

FARES PLEASE!

October 2024

\$2.50 incl. GST

News from the Ballarat Tramway Museum

WINNER

Volunteer-run Project

Ballarat Tramway
Museum

*Creating a Contemporary
and Accessible
Tramway Museum*



2024 Victorian Museums
& Galleries Awards



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the company, Colin published “Jelbart engines : a collection of old documents, historic photos, old advertisements, rally scenes”. In June 2010 we published an article by Colin about the roller purchased by the SEC in 1934.

MEMBERSHIP NEWS

The Museum welcomes the following new members:

- 1135 Mrs Danielle Bridger, Miners Rest
- 1136 Mr Damien Bridger, Miners Rest
- 1137 Mr John Stenning, Castlemaine
- 1138 Mr Richard Hill, Soldiers Hill
- 1139 Mr Daniel Tan, Linton
- 1140 Ms Arn Nguyen, Docklands
- 1141 Mr Kane Renshaw, Lucas
- 1142 Mr Connor Waugh, Winter Valley
- 1143 Mr Aron Griffiths-Siermans, Wendouree

VALE

Member and volunteer Dave O’Neil, on 17 June 2024, aged 85. More on Dave in this issue.

Member Colin Holmes on 26 August 2024, aged 75.

Colin was a larger than life local resident who always had a story to tell. He travelled to school by tram and would tell us about the pranks the kids would play on the tram crews. He spent many hours in the Public Records Office in Ballarat and over the years found many fascinating items relating to the Ballarat Tramways. Jelbart Brothers of Ballarat were one of the most prominent Australian engine builders during the period 1910 to 1940. In 2009, to celebrate the centenary of



Colin was a regular visitor, often arriving in his 1924 Model T Ford with son Michael. The car body had been supplied by Duncan and Fraser of Adelaide, who had also built the Museum’s No 1 Horse tram in 1887.

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pays our respect to their Elders, past, present, and emerging.



WORKSHOP NEWS

Tram No. 14 has finally come down off the jacks after an extended period of repairs. This included replacing the floor, and rewiring all the electrical systems. The truck, motor, and associated bearings as well as the compressor have been repaired and renewed. The air brake pipes have been replaced. Work is now underway to reconnect the controllers and other electrical components. We hope that the tram could be back on the tracks before Christmas.



The truck at Harrybuilt. Photo: Paul Mong

Tram 12's new truck has been assembled, and the axles and wheels have been put in place at Harrybuilt Engineering. Once the body and the truck are back together at our workshop, the electrical work on the tram can get underway. We are hoping this will happen before the end of the year.

ANNUAL GENERAL MEETING—27 OCTOBER

The AGM will be held on Sunday 27 October 2024 and following the AGM afternoon tea will be served and subject to the weather Geelong tram No. 2 and Victorian Railways

No. 41 will run as a member's treat. Hopefully it will be a fine afternoon for some great photos of these two unique trams.

HORSE TRAM

On Sunday 10 November, following the success of our April Horse Tram day we will once again run our horse tram. The Sandy Creek Clydesdales have been booked and we are looking forward to fine weather again.

VR DAYS IN JANUARY

In January, VR 41 will do public runs on Sunday 19 and Sunday 26 January. More details to come.

LAST TRAM DINNER

Volunteers and partners gathered at the Royal Mail Hotel in Sebastopol on 19 September for the 3rd annual "Last Tram Dinner". A pleasant evening was had by all, and we look forward to next year's anniversary.

NEW MOTORMAN



Our newest Motorman, Choong Kit Tang, better known as C. K., passed his driving test in September.

Photo: Courtesy C. K.



PHOTO GALLERY



Karl in the workshop. Photo: Geoff Gardener



Guide dog training. Photo: Chris Phillips



*Volunteers at the "Last Tram Dinner", 19 September 2024.
Photo: Peter Waugh*



IN THE BEGINNING

CELEBRATION 21 DECEMBER 2024

This December the Ballarat Tramway Museum celebrates 50 years of operating trams in Wendouree Parade. Although the Ballarat Tramway Preservation Society had formed in 1971, it took several years to replace the infrastructure needed to run the trams again.

We will be celebrating “50 Years of Tramway Heritage Services” on Saturday, 21 December 2024. This event celebrates the 50th anniversary of the commencement of passenger services on the Ballarat Tramway, which began on 26 December 1974. The celebration will honour the Society's history, recognize key milestones, and engage the public with a look back at 50 years of preserving Ballarat's tramway heritage.

