tram, Wellington trams and their Melbourne Ws. Lunch was provided at MOTAT 2, which houses the aircraft and railway sections. The air museum has in its very aircraft hangar type building two large flying boats which dominate the space and form a backdrop for a sound and light show.

The guest speaker at the Conference Dinner held on Sunday 9, Graham Stewart, is one of the founding tramway preservationists in New Zealand and a renowned author. His first book was entitled “The End of the Penny Section”.

After the Conference, Richard Gilbert ran a tour to Wellington and then on to Christchurch to visit the museum tramways in both those areas.

The next COTMA Conference is planned for 2025 and will be hosted by the Brisbane Tramway Museum Society.



COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

VOLUNTEER EXCELLENCE AWARD WINNERS

Two BTM members, Virginia Fenelon and Pamela Waugh, were recognised with the 2023 COTMA awards for excellence. Both members have worked tirelessly behind the scenes to create our new museum building.



Virginia Fenelon. Photo: Peter Waugh

VIRGINIA FENELON

Virginia was one of three external consultants engaged by the BTM to help with the development of a business plan to guide the future progress and direction of the organization. At the end of the process, Virginia was so impressed with the BTM's potential that she joined as a volunteer.

Virginia was elected to the Board of the BTM and became chairperson of our Business Development Committee, set up to oversee the implementation of the business plan. Once funding for the track replacement and buildings had been secured, Virginia took on the role of Project Manager.

This was a huge task, coordinating the design



Pamela Waugh (left) and Virginia Fenelon (centre) with other Members of the Business Development Committee and MKM construction staff at the Museum handover in 2021.

process, and working with all the stakeholders in the Museum community to ensure that the future building would be fit for purpose and meet our needs, both current and future. When the design process was completed, she then worked on the difficult task of calling for tenders and then leading the team to evaluate the submissions. This involved long and complex negotiations with the applicants until a final tender was accepted.

During the construction of the \$2 million building, Virginia was the project manager. This required long hours working on the thousands of details and decisions that that happen during the construction phase. That the building was completed on time and on budget during the COVID-19 pandemic is a testament to her effort and work.

Once the building was constructed, Virginia then sought extra funding to complete the displays to go inside. She led the Business Development Committee which developed a range of ideas and projects that could attract funding. Her work on the submissions resulted in the BTM receiving a State Government grant of \$200,000 to create an engaging and accessible museum.



Virginia is now working with the BTM Board to develop our HR policies, and document them to meet the demands of both the organization and ONRSR.

Although she is working tirelessly behind the scenes, Virginia also finds time to volunteer at the Museum as a guide on weekends.

PAMELA WAUGH



Pamela Waugh. Photo: Peter Waugh

Pamela has been a member of the Museum for nearly ten years. During that time, she has worked behind the scenes developing, and leading several project teams. While she rarely is listed on the volunteer rosters, she is frequently at the Museum putting in long hours.

In 2015 Pamela became involved in preparing an exhibition display for the 100th anniversary of World War One. This was her introduction into the BTM archive and the potential to use the collection for creating engaging displays for museum visitors. Her professional background as a school librarian has been of great help in working in the Archives. Her experience as a school deputy principal, has greatly assisted with her ability to coordinate and lead teams. She was also recognised by the

Education Department for her work as a leader in improving literacy when she was runner up as Teacher of the Year in 2011.

Pamela began catering at the BTM providing afternoon tea for the AGM. She hosted two Biggest Morning Tea events to raise funds for the Cancer Council. She also established the annual Xmas lunch for volunteers in the workshop. She led the team which established Cuthberts 939 as the BTM's special function tram, and was responsible for the fitting out, and procedures for its successful operation. She was involved on board as the catering coordinator on nearly every Cuthberts event.

In 2018 Pamela came up with the idea of recreating the decorated floral trams of the 1930s. You can imagine the BTM Board's enthusiasm when she proposed covering a tram with flowers made from recycled plastic bottles. She established teams of flower makers, ran community workshops, and had over 12 months had over 120 people create the thousands of flowers required. It took two months to attach the flowers to the tram. The decorated Floral Tram created a sensation at the 2019 Begonia Festival.

Pamela became involved in the Business Development Committee during the planning stage for the new museum development. For example, her input ensured that our new ticket and sales area were inside a "tram" in reference to the original museum sales space. Pamela was interested in how the museum space would look and work. She was involved in the selection of Challis Designs, and worked closely with John Challis on the selection of colours and furnishing of the new spaces. Pamela sourced the furniture for the new spaces. She worked with the designers to create the new signage and displays for the building. She was at the museum nearly every day for four months to set the space up to open in April 2022.

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She organized the relocation of the Museum's archives into the new space and set up the new Museum library.

