

# FARES PLEASE!

December 2024

\$2.50 inc. GST

News from the Ballarat Tramway Museum



Geelong 2 and VR 41 featured at this year's AGM. Photo: Neville Britton



28, 41 and 2 cross at Gardens Loop. Photo: Benjamin Boehle-Mitchell

IN THIS ISSUE:  
Tramway Museum  
For Ballarat?  
80 Years Ago



BALLARAT  
TRAMWAY  
MUSEUM

# Horse Tram Action



*Noah and Brooke changing ends guided by Andrew Bayley. Photo: Gary Davey*



*Len and Mikelle assisting Mat the horse owner to connect the swingle bar to the horse tram. Noah and Brooke, the two draft horses have to back up for this to happen. Photo: Glenda Phillips*



## NEWS

### New Members

- 1144 Mr David McKinnon of Wallace
- 1145 Mr Ali Basel of Rowville
- 1146 Mrs Bernadette Massarotti of Sebastopol

### Fiftieth Anniversary Celebrations

On Saturday 21 December the Tramway Museum will celebrate fifty years of operation. There are several events planned for the day with the celebrations commencing at midday with an official opening ceremony at the depot and unveiling of a commemorative plaque. After the ceremony historic tram rides will commence utilizing some of the trams that featured fifty years ago. In the museum there will be an exhibition focussing on key milestones in the development of our museum.

Afternoon tea will be served for members from 2.00 pm onwards followed by workshops tours at 4.30 pm. This will be a chance for you to see the progress that has been made in the restoration of ESCo. Number 12.

In the evening there will be a dinner and reception at the Robin Hood Hotel. More details on the website.

### Restoration of Number 12

About ninety years ago the original number 12 was withdrawn from service and scrapped. The body went to Nerrina to be incorporated into a cottage and over the years its existence was forgotten. In 1990 as VicRoads was acquiring properties for the Ballarat By-Pass the cottage was dismantled and number 12 emerged and was then donated to the museum.

Whilst the tram was constructed for the opening of the electric tramways in 1905, the saloon was recycled from a Sydney cable tram trailer initially built in 1892. The restoration of the body is well advanced and has for some time been waiting for the new truck.

Well the good news is the wait is nearly over with the new Brill 21E truck being completed a few days ago.

In the next few weeks the body of 12 which has been resting on blocks at the end of No.4 road will be lifted onto its new truck.

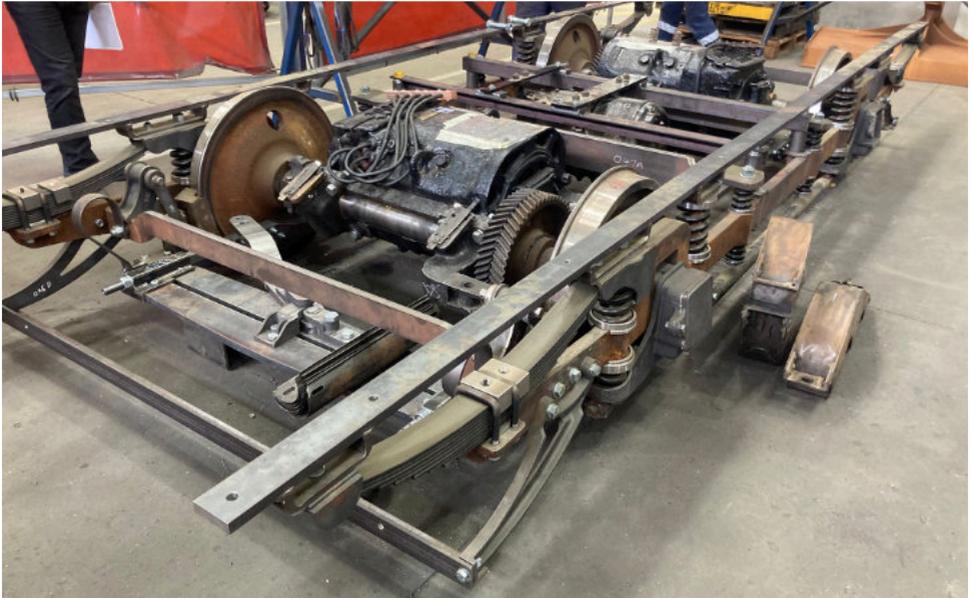
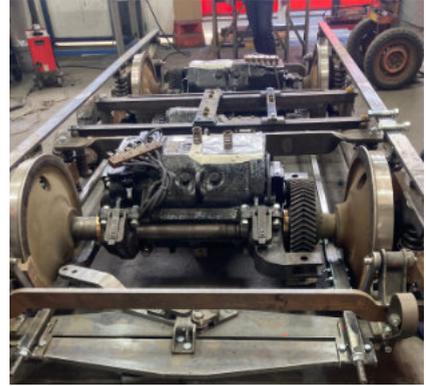
It will still be some time before 12 will be able to operate or be put on display. The tram has to be wired with controllers fitted. The tram was never fitted with air brakes so the underframe will need to be strengthened to hold the airtanks and other ancillary equipment. When all this is completed the tram will need to be painted into its ESCo colour scheme.

