FARES PLEASE!

AUGUST 2024

$2.50 incl. GST

BEHIND THE SCENES

*Even after three years of nearly full-time work on creating the new museum displays,
our Facilities Manager says there is still plenty to do.
Every volunteer brings new skills and ideas to the organisation.*

BTM Facilities Manager and "Fares Please" editor Peter Waugh. Photo: Pamela Waugh

IN THIS ISSUE:

- **ANNUAL GENERAL MEETING**
  - **PETER CORBY**
- **KILMORE HORSE TRAMWAY**

Celebrating 50 years
BALLARAT TRAMWAY MUSEUM

ANNUAL GENERAL MEETING

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 27 October 2024, commencing at 2.00pm.

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

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

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

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 6 October 2024.

Nominations may be sent to:

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

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

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

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

The 1977 AGM.

L to R– Richard Gilbert, Noel Forster, Frank Hanrahan, Carolyn Dean, Bill Jessop.

Photo: Andrew Mitchell

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

BALLARAT HORSES AND TRAMS

Horse Tram No. 1 after removal from a Ballarat backyard. Photo: Peter Winspur, 1985

The horse tower wagon in the snow, 1906. Photo: Max Harris Collection

BIRTHDAYS

Everyone has a birthday, but recently I have been to several celebrations with friends I have made through the BTM. And even better for the long term prospects for the Museum, two of the celebrations were 21st Birthdays! Happy Birthday to all our members, and don't forget that December marks 50 years since we started running trams, so Happy Birthday to the BTM too.

Top: BTM members at Daniel's 21st. Daniel is one of our Tuesday regulars.
Photo: Marie Smit

Left: Greg helping John celebrate at Piper's where we could watch the trams go past.
Photo: Peter Waugh

Bottom: Members and friends enjoyed a meal on Cuthberts 939 to celebrate CK's 21st.
Photo: Peter Waugh

MOTORMAN PETER CORBY

MAN OF ACTION

BY CHRISTOPHER DONALD

Motorman Peter Corby was something of an early-1900s action hero if the following reports can be believed.

Whether ejecting a pair of drunken ruffians from his tram, taking on half a dozen masked youths armed with sticks, or rescuing the mystery lady of Lake Wendouree from its frigid winter waters, motorman Corby was the man for the moment.

Peter Marshall Corby, one of five children of William Corby and Annie White, was born at Serpentine Creek in Victoria in 1880. He began as a motorman with the Electric Supply Company on 4 April 1909. He married Maria Anne Hinchey in 1910 and they had three children. [1]

TAKING ON THE FARLEY BROTHERS

One of his acts of bravery occurred in 1915.

In an article entitled 'RUFFIANISM ON A TRAM', The Ballarat Courier of 7 April 1915 reported, "the Good Friday recreations of two brothers named Farley landed them into serious trouble and cost at the Town court." [2]

The Ballarat Courier report stated that "defendant (Benjamin Farley) who was a passenger on the car used bad language and repeated it about a dozen times in the presence of women and children who were also passengers." [3]

The Ballarat Star quoted motorman Peter Corby's testimony: "Some singing in the saloon of the car attracted his attention and looking inside he noticed that there had been expecto-

Peter Corby, 1915, from an ESCo staff photograph.
BTM Collection

rating (spitting) on the floor," [4] which he asked them to stop.

Mr. Corby said at the the court case: "Shortly afterwards the men walked to the front of the car, and John Farley struck [me] on the face. I took the (point) bar to defend myself, but if it had hit him, it would have brought him down... I hit at him, and his boxer hat fell off." [5]

John Farley told the court he "...had only accidently struck Corby with his elbow when leaving the car," and thought he may have had "eight or nine beers and shandies" [6] before getting on the tram.

Farley said, "He thought I was going to hit him, and let fly at me to defend himself." [7]

When asked what he said to Mr. Corby, John Farley answered, "I said, 'That was a very mean thing to do,'" [8] to laughter in the court-room.

During his case, "Sergeant Robinson read out (Benjamin Farley's) ten prior convictions, including a previous assault on a tram employee." [9]

The Bendigo Independent reported on the conviction for assault of the tram employee that resulted in three months' imprisonment for Benjamin Farley on 4 January 1912.