An Official Opening Ceremony (12:00 PM) at the Museum. Welcome speech by the BTM President, acknowledging key figures and the Society's 50-year journey since 1974, when our first passenger services began.



*The Track Gang, January 1974.
Photo: Warren Doubleday*

The first two trams operated were No. 27 and No. 40. Unfortunately, No. 27 is not currently serviceable and will not be able to operate, but will be on display in the Museum building. However No. 40 will be back on the track for this occasion, recreating the passenger services that began on December 26, 1974.

Tea and coffee will be available in the Museum allowing members, volunteers, and guests to meet socially. Past and present members are

Shinier Rails in Ballarat: The Society received a marvellous Christmas present on Thursday, 24th December, 1974 when the Ballarat City Council gave permission for passenger operations to commence as from 6.00pm that night. A fine start to the service was made when thirty children from the Stawell Special School were carried as the first passengers in tram Number 26 at 6.00pm. The next day the service was operated for the full advertised times from 10.00am to 6.00pm and the patronage was most impressive. The trams, track, overhead wiring and other associated forms of equipment have been performing perfectly each day from 26th December to 5th January with the exception of 30th December when the service did not operate due to lack of crews. In the time the tramway has been operating over 3,000 passengers have been carried. After three years of hard, dedicated work by members the Society is proud to announce that the tramway is now operating over its full length and invites everybody to come along and enjoy once again a ride along the picturesque former Gardens tramway.

The service will operate every Saturday and Sunday from 10.00am to 5.00pm on a 20 minute frequency. Round trip fares are 20 cents for Adults and 10 cents for Children. Members will be carried 'free' on production of their Membership Cards.

An extract from Fares Please in January 1975.

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invited to share their stories, including reflections on the first passenger services and the challenges overcome during the early years.

Tours from 4:30 PM to 5:00 PM of the running depot and workshop will allow members to see the ongoing preservation efforts. This will be followed by dinner at a local hotel, with details to be available soon.

Below: Photos from late 1974 and early 1975 were all taken by John Theodore showing the early days of the Museum.



Lindsay and Jeff Bounds with a BTT logo.



Our first museum display.



Graeme Jordan with No. 40 at St. Aidan's Drive



No. 26 with young passengers.



Stuart Loddington in the depot



THE AMaGA AWARD

PAMELA WAUGH

Q: What does it take to create an award winning museum?

A: 50 + years and hundreds of volunteers who have each been part of an enduring, strong vibrant and active organisation.

Ballarat Tramway Museum has received a major award from AmaGA, the Museum and Galleries Association of Victoria. AMaGA Victoria was established as the peak body for Victorian museums and galleries in 1993. It supports over 1000 institutions across the state.

The award, sponsored by Archival Survival, was for the 2024 Volunteer-led Project. This was one of 11 awards presented by AMaGA at the Science Gallery in Melbourne on 1 October 2024.

The BTM nominated the setting up of the displays in new museum building as our project.

In 2021 we had the amazing new building, seven display trams, 13 repurposed signs from Tram 39, two wonky display cases, and our operational tram fleet.

In 2024 as the result of Government grants, donations, our historical collection, ideas, creativity hard work and lots of skilled help to bring our vision to life, we now have a contemporary, accessible and interactive museum that immerses our visitors in Ballarat's continuing tram history, with our fleet running on new tracks.

The "Creating a Contemporary and Accessible Tramway Museum" project was based upon:

- A vision of what our new display space could look like.
- Identifying our audience.
- A need to incorporate new technologies.
- Someone to drive the project who could devote the time, energy and skills required.
- Having many different people to support and actively help in different capacities.
- Our vast collection of items, photographs



Peter and Pamela Waugh accept the award on behalf of the BTM.

Photo: Anthony Camm, AMaGA

and tram history.

- Hard decisions about what to include and what to omit.
- Being creative and able to adapt, change, omit and include to reach the best outcome.
- Seeking out professionals with the skills to help create the vision.
- Tight financial frameworks and timelines
- Decision making about where the funding will deliver the best results
- A focus on engaging local trades and people where possible.
- Thousands of hours of planning and the long process of implementing every detail to showcase our organisation

Our museum is a living museum. Every single member who has generously given or is giving of their knowledge, skills, time, and money, has provided the reason to exist and to keep moving forward.