## 4 FARES PLEASE!



The truck was designed by Leyton Chan who created CAD files of every part from original drawings. Most of the patterns were made here in Ballarat as well as parts cast at Hasco Foundry. The side frames were cast by Beckwith Iron and Steel in Coburg and the rest of the parts were fabricated and machined by ICE and Harrybilt Engineering in Ballarat. Inver Engineering overhauled and line bored the electric motors. Once all the parts were fabricated and machined Harrybilt Engineering took on the massive task of putting the truck together.

As there is still a large amount of work to be done to complete the restoration of No. 12 donations would be much appreciated.



*The completed truck after assembly at Harrybilt Engineering.  
Photos: Paul Mong*



## Lin Onus and the Transporting Art Tram

Lin Onus largely a self-taught urban artist who, became a mechanic and spray painter after leaving school, before making artefacts for the tourist market with his father's business, Aboriginal Enterprise Novelties. Onus became a successful painter, sculptor and printmaker.

The works of Onus often involve symbolism from Aboriginal styles of painting. The images in his works include haunting portrayals of the Barmah red gum forests of his father's ancestral Yorka Yorka country, and the use of 'rarrk' cross-hatching-based painting style that he learnt (and was given permission to use) when visiting the Indigenous communities of Maningrida in 1986.

In 1993 he was made a Member of the Order of Australia for service to the arts as a painter and sculptor and to the promotion of aboriginal artists and their work.

His father William Townsend Onus Jr (Bill), a Yorta Yorta man, became the founder of the Aboriginal Advancement League and was the first Aboriginal JP, dying in 1968, a year after a long campaign bore fruit – the success of the referendum giving the national government responsibility for Aboriginal affairs and including Aboriginal people in the determination of the country's population.

He painted SW5 829 in the early 1990's prior to his sudden death in 1996. This tram has now been allocated to the Ballarat Tramway Museum for safe keeping and possible ultimate display.



Benjamin Boehle-Mitchell 2024

SW5 829 on its way to BTM storage. Photo: Benjamin Boehle-Mitchell



### A Museum Tramway for Ballarat?

The first positive move to establish a working tramway museum along Wendouree Parade, Ballarat as the basis of an historical transport museum and tourist educational project was made with the formation of a project committee at a meeting held on 18th April 1971.

The Brown Hill Progress Association which called the meeting was asked to act as an interim executive and a general committee of nine was appointed as a steering committee. The meeting, which was attended by about 50 people, passed a number of resolutions which will be incorporated into a draft constitution. It was agreed that:

- \* Trams could be operated on holidays and at weekends and become a valuable addition to the tourist potential of Ballarat.
- \* The tramsheds, in addition to housing any trams retained, could be used as a transport museum for various forms of mechanical transport or any other objects of historic interest.
- \* The trams and the museum would not only be of interest to tourists, but also of educational value to future generations, provided they were authentic and not a "gimmick".
- \* The suggestion that a tram be fitted with a diesel engine and placed in some other area would be unrealistic and unacceptable and

would have little historic or tourist interest. The committee must push for authentic preservation of the trams.