"At the Ballarat East Court...Benjamin Farley was charged with having assaulted Mortimer Buckley a tram employee. Buckley said that the accused called him a 'smoodger' and without any provocation struck him several times on the head while he was on duty in Sturt Street. He had to get three stitches put in the wound on his head." [10]

Ultimately, for the 1915 incident with Peter Corby, John Farley was convicted of unlawful assault and Benjamin Farley was convicted for the use of obscene language. An assault charge against Peter Corby was withdrawn.

RESCUING THE LADY OF THE LAKE

It was not the only incident that newspapers of the day reported regarding motorman Peter Corby. There was the 'Lady of the Lake' incident of June 1919.

In the winter of 1919, our "knight in shining armour" tram driver rescued a "damsel in distress", the mystery "Lady of the Lake" Wendouree who "was unknown at the tram sheds," in a story that evokes memories of the medieval legend of King Arthur. [11]

At about 10.00 pm on Sunday 22 June 1919, according to The Argus of the next day, our

The Lady of the Lake.
Drawing: Walter Crane, 1911

hero, motorman Peter Corby, was driving his tram towards the depot.

As he waited on a loop for another tram to pass, "he heard a woman scream and the sound of something falling into the water of Lake Wendouree." [12]

Instantly, the noble Peter, 39-years-old at the time, ran to the water's edge, where "he found a young woman hanging on to the end of a small pier." [13]

Without fear of the perils of the deep, "he helped her onto the landing" and sent for a doctor, "as she was suffering greatly from shock from her immersion." [14]

They waited for the physician and a Constable Landrigan. In the interim, a passing motorist "agreed to convey the girl to the hospital,"

but she did not get there and, "it is believed that the girl...was then driven to her home." [15]

Nothing is heard about her after this, hence she is the mystery "Lady of the Lake" Wendouree.

So perhaps Peter Corby did not actually become king, but on this night in 1919, the age of chivalry was not yet dead.

TAKING ON MASKED YOUTHS

A third incident of Peter Corby's bravery appeared in the newspapers of the day in September 1919.

On his way to the South Lodge gates on the Gardens loop, The Ballarat Star reported, "Corby stopped and saw a man and a woman surrounded by half a dozen youths, all with their faces masked by handkerchiefs. The man told the motorman that the youths had hailed him up and demanded money and cigarettes, which he refused." [16]

"He placed his (female) companion on the tram, and Corby, taking the brass controller off the tram, said 'Let us get to them.' The two of them charged into the middle of the bunch of youths, who were armed with sticks, and the young miscreants scattered in all directions," [17] noted the report.

The incident was reported by the victims to the police and by Peter Corby to the inspectors at the tram depot.

OTHER MENTIONS IN THE NEWSPAPERS

However, these were not the only mentions of Corby in the newspapers during his tramway career.

The Ballarat Star on 2 August 1913 reported on a fare evasion court case: "Peter Corby, motorman, said that on the 18th July he was driving the Lydiard street car. There was no conductor on board. The car had a box at the driver's end for the fares. On the night referred to defendant got on to his car. "When he was getting off, he came out of the car with a threepenny piece in his hands. Witness said, "Look here, you have not paid your fare." Defendant said: "I have." Witness said: "No, you have not." Defendant then put the threepence into the box." [18]

Motorman Corby was also a witness in a speeding case before Sebastopol police court in 1914.

The Sensation of 1913. THE NEW 10 H.P. SINGER SMALL CAR.

PRICE— £185

PERCY LAMBERT & WORGER, Ltd., 48a, Palace St., S.W.

In The Ballarat Star on 18 December 1914 it was reported: "Peter Corby, motorman in the employment of the Electric Supply Company, said he was with his car at the Sebastopol terminus on the evening of the 9th September. The motor car travelled past him at a very fast rate. It was a small green Singer car, and he was surprised that such a pace could be got out of such a small machine. He would estimate the speed at between 40 and 50 miles an hour. If anyone had come out of one of the cross streets there would almost certainly have been a collision, as the car was going too fast to be pulled up." [19]