HODGETTS, SUGG AND SUTTON

PETER WAUGH AND CHRIS DONALD

While the title sounds like the name of a Dickensian lawyers' firm, these three gentlemen had a part to play in Ballarat's early history.

PETER HODGETTS



Peter Hodgetts, Manager, BTC.

Peter Hodgetts was an employee of coach company Cobb and Co. The Geelong Advertiser on 8 March 1883 reported: "Mr. Peter Hodgetts...performed a plucky action at Ballarat on Tuesday in stopping two young horses which had bolted with a wood wagon."

"Seeing the frightened animals making straight for the Sugg lamp, at the corner of Mair and Lydiard Streets, he took off his coat, and running up threw it over the heads of the horses, while with one hand he caught the

reins, and just managed to pull the wagon clear of the lamp."

"The maddened beasts were not done yet, and again attempted to get away, but Mr Hodgetts, pluckily sticking to the reins with one hand, and slapping the horses in the face with the coat, managed to effect a standstill near Cobb and Co's offices," the report concluded.

He later became the manager of the Ballarat Tramway Company and the skills shown this incident would have served him well during the horse-drawn tram era.

WILLIAM SUGG

When reading the above news item, I wondered what a Sugg lamp was. Ballarat's first street lighting was powered with gas. The lamps used an open gas burner which generated an enormous amount of heat which would have melted the soft solder used to make lanterns. William Sugg in England developed huge gas lanterns, some more than two metres in height, and over a metre wide. The size prevented the glass from being too close to the burning gas and getting too hot. These huge lamps were often hexagonal, octagonal, and even 12 sided. Sugg displayed his lamps at the Melbourne International Exhibition in 1881. The Ballarat Council purchased several of these lamps for the main intersections of the city. They were large, and would have been quite an obstacle for a runaway wagon.

The lamps were not without problems as this story from the Argus on 8 April 1881 shows:

"COUNTRY NEWS. BALLARAT At the first trial of the new large Sugg lamp on Tuesday night—the site of which has been the subject of so much controversy of late—the glass which confines the light was broken, apparently by the sudden change of temperature,



A Sugg gas lamp

in turning down the light too quickly and as there are no spare glasses of equal capacity to be got the lamp, which is of 400 candle power, will have to be utilised as a 200 candle power until the required glasses can be procured.”

The introduction of gas mantles meant that much smaller flames and therefore smaller lamps using less gas replaced the huge Sugg lamps.

HENRY SUTTON

In 1880 Ballarat inventor Henry Sutton had already devised one of the world’s first electric storage batteries. He also invented the light globe, and the telephone handset. Australia’s first telephone system connected Sutton’s home with his music store. He was a friend of Edison, Bell and Tesla.

In May 1882 he worked on a way to replace the Sugg lamps with electricity. He calculated that a 12 horse-power gas engine would be sufficient to light all the intersections along

Sturt Street between Grenville and Lyons Streets. and also be enough to put electric lighting in throughout the Town Hall. And it would only consume the gas required to light just two Sugg lamps. Despite Sutton presenting the information to the council, nothing was done.

The Ballarat Electric Light Company was formed in 1894, and electric street lighting began in January 1895. The company operated a small power station in Dana Street, which also provided lighting for the two railway stations.

The Ballarat Electric Light Company was eventually purchased by the Electric Supply Company of Victoria, who also purchased the Ballarat Tramway Company and introduced electric trams to the city in August 1905.



The City of Ballarat reinstalled several replica Sugg lamps in 1980, including this one at Lydiard and Sturt Streets, close to Henry Sutton’s music store.

Photo: Peter Waugh 2016



THE SORRENTO TRAM

BY CHRISTOPHER DONALD

The Sorrento Tramway was the first tramway that caught the editor of “Fares Please” interest. In the 1950s and 60’s all Peter Waugh’s family holidays were spent in a cottage on Ocean Beach Road, Sorrento, part of the original tramway route. He spent many happy hours exploring the cliff tops looking for any remnants of this mysterious and long vanished tramway. Recently he was surprised to discover that a memorial to the tramway had been constructed at the Front Beach, on the site of the original terminus overlooking the new ferry terminal.