Pamela was involved in developing the funding submission for the State Government grant to create an accessible and engaging museum. She took on the role of Project Manager to oversee the numerous small projects that were part of the overall grant. She has been responsible for budgeting and reporting financial requirements to Regional Development Victoria for the

project. This has required hundreds of hours of work. She has also been involved in the details of some of the new projects, in the setting up of the displays in the new space. She can often be found with a hot glue gun in the children's corner, or with safety pins adjusting the clothing on the mannequins.

Pamela's behind the scenes contributions have resulted in the visual look and feel of our new display building.

A FAMILY CONNECTION

PAULA FREEMAN-HASSELL

New volunteer Paula revealed a connection to the early days of the Ballarat tramway with this story about a family member from the Ballarat Star, April 10, 1908:

Casualties and Fatalities.

KNOCKED DOWN BY A TRAM-CAR.

A LITTLE GIRL'S NARROW ESCAPE.

A serious accident yesterday befell a little girl named Mary Talmage, daughter of the licensee of the Club Hotel. The child was, together with a companion, crossing Sturt street, at the intersection of Lydiard street, when she apparently became confused at the sight of a tram going

westwards, and rushed back almost under the front of the car. The driver, with commendable presence of mind, put on the magnetic brake and pulled the tram up before it ran over the girl. She, however, was struck by the car, and thrown violently on the roadway.

When picked up by a spectator she was unconscious. She was removed to her father's hotel, and Dr. Spring was called in to attend her. The doctor found, on examination, that the child was in a rather serious condition. She had sustained concussion of the brain and had received severe bruises and abrasions on the face, head, and arms. The accident was not in any way the fault of the driver of the car. In fact, had he not promptly used the magnetic brake the girl would probably have been killed.



An ESCo electric tram heading west on Sturt Street. Photo: from Lola Campbell.



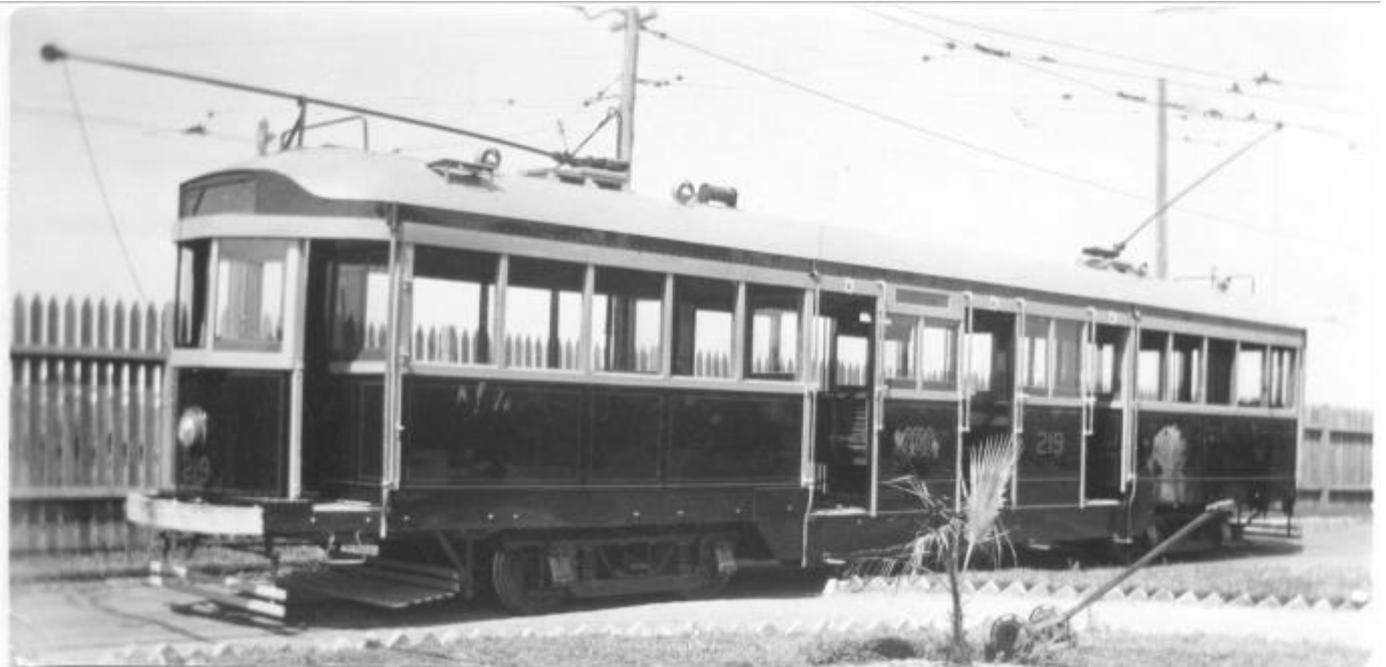
Melbourne W Class trams

Warren Doubleday

Just on 100 years ago, the first two W class trams entered service in Melbourne. These were the forerunner of 200 similar trams that were built for the Melbourne and Metropolitan Tramways Board (MMTB) over a three-year period. Known as W class, they were later converted to the W2 class of which tram 407, currently on loan from the Melbourne Tramcar Preservation Association to the Museum is an excellent example.

workshop and tramcars.