Peter Corby was also called as a witness in the case of negligent driving against a milk cart driver who was a returned service-
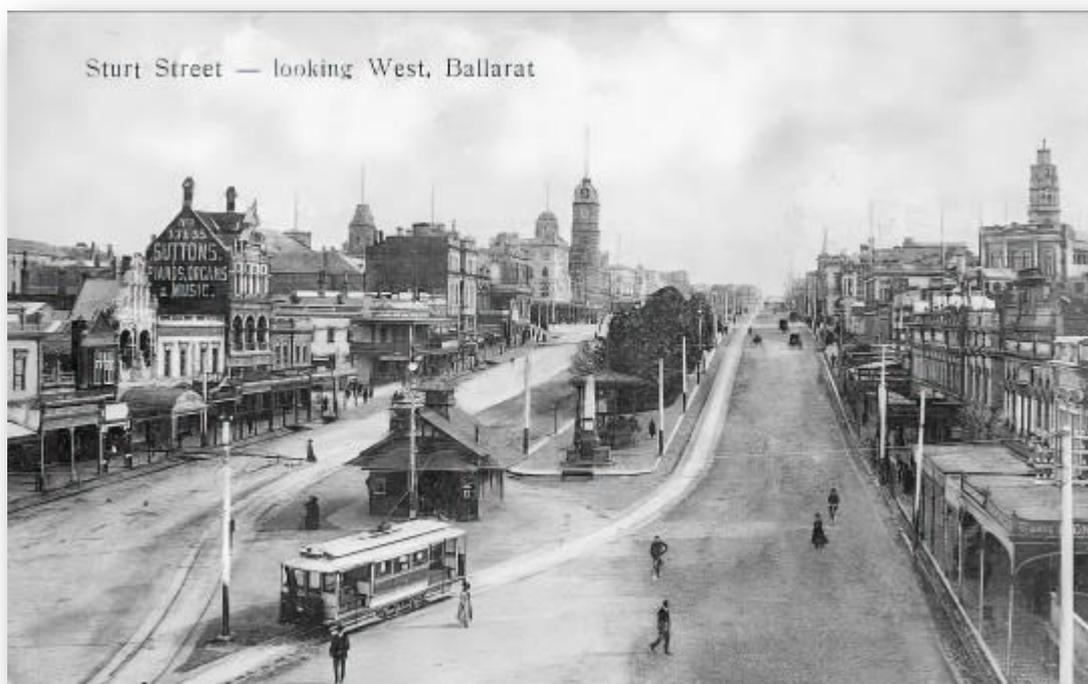
An ESCo tram in Sturt Street, 1910, which Peter Corby would have driven.
Photo: BTM Collection

man. The Ballarat Star on 31 December 1921 reported: "Judging from the statement made by Motorman Peter Corby, it was only the prompt application of the magnetic brake which prevented a serious accident on 15th December, at the intersection of Lydiard and Mair Streets...Corby said that he was driving a Lydiard Street tram to the city and that as he approached the corner of the two streets named, he saw defendant's cart coming on. Though (he) sounded his bell repeatedly, the defendant took no notice and Corby had to put on the magnetic brake full to avoid a collision. Had he not done so the tram, would have struck the vehicle. When the magnetic brake was put on, almost every passenger was unseated." [20]

SEEKING THE REINSTATEMENT OF CONDUCTORS

Motorman Corby was also involved in the industrial dispute seeking the reinstatement of conductors on the Ballarat trams in 1922.

In a report on the Arbitration Court hearing seeking the reinstatement of conductors on the Ballarat trams, The Ballarat Star on 22 May 1922 reported: "Peter Corby, motorman, said that the last summer's traffic was the heaviest he had experienced, and the work had become intolerable and was almost past doing. He would sooner have less money to get the conductors back." [21]

Unfortunately, Peter Corby's desire was not to be fulfilled, as "Mr. Justice Powers visited Ballarat and inspected the one-man system in operation. On 26 June 1922 he handed down a decision favouring the continued operation of the one-man system." [22]

Perhaps this was a cause for disillusionment for our hero as, "in October 1922, Peter resigned from the company, and according to the staff register he 'left of his own accord'." [23]

This was not the end of the line for motorman Corby, as, "He returned to the Tramways and

is listed as a motorman again from 1924, and his name appears in lists in 1943. Peter died in Ballarat on February 19, 1975, at the age of 95." [24]

FOOTNOTES

1 Waugh, Peter, 2014, 'Ballarat's Knight in Shining Armour', Fares Please, February 2014, page 6.

2 'RUFFIANISM ON A TRAM', The Ballarat Courier, Wednesday 7 April 1915, page 4.