- \* Economic feasibility should be studied by the committee and a report presented.
- \* The removal of the paddle steamers from Lake Wendouree was a distinct loss to the tourist potential of Ballarat. Every encouragement should be given to any other body exploring the possibility of having a paddle steamer restored to run in conjunction with section of the tram route around the lake.

A similar meeting, attended by about 65 people, was held in Melbourne on 29th April where it was decided to elect a committee of seven to represent the interested parties from Melbourne. Discussion mainly centred on how much to preserve, the committee favouring a route from the Gardens to View Point including the depot, although many were in favour of an extension beyond View Point along Ripon Street to Sturt Street to place the terminus in sight of traffic along the Western Highway.

A combined meeting will be held in the Ballarat Town Hall on Sunday, 6th June 1971.

*The above article was originally published in 'Trolley Wire' June 1971. It has been reprinted with the permission of the Trolley Wire Editors and the Sydney Tram Museum.*



*Tram 36 posing for publicity photographs on the special prior to the meeting which created the Ballarat Tramway Preservation Society. 30 May 1971.  
Photo: Chris Phillips*



*Tram 36 departing the City at the end of the tour, 30 May 1971.  
Photo: Chris Phillips*



### EIGHTY YEARS AGO

**By Alan Bradley**

*Introduction: In 1944, 80 years ago, World War 2 had been raging for several years, but the Allies were on their way to winning the war against the Axis Powers. At the same time the Ballarat tramways dealt with all-time record passenger loadings. This article is a timeline of that period – commencing from D-Day to the arrival of Ballarat's first bogie tram.*

6 June 1944: D-Day - Allied forces land on the beaches in Normandy.

6 June 1944: A "Treasure Tram" appears in Sturt Street as part of the fundraising to support Ballarat's entrant in the Most Popular Conductress competition, Mrs Sylvia Mitchell.

10 June 1944: German forces massacre 644 civilians in the French village of Oradour-Sur-Glane.

13 June 1944: The first German V1 bomb (the world's first operational cruise missile) is launched against London.

30 June 1944: At the end of the 1943-44 financial year the Ballarat tramways had carried 6,016,520 passengers. This was below the all-time record of 6.4 million passengers in 1943, but still well above the 2.7 million passengers carried in 1939 – a reflection of the increased

passenger demand due to petrol rationing.

20 July 1944: Adolf Hitler survived an assassination plot by German military officers led by Colonel Claus von Stauffenberg. A bomb was left in Hitler's headquarters in East Prussia, but Hitler survived the explosion.

26 July 1944: The first German V2 rocket hits Britain.

27 July 1944: Soviet forces liberate Majdanek concentration and extermination camp in Poland. This was the first major camp liberated by the Allies.

28 July 1944: Tram No. 22 was involved in a serious collision with an Army car. The tram was travelling south along Drummond Street South, and the car was travelling west along Dana Street. The car struck the tram on the left front side, and the tram left the rails and crashed against a tree on the south-west corner. The driver and conductress on the tram, along with seven passengers, were admitted to the Base Hospital with injuries. Two passengers in the car suffered fractures. There was extensive damage to the tram. According to the local SEC Manager rolling stock was now unprocurable, and the tram would probably have to be entirely rebuilt. [Courier 29/7/1944]

25 August 1944: Paris is liberated by Allied troops.



31 August 1944: Ballarat conductress Mrs Sylvia Mitchell is announced as Victoria's Most Popular Tram Conductress.

30 September 1944: Tramway services in Melbourne do not operate in Melbourne on the Saturday of the VFL Grand Final, due to an industrial dispute, but trams continue operating in Ballarat.

20 October 1944: American forces land at Leyte Island in the central Philippines.

16 December 1944 to 28 January 1945: The Battle of the Bulge: a massive counter-offensive by German forces around the Ardennes Forest in Belgium and Luxembourg. After initial German success, Allied reinforcements forced a German retreat, and from then on the Allies were able to move towards Germany.