English-born entrepreneur George Selth Coppin (1819-1906), who was a member of the Legislative Council and Legislative Assembly of Victoria during the period 1866 to 1895, opened the Sorrento Tramway in 1890.

“The success of his [George Coppin’s] tourism enterprises in Sorrento led him to form



*Rockpools at the Sorrento Back Beach.
Photo: Peter Waugh*

the Sorrento Tramway Company on 18 May 1889, building and operating a one mile 12 chain long tramway from the Front Beach (Port Phillip Bay) to the Back Beach (Bass Strait), together with a road from Old Melbourne Road to the Back Beach.”⁽¹⁾ Most visitors to Sorrento arrived on the bay steamers from Melbourne. The tramway provided the opportunity to travel easily from the ferry ter-



*The Sorrento steam tram at the Back Beach terminus in 1914
Source: Rose Stereograph Co., State Library of Victoria.*



*The Sorrento tram in Ocean Beach Road, with the Continental Hotel in the background.
Source: Unknown*

minimal to view the spectacular coastline and rock pools of Sorrento's Back Beach. Interestingly, like in Ballarat, "...a basic service was provided from the start by horse-hauled trams." ⁽²⁾

"The main contractor for the construction of the tramway was local identity Harry Watts, who was subsequently appointed as an engine driver and manager of the tramway. He held this position for the entire duration of the Sorrento Tramway Company's existence." ⁽³⁾

However, there was opposition to the tramway from the local horse cab operators, similar to the experience in Ballarat. "For the horse-drawn "cabbies", competition was direct and clashes were frequent and long-lasting.

Before the tramway even opened, one cabman had caught his buggy wheel on the points of the line and smashed it to pieces." ⁽⁴⁾

A. P. Wizenried noted: "On one occasion at least, early in the life of the tramway, it was felt that nothing short of a boxing match was needed to settle the differences." ⁽⁵⁾

"In 1903, the Company passed from the management of George Coppin to a syndicate led by Mr. J.E. Bensilum, another local identity, who continued to maintain and improve the tramway and built another four steam tram trailers." ⁽⁶⁾

Ironically, it was at Sorrento on holiday where Mr. Coppin fell ill, which led to his death on 14 March 1906. ⁽⁷⁾

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An official 1911 guide book noted that “Sorrento lies upon the sheltered Southern shore of Port Phillip Bay, and is connected with the open beach of Bass Strait, or the Back Beach, as it is usually called by a service of steam trams.”⁽⁸⁾

One of the charming anecdotes told about the tram is about its showdown with a bull: “Deciding to challenge the startling contraption (steam tram), ‘Silver Prince’ (a local bull) stood his ground, at least until Harry (Watts) opened the loco drain cocks. This blew great jets of steam out of the cylinders accompanied by considerable noise. ‘Silver Prince’ turned and headed down the street ahead of the tram. Harry set off in hot pursuit gently nudging the animal along.”⁽⁹⁾

The new owners ultimately closed the tramway on 20 March 1921, “Harry’s [Watts] sons felt it was only right for Dad to be on the footplate for the final run.”⁽¹⁰⁾

Coppin is remembered today in Sorrento by Coppin’s Track, which runs from the Back Beach Terminus to Jubilee Point.

This cliff top walk was thoroughly explored by the editor of “Fares Please” as a young boy searching for tramway relics.

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*The Sorrento horse tram in Ocean Beach Road.
Source: State Library of Victoria*