3 The Ballarat Courier 7/4/1915

4 'SCENE ON A TRAMCAR', The Ballarat Star, Wednesday 7 April 1915, page 4.

5 The Ballarat Star, 7/4/1915

6 The Ballarat Courier, 7/4/1915

7 The Ballarat Star, 7/4/1915

8 The Ballarat Star, 7/4/1915

9 The Ballarat Courier, 7/4/1915.

10 The Bendigo Independent, Thursday 4 January 1912, page 2.

11 The stories of King Arthur, including "the Lady of the Lake" who handed him the sword Excalibur, have featured in several films over the years.

Monty Python's King Arthur, in the 1975 comedy movie Monty Python and the Holy Grail says, "The Lady of the Lake, her arm clad in the purest shimmering samite, held aloft Excalibur from the bosom of the water, signifying by divine providence that I, Arthur, was to carry Excalibur. That is why I am your king."

To which the peasant Dennis in the movie replies: "Listen. Strange women lying in ponds distributing swords is no basis for a system of government. Supreme executive power derives from a mandate from the masses, not from some farcical aquatic ceremony."

12 The Argus, Monday 23 June 1919, page 7.

13 The Argus, 23/6/1919.

14 The Argus, 23/6/1919.

15 The Argus, 23/6/1919.

16 'A GARDENS SENSATION', The Ballarat Star, Tuesday 2 September 1919, page 1.

17 The Ballarat Star, 2/9/1919

18 The Ballarat Star, Saturday 2 August 1913, page 2.

19 The Ballarat Star, Friday 18 December 1914, page 2.

20 The Ballarat Star, Saturday 31 December 1921, page 4.

21 The Ballarat Star, Monday 22 May 1922, page 1.

22 Bradley, Alan, 2005, The Golden City and its Tramways, Ballarat Tramway Museum Inc., page 49.

23 Waugh, Peter, 2014

24 Waugh, Peter, 2014

Electric Supply Company Tram No. 12, from Peter Corby's era, seen here in 2014. Restoration has been continuing on the tram, with a new bogie currently being assembled.

Most of the structural body work is finished, so we can expect to see one of the original electric trams back on the track soon.

Photo: Peter Waugh

KILMORE HORSE TRAMWAY

The Tramway Museum Society of Victoria Horse Tramway in Hudson Park, Kilmore.
Photo: Gary Davey

BY LEN MILLAR AND
CHRISTOPHER DONALD

The opening day of the Kilmore Tramway in 1982 was a day of drama as Len Millar recalls:

"The crowd assembled around the horse tram included a bus load of protesters (protesting about the State Government). As the shire president stepped up onto the front platform of No 253 to stand beside me for the opening run, the protesters unleashed a lot of noise and 'Charlie' the horse panicked. Even while I had the tram's handbrake on, 'Charlie' took off at a gallop. Usually he trotted, but this time he galloped! Initially I kept the handbrake applied, but to no avail. 'Charlie' was pulling the tram with its passengers at speed! I realised that the wheels of the tram were locked, and they were skidding down the rails. I was freaking out because the track was only 160 metres long, and the end of the track was approaching rapidly. I released a bit of pressure on the brakes, which (meant that the tram) began to roll again. But the end of the track was getting closer and closer, and I started to apply a bit more pressure on the brakes, hoping that 'Charlie' would not pull the tram off the track. Then, wonder of wonders, 'Charlie' stopped at the usual mark just a metre from the end of the track. Phew! The shire presi-

The tram barn at Hudson Park, Kilmore.
Photo: Gary Davey

The TMSV runs the Tramway Heritage Centre at the site of the Bylands Railway Station on the old Heathcote Junction to Bendigo railway line. It built and operated the horse tramway at nearby Kilmore, between 1982 and 1987.

A report on the opening stated: "The (Kilmore horse tram) was opened on... Sunday, 7 March 1982, by the Victorian Minister of Tourism. The opening was only the first stage, approximately 160 yards of...track." [1]

dent, standing beside me, asked, "Were we out of control?" Yup! I got down and walked forward to stroke and pat 'Charlie' in relief! Disaster averted!" Len Millar of the Tramway Museum Society of Victoria, was the tram driver for this grand occasion. At 81-years-old, he is still driving trams at the Ballarat Tramway Museum.