23 December 1944: "Enquiries have been made as to whether there will be any alterations to the timetable of the local tramway service during the holidays. There will be a slight alteration. On Monday (Christmas Day) the service will not start until 10 am; on Tuesday (Boxing Day) the starting time will be 8 am. The Service on each day will conclude in accordance with the usual week-night schedule". (Ballarat Courier)

26 December 1944: There were heavy crowds at the Lake and

Gardens on Boxing Day. "Tramway officials found the day on a par with former years, though a heavy one, with the volume of travellers steadily increasing in the early afternoon, following a somewhat light morning.

Every tram was on the lines but loadings appeared lighter because of the introduction of a five-minute service on the Sturt Street West route and a ten-minute service on the Drummond Street North line. This factor also reduced accumulation of passengers when rain set in around 5 o'clock and hundreds rushed for the trams". (Ballarat Courier 27 December 1944)

"Contrary to usual conditions, the attendance at the Gardens and View Point was large on Christmas Day and tramway officials and staff experienced a very busy day.

Generally, an official said, Christmas Day like Anzac Day is regarded as quiet on the tramways. He thought the reason for the increased traffic was because of Christmas Eve falling on a Sunday, many people holding their festive celebrations then and so freeing themselves for a day out of doors on Monday".

1 January 1945: "Conductresses did a good job in handling the big crowds transported during the holidays. In spite of record numbers the tramways had no complaints, accidents, or even lost umbrellas.



On Christmas Eve they carried 14,000 passengers, on Christmas Day 21,000, and on Boxing Day 26,000. The majority of these were to and from the Botanic Gardens". (Ballarat Courier 1 January 1945)

9 January 1945: General Macarthur lands with his men in Luzon, the largest island in the Philippines and began the push south toward Manila. Along the way, his troops liberated prisoners of war, who in some cases had remained captives since his departure in 1942.

24 January 1945: Ballarat experienced one of its worst dust storms, as dust blew in from the Mallee (due to a long drought). The outside lights on tramcars were burning due to the difficulty in seeing far ahead. A visitor on a tramcar, newly arrived from the Mallee, said that he had been told that Ballarat was a good place to escape the dust, but yesterday's dust storm was as bad as anything he had experienced in the Mallee. (Ballarat Courier 25 January 1945)

27 January 1945: The Auschwitz concentration camp (Poland) is liberated by Soviet troops.

January to June 1945: Over 2,000 Allied prisoners (mostly Australian) were forced by Japanese troops to take part in the Sandakan death marches in Borneo, Indonesia.

Only six Australians (who escaped) survived.

4 February-11 February 1945: the Yalta Conference takes place between the "Big Three" (US President Franklin D Roosevelt, British Prime Minister Winston Churchill and Soviet Premier Joseph Stalin).

13 February 1945: Allied bombing raid on the German city of Dresden results in thousands of civilian deaths.

16 February-26 March 1945: The Battle of Iwo Jima, the site of two strategic airfields between the Mariana Islands and Japan. US Marines defeat the Japanese forces at the cost of 26,000 casualties,

1 April 1945-22 June 1945: American troops take Okinawa, the last island held by the Japanese. It was the bloodiest battle of the Pacific War.

12 April 1945: US President Franklin D Roosevelt dies in office, after 12 years as President. He was succeeded as President later that day by Vice-President Harry S. Truman. The Soviet Army encircles Berlin and meets up with American troops on the Elbe River.

28 April 1945: Italian dictator Benito Mussolini is captured and executed.



29 April 1945: The Dachau concentration camp (Germany) is liberated by US troops.

30 April 1945: Adolf Hitler commits suicide alongside wife Eva Braun.

7 May 1945: Germany surrenders unconditionally to the Allies.

8 May 1945: After the surrender by German forces, Victory in Europe (VE) Day is announced to worldwide celebrations.

12 May 1945: The SEC informs the Ballarat City Council that it has agreed to donate 30 pounds towards the cost of a tram shelter at the corner of Haddon Street and Wendouree Parade (which the Council had described as a "bleak place").

30 June 1945: At the end of the 1944-45 financial year the Ballarat tramways had carried 5,775,379 passengers.

5 July 1945: Australian Prime Minister John Curtin dies. Deputy PM Frank Forde becomes acting PM.

13 July 1945: Ben Chifley is elected by the Labor Party as the new Prime Minister of Australia.

26 July 1945: The British general election results in a surprise defeat for Winston Churchill and the Conservatives, and an election of a

Labour government headed by Clement Atlee.