*The reconstructed Front Beach terminus.
Photo: Marcus Wong*



AUGUST 2024



Arthur Adams cleaning the points. Photo: Glenda Phillips



Tram 14, back on the ground awaiting final repairs. Photo: Paul Mong



VALE DAVE O'NEIL

RYAN VAN DER ZWEEP

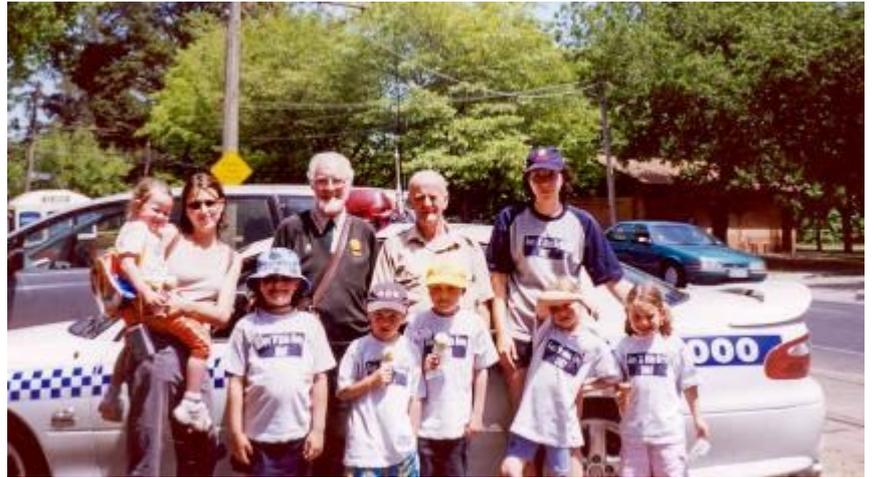
Many of our long-time members and workers were deeply saddened to learn of the passing of Dave "Pop" O'Neil on 17 June. He was 85.

Growing up in Geelong, Dave became passionate about trams while watching and riding the trams in his home city until that system wound up in 1956. As an adult he found employment on the trams in Melbourne, working as a conductor and driver at Hawthorn, Glenhuntly and Essendon depots. Moving back to Geelong, Dave had a short stint as a conductor on the S.E.C tramway in Ballarat, before working for the remainder of his career driving buses in Geelong.

In 1985 Dave decided to join BTM after visiting the tramway and coming to the conclusion that he would like to try driving S.E.C trams. After requalifying as a driver in 1986, he soon became one of our most regular drivers - working up to four days in a row during school holidays.

Always retaining a keen interest in the history of tramways in his home city, in 1994 Dave wrote and self-published the book "History of the Geelong Electric Tramways 1912-1956", including many great stories from former tramway employees.

After notching up 25 years' service with BTM, Dave decided to 'hang up the handles' on 28 March 2010 when he brought single-truck car No. 14 back to the depot for the final time. Before coming to Ballarat, No. 14 worked in Geelong as their No. 29 from 1929 to 1936, so it is not surprising that Dave chose this tram for his last day. Incidentally, Dave's final shift was also this reporter's first shift in



Austin Brehaut and Dave O'Neil with a group from "Cops and Kids", November 2002.

training as an assistant conductor!

Upon his second 'retirement', Dave and his family decided to move to greener pastures in Caloundra, Queensland, where he lived out his remaining years.

On behalf of all BTM members and workers who knew him, we thank 'Pop' for his contribution to our organisation over so many years, and extend our condolences to the O'Neil family on his passing.



*Geelong No. 40, at Queens Park.
Photo: Dave O'Neil*



From the BTM library.

LIBRARY THING

A long-term project is the setting up of a BTM member's non-borrowing research library upstairs at the museum.

Thanks to some significant donations of books about trams and tramways from all corners of the world, we have the basis for a good collection.

We would love you to visit the library when you next come to the museum and enjoy browsing the collection.

To access the library please locate the Museum Team Leader for the day (by asking at the shop) who will be able to provide access for you.

Three of our younger members, Connor, Luke and Felix, are creating an online catalogue of our holdings. Definitely a work in progress. We are using a program called LibraryThing.

To see what we hold, you will need to

- Use a search engine to find LibraryThing and open the program.
- Create your own user login
- Search Ballarat_Tramway.

This will give you access to see our collection. Please note the books are organised by countries.

Book donations that are surplus to our requirements are being offered for sale in our museum shop, to support the running of the museum.

If there is a book you are trying to find, let us know and we'll check to see if we have it for sale. If you would like to donate some books, feel free to contact me.

We are looking to source the following copies



*Assistant Librarian Connor at work.
Photo: Peter Waugh*

of TROLLEYWIRE to complete our collection from 1964 to present day. If you have one of these particular copies to spare, please contact Pam or drop them into the museum addressed to Pamela Waugh.

- FEBRUARY 1964
- OCTOBER 1966
- OCTOBER 1967
- APRIL 1968
- FEBRUARY 2020

Pamela Waugh

BTM Librarian

pamela.waugh@btm.org.au



SOMEWHERE, OVER THE RAINBOW



Board member Chris Phillips with Trams 27 and 1029 at the Museum, December 1971. Photos: Reg Phillips
Evening calm at the Museum after a wild August storm. Photo: Peter Fitzgerald



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