"Two tramcars were provided for the line. The first is restored Melbourne cable car trailer No. 256 built in 1888, which operated at Bylands from 1975 and looks like a typical single deck saloon car of the horse tramway era. This car was found by the Society during 1974 in remarkably good condition after being withdrawn in

The Horse Tram No. 256 at the Tramway Heritage Centre, Bylands.
Photo: Weston Langord Collection, www.westonlangford.com/images/photo/114095

1926, as a roof had been built over it…The only modifications for horse operation were removal of the timber skirting below axle box level, draw bar and twist plate, to lighten the load for the horses." [2]

This was in line with the original historical Melbourne horse drawn trams described here: "Horse trams operated in Melbourne, from December 20th 1884 with the opening of the Station Street horse tram, to November 5th 1923 with the closure of the Zoological Gardens tram line." [3]

The article on the Kilmore horse tramway went on to say: "The second and most used car is a replica crossbench built during 1978 and 1979 in Mildura by two Society members…on cable car trailer undergear, like the two identical such cars which ran on the same horse car line." [4]

The tram at Bylands in 2023.
Photo: Peter Waugh

Len Millar recalled, "'Charlie' was a former milk-cart horse that worked the streets of Reservoir. He was being retired from daily duty, and was given to the T.M.S.V. He soon learned what was expected of him at Bylands and then Kilmore. He was a Clydesdale draught horse and was a delight to work with. I had attended the Longerenong Agricultural College near Hors-

ham in the late 1950s, so I had experience with 'stock horses', which are smaller. After initial test runs I had to train up willing members for driving duties. 'Charlie was very placid and I remember a little toddler waiting underneath 'Charlie's' belly between his front and rear legs. 'Charlie' did not move a muscle!"

"Because the cast iron wheels of the trams were running on steel rails, there was very little friction, and once underway on level track, the horse tram would run along quite easily. 'Charlie' needed to apply a bit of 'horse power' to get the tram moving, but the driver then often had to apply a bit of brake pressure to stop the tram running into the horse's back legs. Firstly at Bylands and then in at Kilmore, 'Charlie' developed this very annoying habit. He didn't take kindly to being caught and harnessed up. He took a lot of running by the day's driver to catch him on Sunday mornings! We eventually learned that 'Charlie' was very partial to a bucket of oaten chaff. Problem solved!"

William Scott wrote an article stating the reason for the eventual horse tramway closure: "'Charlie' the horse became tired in May 1987 and the veterinarian counselled rest for several months followed by advice that 'Charlie' could be returned to limited service only about once monthly. This was unsatisfactory to the Tramway Museum Society of Victoria who ran the line. A suitable horse would, today, cost at least $2000 but more likely, nearer $3000. Also, the field used to agist 'Charlie' was sold and no alternative offered. The tramway therefore remained closed indefinitely." [5]

Len Millar noted, "He was put out to pasture on a farm north of Kilmore. Well done,

'Charlie'. The horse tramway closed in May 1987, and was replaced by a cable tram was put into service in Hudson Park." This operated for several years, but flooding in creek undermined the track and the line was closed.

The TMSV museum includes the remains of a horse-drawn tram that ran from Sandringham Station along Beach Road to Cheltenham Station." [6]

FOOTNOTES

1 Scott, William F., 1985, The Kilmore Horse Tramway, The Tramway Museum Society of Victoria Inc., Kilmore, page 5, reprinted with additions and consent from the February 1985 issue of Trolley Wire, Australian Tramway Museums.

2 Scott, William F., 1985, page 3,

3 'Cable and Horse Trams', http://www.tramway.org.au/collections_cable.html , accessed 24 April 2024.

4 Scott, William F., 1985, pages 3-5,

5 Scott, William F., 1989, 'Kilmore Tramway Recommissioned', Trolley Wire, February 1989, page 3,

6 Cornish, Richard, 2013, 'Six Reasons to Visit Kilmore', 28 December 2013, https://www.smh.com.au/lifestyle/six-reasons-to-visit-kilmore-20131227-2zyjb.html , accessed 24 April 2024.