17 July 1945-2 August 1945: Potsdam Conference (which discussed the post-war future of Germany and Europe) takes place in Germany between the "Big Three" (US President Harry S. Truman, Winston Churchill and Joseph Stalin). Churchill was replaced on 26 July 1945 by new PM Clement Atlee for the remainder of the conference.

6 August 1945: The first atomic bomb used in warfare is dropped on the Japanese city of Hiroshima.

9 August 1945: A second atomic bomb is dropped on the Japanese city of Nagasaki.

10 August 1945: Two American officers stationed in Korea used a National Geographic map to divide Korea along the 38th parallel, so Soviet troops to the north and American forces to the south could accept the Japanese surrender. This became the demilitarized zone between North and South Korea.

15 August 1945: Japanese Emperor Hirohito announces his country's unconditional surrender in a radio broadcast.

15 August 1945: The Courier noted that while VE Day was sedate, on VP Day "everyone was happy and gay".



2 September 1945: The Japanese surrender is signed by representatives of Japan and the Allied powers (including Australia) on the deck of the USS Missouri in Tokyo Harbour. Victory in Japan (VJ) day is celebrated.

22 October 1945: Ex-MMTB tram No. 117, the first bogie tram in Ballarat, runs a trial complete with Melbourne paint scheme and wartime white paint.

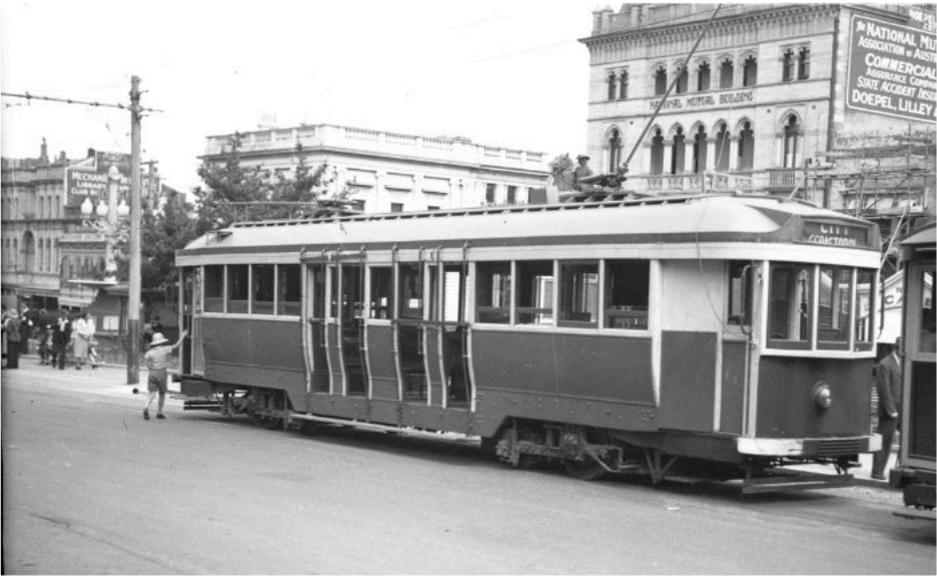
*(Preparations had been made to repair tram No. 22, but with the arrival of No. 117 it was scrapped – and No. 117 was re-numbered 22! Postscript: The war was over, but petrol rationing continued until 1950 – and so did the heavy passenger loadings. Once petrol rationing ended in 1950 patronage gradually dwindled, until the Ballarat tram system closed in 1971.*



*First test run of a bogie car in Ballarat 22 October 1945. The tram is sitting 'bang road' on the Barrett Street Loop just down from Wendouree Depot.*

*Photo: Wal Jack.*

*"Bang Road" is a term meaning the tram is going the wrong way on the track.*



*First run of a bogie car in service in Ballarat on the 16 December 1945. In this photo there does not seem to be a number on the car. Note the white bumper bars a legacy of the 'brown out' paint scheme of the wartime Melbourne trams and the blanked out window behind the driver's cab. Photo Wal Jack, BTM Archives.*