Melbourne's electric tramways were operated at the start of 1920 by the Prahran and Malvern Tramways Trust, the Hawthorn Tramways Trust, the Melbourne, Brunswick and Coburg Tramways Trust and the privately owned The North Melbourne Electric Tramways and Lighting Co. Ltd. The fledging Fitzroy, Northcote and Preston Tramways Trust (F.N.P.T.T.) had just commenced tram operations when the MMTB took over all the trusts.



W 219 at Preston Depot prior to entering service. It is missing windows, footboards and fitted with temporary poles from a Melbourne Birney tram.

Photo: John Stevenson - Keith Kings Collection

Melbourne at the time was running the world's largest cable tram system and conversion to electric trams was becoming urgent. St Kilda Road and Swanston Street cable trams were not handling the passenger traffic and there were frequent breakdowns. Converting the system for electric trams was a significant project handled by the Chief Engineer, T. P. Strickland. This required the construction of new tracks, substations, depots, a

The other trust, the Footscray Tramways Trust had yet to begin operations due to the first world war and supply of equipment problems. This list excludes the Victorian Railways two tram lines, which were not absorbed into the MMTB.

The method of constructing new electric trams in the 1910s was to have the wooden bodies built by builders such as Duncan and Fraser and then equip them with motors, con-



*W219 in Melbourne c. 1963.
Photo: Travis Jeffrey, Melbourne Tram Museum Collection*

trollers and brakes at the operator's own depots and commission them there. This was a similar process for Ballarat, Bendigo and Geelong.

At the time, the MMTB did not have a workshop that could construct and equip new tramcars at a single site. The work for the 200 new tramcar wooden bodies was split between the MMTB's Holden St workshop, Holden Body builders of Adelaide (later to become General Motors Holden) and James Moore of South Melbourne. Motors, controllers, and other electrical and brake equipment were purchased from major international suppliers such as Metropolitan Vickers (formerly Westinghouse UK), Australian General Electric (a subsidiary of General Electric USA) and Westinghouse (USA).

On completion the new tramcar bodies were taken to the Preston Depot (Thornbury) of the F.N.P.T.T. where they were wired, equipment installed and completed. Bogies were built at either the Board's Nicholson Street cable tram workshop or built under contract by Perry Engineering of Adelaide.

It would appear that equipment coming from overseas was late as the first tram, W 219, was equipped with a set of controllers borrowed from the Victorian Railways, trolley poles from one of the Birney trams and smaller brake cylinders than it probably should have had. These were later replaced by the standard General Electric K35 controllers, shorter trolley poles, and a larger diameter cylinder.



By 1926, Preston Workshops had been completed and tramcars were being built there. They constructed all the MMTB's tramcars right through until the Z class trams. These were built at Commonwealth Engineering (Comeng's) plant in Dandenong and completed at Preston. Today the Dandenong plant, now owned by Alstom, is about to build the new Melbourne G class tram.



*W seating arrangement shown in W 380
Photo: Mal Rowe*

One difference worth explaining is that between the W and the W2. The W had three equal width doors in the drop centre, with seats facing the central door. The W2 had two wide doors alongside the end saloons, one narrower door in the centre and a different seating arrangement. This resulted in faster loading. The wider doors allowed for two people to enter or leave the end doors at the same time while allowing only one to board via the central door. This improved loading / unloading characteristics in the City. It would have been awkward for passengers sitting in the end drop centre seats with bodies of standing passengers rubbing against their backs.

There are many preserved W's scattered across the world – too many to count. Many having been stored at Newport are now being repurposed for a multitude of various uses. W7 1029 was one of these trams, and is the



*W2 484 in Seattle.
Photo: Warren Doubleday*

first of them to be restored to operating condition. The Museum of Transport and Technology in Auckland operate a number of W class trams, including one of the Holden tramcars, No. 321. This was operational during the recent COTMA Conference. W class trams can be found in the USA, Canada, the UK (owned by Elton John) and Denmark.



W6 965 in Denmark. Photo: Leif Jørgensen,

Over the next 50 or so years, 12 variants of the W class tram were to be built for Melbourne. There is not sufficient space to tell the story of the variants and sub-variants; the type of doors, gutters, roof arrangements, equipment etc. The Destination City books give a good history of Melbourne trams along with various web-pages including Wikipedia.