Len Millar, BTM volunteer, has been training others to drive the horse trams for over 40 years.

Photo: William Grenier, 2024

The first horse trams started in Melbourne in 1884. The last horse tram went to the Zoo but ceased operations in 1923, after the stables, car barn and trams were destroyed in the civil disturbances during the Victorian Police Strike.

The Ballarat horse trams stopped after the line to Sebastopol was electrified in 1913.

Photo: Melbourne Tram Museum, c.1916

The Ballarat horse tram in Melbourne, preparing for the 2002 Moomba Parade, with Len Millar as the tram driver.

The BTM still operates this tram on a very limited basis. Built in 1887 it is believed to be the oldest operating tram in Australia.

Photo: Ron Scholten

SUNSHINE AND RAIN, JULY 2024

A line up on a cold winter's day. Photo: William Grenier

Wendouree Parade with plenty of parking at the playground. Photo: Gary Davey

LAKE WENDOUREE

PETER WAUGH

The first Ballarat horse tram at Duncan and Fraser's factory in Adelaide in 1887. Note the Lake Wendouree signage on the tram.

Photo: State Library of South Australia

The first priority of the Ballarat Council in building the tramway was to bring visitors to the lake and gardens. The lake was the original water supply for the town, but by the 1860s it was being developed as a recreational attraction. The natural swamp was deepened to make it suitable for boating and fishing. Paddle steamers plied the waters, and the Golden City, now reconstructed after a devasting fire, continues the tradition from October to April every year, weather permitting.

Sometimes the activities included more than simply messing about in boats as this incident from 1871 relates:

"One day last week, while a number of ladies were passing through the Botanic Gardens, they noticed a man quite undressed jump out of a boat into the lake near one of the jetties. They imagined for the moment that he was about to commit suicide, but after the lapse of a few seconds he appeared above water and struck out for a swim. All this happened in the early part of the afternoon, and while the gardens were pretty full of ladies and children. It is to be hoped that the police will, have an eye to that part of the lake for the future, and prevent any recurrence of such an offence against propriety."

'Nude swimming:' 1871 'NEWS AND NOTES.', The Ballarat Star ,12 December, p. 2.
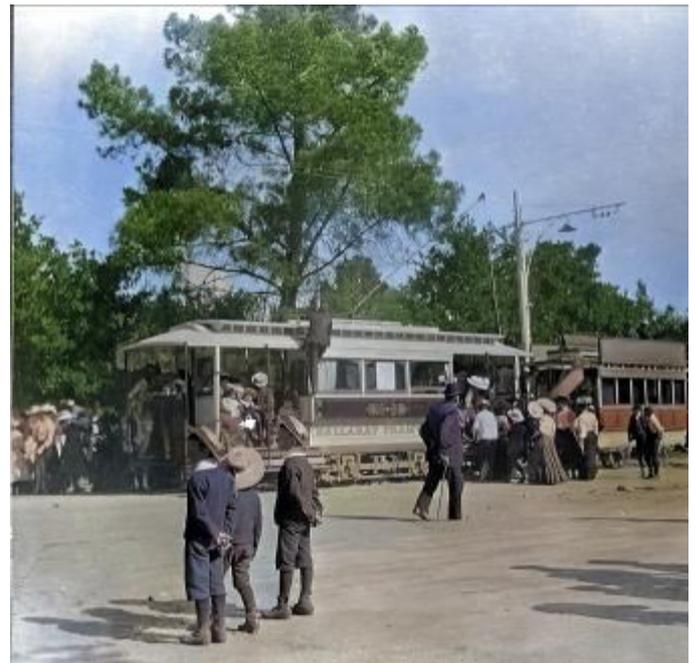
Tram at the lake towing an old horse tram trailer, c.1907

Photo: Pioneer Settlement, Swan Hill

The Golden City paddle steamer, 1935.
Museums Victoria Collections
https://collections.museumsvictoria.com.au/items/771599
Accessed 08 August 2024

STURT STREET

The Hospital Corner, Sturt and Drummond Streets, 1971. Photo: Eldon Hogan

Photo Mural, Sturt and Pleasant Street 2024.
Photo: Peter Waugh

The Town Hall 1971.
Photo: Noel Simon