*Tram 22 passes 12 in Victoria Street before being destroyed in an accident in 1944.  
Photo: Wal Jack*



### Steam Trams in Ballarat!

The year is 1892 and we are in Armstrong Street South, Ballarat. As we look from Sturt Street in a southerly direction there are two sets of rails stretching down to Dana Street. On closer inspection the rails on the western side of the street are broad gauge for moving new locomotives from the Phoenix Foundry to the railway siding at Market Street. On the east side of the street the gauge is standard gauge for the horse tram line to Sebastopol.

The Ovens and Murray Advertiser on Saturday 8 October 1892 reports the following:

*The steam motor which the Phoenix Foundry have constructed for the Bendigo Tramway Company ran a series of trial trips on the Skipton Street tram line at Ballarat on Thursday morning. At the Sturt Street terminus there was present large crowd of people, including several city and town Council representatives of the Bendigo and Ballarat Tramway Companies, and also the directors of the Phoenix Foundry.*

*Two large tram cars were, attached to the motor, and upwards of two hours numerous people were conveyed along the line. The trial of the motor proved eminently satisfactory, and the foundry authorities and representatives of the Bendigo Tramway Company are well pleased with the way it ran.<sup>1</sup>*

The Bendigo Tramway Company ordered eight steam tram motors. Number 1 to 5 were built by the Baldwin Locomotive works in the U.S.A in 1891. These locomotives had nine-inch cylinders and had 30-inch diameter wheels. They were rated at 50 h.p. and could haul one bogie trailer on the Eaglehawk line.

The Phoenix tram motors [builder's numbers 315 to 317] numbered 6 to 8 were built in 1892 and were larger in that they had 36-inch diameter wheels and ten-inch cylinders and were rated at 75 h.p. They could haul a bogie and a 4-wheel trailer to Eaglehawk. Motor number 6 was the motor which ran the trial and hauled two horse tramcars.<sup>2</sup>

The steam trams operated in Bendigo from 1892 until the system was electrified by the Electric Supply Co. of Victoria in 1902. Eight bogie trailers were constructed using the bodies on the former unsuccessful battery trams mounted on an extended underframe. Much like our number 12 which has a Sydney cable tram body mounted on an extended underframe.

#### Bibliography:

1. Ovens and Murray Advertiser [Beechworth, Vic 1855, 1857 – 1890, 1892 – 1955] [Steam Trams for Bendigo](#), Saturday 8 October 1892, page 3
2. [Destination Eaglehawk](#), Traction Publications, 1965, page 35.

# BENDIGO STEAM TRAMS



- STREET RAILWAY TRAIN IN BENDIGO, VICTORIA.

*Phoenix built, Bendigo Tramway Co. Motor 6 and trailer No. 5 photographed in the late 1890's. Note the Phoenix builders plate on the front apron of the tram motor.  
Photo: Peter Duckett Collection, BTM Archives.*

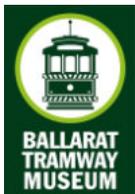


*Bendigo Tramway Co. Motor 5 built by Baldwin B/No 12244 of 1891 and trailer at Bendigo Railway Station in 1894.  
Photo: Wal Jack Collection*

# VISITORS - NOVEMBER 2024



*The Purvis Eureka Club of Australia held their 50<sup>th</sup> anniversary rally, and Fire Rescue Victoria attended for safety training.  
Photos: Peter Waugh*



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Editors:

Chris Phillips [chstram26@gmail.com](mailto:chstram26@gmail.com) Peter Waugh [peter.waugh@btm.org.au](mailto:peter.waugh@btm.org.au)

For further information regarding the Museum, its activities and publications please contact:

The Secretary, 100 Gillies St. N, Lake Gardens, Vic, 3350 Phone 61 3 5334 1580

E-mail: [info@btm.org.au](mailto:info@btm.org.au) Web page: [www.btm.org.au](http://www.btm.org.au) Facebook: [www.facebook.com/btm.org.au](http://www.facebook.com/btm.org.au)