Redundant Ws awaiting their fate. Photo: Alastair Reither

The W class and its variants were a very successful tram for Melbourne – with some 752 being built. Eleven trams remain operational in Melbourne’s Central City as the W8 class. These look the same as their original bodies but have different electrical and some mechanical equipment. The National Trust tried to get many more preserved in service on different routes, but the accessibility issues limit them now to the City Circle. Many are in Museum service right around Australia.

Finally why are W’s known as the W class? It was the next letter in the alphabet. When the

MMTB took over the various trusts and the one company, it inherited a fleet of different trams, often with slightly different bodies or styles and equipment. They started to classify these beginning with the letter A and worked through to V, skipping the letter I; thus the next letter was W.

The BTM has four different W’s – W3 661 (in store), W4 671 – in service, SW6 939 as Cuthberts 939 and W7 1029 recently launched as the Museum’s accessible tram. The Museum owns several other W’s which are stored offsite.



*W7 1029 and W6 939
Photo: Benjamin Boehle Mitchell*



*W4 671
Photo: Benjamin Boehle-Mitchell*



THE ARCHIVE

DIGITISATION WORKSHOPS

Our archive team has spent six days during November working with the Australian Museums and Galleries Association to learn how to create a digital record of our museum collection. We were successful in getting a grant to cover the cost of the workshops. Warren Doubleday and Pamela Waugh coordinated the six days which were led by AMaGA's Caroline Wall.



The archive team at work. Photo: Peter Waugh

Our new facilities meant we had ample room to set up and spread out to work with items in the collection. The workshops covered the reasons for recording the collection. The program had been established following devastating fires and floods which have seen several museums entire collections being severely damaged and destroyed. While an image does not replace a historic artifact, it does create a record of what had been lost.

After a morning of theory, we set up the digital cameras, light tents, studio backdrops and lighting, copy stands, and cameras. We learnt the proper ways to handle and clean the objects so



*Reference photo for a new object.
Photo: Peter Waugh*

that they will not be damaged during the digitising process. We were taught how to create the record sheets, and to write condition reports on individual artifacts. Over the six days our team became very proficient in all areas.

We also spent a morning on preparing and dealing with disasters. AMaGA donated a Disaster Kit with all the equipment needed to deal with an emergency, and the team are trained in how to use it. On the final day, other community groups were invited to come into have some of their items digitised. The Ballarat Catholic Diocese archivist brought in some fascinating pieces from their collection.

The team now hopes to be able to set up our own digitising work areas in our new archive space. With hundreds of objects in the museum's collection, this will be a task that will keep us busy for years!

The BTM is already well advanced due to the amazing work by Warren Doubleday since the museum was established. Our Museum is an accredited museum with AMaGA, and undertakes regular reviews to ensure that we are up to date with the best practice and can meet the standards required for a world class collection.

As several members were unable to attend the workshops, we will be holding future training sessions. If you are interested in being involved, please contact us and join the team.



W3 CLASS

Greg King

This photo shows one of the rather ungainly looking W3 class cars (654-669) at Carnegie terminus, at the end of the mile long single track that was later duplicated.

The W3 was a development of the W2 but had less wood and more steel, with 33" spoked wheels to give better, quieter ride. Most had four outside hung brake cylinders as you can see on the trucks while some had the more conventional single under floor cylinder.

Passengers and crews did not like the high steps. There was a hump in the floor of the drop centre as you went into the end compartment where people would trip (I have no idea why the hump!!) Motormen did not like them and eventually had them banned in the mid

60's. This was due to them taking longer to stop, with only one brake shoe per wheel. The W2 had the same but with 26" wheels, while from the W5's on that had two brake shoes per wheel on 28" wheels). Motormen they felt they could not stop the W3 as quickly.

The W4 class (670-674) had the same trucks as the W3 and suffered the same fate! In my humble opinion, I did not mind driving them and found them no harder to stop though, on greasy track they were a hand full!! I liked the W4 better as a motorman because of the much larger cab. I never liked the look of either the W3 or W4 but, over the years, they have grown on me. I find them quite interesting these days and a pleasant change from the big classes of cars such as the W2, W5, SW5, SW6, W6 and W7 classes. The BTM has one W3, 661, currently damaged and in storage. W4 671 is still in regular museum service.



W3 655 at the Carnegie Terminus. Photo: Ian Saxon Collection



W CLASS ANNIVERSARY



Tram crews at the W Class Anniversary. Photo Brendan Schonfelder



David and Cathy. Photo: Brendan Schonfelder



Boarding our accessible 1029 Photo: Brendan Schonfelder



VR DAY and W CLASS CENTENARY, 2023



*An unusual sight with three trams, VR 41, L 103 and W2 407, all from the Melbourne Tramcar Preservation Association in Wendouree Parade on our VR Day.
Photo: Benjamin Boehle-Mitchell*



Lining up for the Tram Cavalcade, W Class Centenary. Photo: Benjamin Boehle-Mitchell



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.

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