

FARES PLEASE!

October 2014

News from the Ballarat Tramway Museum



The Ballarat Gardens in Spring



Ballarat Trams are Ballarat History

2. FARES PLEASE!

Around the Museum

Work on the substation upgrade has continued, with the pouring of a new raised concrete floor clear of any flooding possibilities. New equipment was installed and commissioned in preparation for the fitting of solar panels at some time in the near future. The work involved installing double doors to the room, which was then entirely fitted out with heavy plaster walls and ceiling. The new equipment and cabinets mean that all the sub-station switches, control equipment, diodes and metering circuits are now contained within modern electrical cabinets.

During September the film crew for the Doctor Blake TV series of programs was busy filming in the lake area for the third season of this popular program. The tramway has contacted the producers with a view to being included at some future date, as we can reproduce 1959 Ballarat very easily.

During October the area at the front of Nos. 4 and 5 roads was cleared of all benches and assorted parts in preparation for concreting this area. The rear section was done last year. The timber rack was removed, with an assortment of odd bits of timber which are never going to be used reduced to firewood. This will complete the new level floor across the entire workshop area.

A major Council project to commence in November is the relocation of Wendouree Parade at Depot junction. This involves moving the road about twelve metres to the west. The tram track and all our poles remain in the same position. The relocation of the roadway is to address the relatively recent issue of cyclists slipping on the rail head when crossing the junction. By moving the road to the west, cyclists will cross at near to a right angle. It will also improve the crossing of the roadway by trams, giving better visibility to both motorists and tram drivers.

Work on the reconstruction of ESCo tram No. 12 has come to a temporary halt, while the work to concrete the front portion of the area is being done. The stored timberwork for No. 12 has been sorted through. It was effectively a large jigsaw puzzle with additional bits from a Melbourne cable tram mixed in to make the task

more difficult. We have also worked out how the top panel and drip rail over the saloon windows were modified when the tram was rebuilt from a six window saloon car to a three window vehicle at the time it was converted from a cable tram trailer to an electric tram.

New traffic staff

We welcome Ahmad Doost to the ranks as an assistant conductor. Peter Fitzgerald has qualified as a driver and as a local Ballarat resident will prove to be a very useful addition to our ranks.

Annual General Meeting

All members are invited to attend the Annual General Meeting at the Museum, on Sunday 9th November 2014, commencing at 2.00pm.

Following the acceptance of a Resolution put to the Board meeting on 17th September 2014, it will be moved at the Annual Meeting that Dave Macartney be appointed a Life Member under Rule 14 (2) of the Association in recognition of his long term service to the Museum.

A list of the nominations and a proxy voting form are enclosed with your Annual Report.

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

Membership News

The Museum welcomes the following new members and Junior Supporters:

- 861 Chris Ruddick of Ballarat and family:
- 863 Jen Bourke
- 5067 Tom Ruddick
- 5068 Louis Ruddick
- 862 Adam Chandler of Melbourne

This Month

In this edition, to remember the 100th anniversary of the outbreak of 'The Great War' in 1914, there is a superb article by Alan Bradley on Ballarat 'Trammies' and their involvement with the war. Alan with the assistance of Peter Waugh has put together a great story by using the ESCo Employees Register, The National Library of Australia's *Trove*, the Ballarat branch of the RSL and other sources.

3. FARES PLEASE!



Above: U3A members at St. Aidan's Drive with their Motorman for the day, Roger Gosney.
Photo: Peter Waugh (22/10/14)



Above: Preparation for further concreting.
Photo: Warren Doubleday (12/10/14)



Above: In the coming months Wendouree Parade at Depot Junction is to be realigned to run through here in an attempt to make the area safer, particularly for cyclists.
Photo: Peter Winspur (5/10/14)

Left: The substation is now properly enclosed.
Photo: Roger Gosney (4/9/14)

Cover photos: Recently, the gardens have been a glorious place to be on Sundays.
Photos: Peter Winspur (5/10/14)



Ballarat's Trams and Tramwaymen during the Great War 1914 to 1918

By Alan Bradley

The author acknowledges the assistance of Peter Waugh (Ballarat Tramway Museum) and Ms Kristine Morgan (Administration Manager, Ballarat RSL Sub-Branch) in the researching of this article.

Prelude

2014 is the Centenary of "The Great War" (now known as World War 1), which led to great loss of life, and changed the face of the world as it was then. Even distant Ballarat, far from the conflict zone, was affected by the changes.

In 1914 Ballarat was the largest inland city in Australia, and was two hours by train from Melbourne, which hosted the Federal Parliament. Ballarat had two daily newspapers, the "Star" and the "Courier", as well as the union paper, the "Ballarat Evening Echo". It had an electric tram service. All lines ran for part of their length along Sturt Street, regarded by many as the finest boulevard in Australia.

Early in 1914 there was no hint of the coming conflict. The Electric Supply Company of Victoria (ESCo), the operator of electric supply and tramways in Ballarat and Bendigo, had plenty to do. In the previous year, 1913, the ESCo had extended electricity services to Sebastopol in the independent Borough of Sebastopol, to the south of Ballarat. Three new crossbench trams had been brought into service, just in time for the opening of the Sebastopol electric tram service, which had replaced the horse tram service.

For several years the Ballarat Council had complained regularly when trams were taken off other lines for Gardens traffic during the holiday period. There were not enough trams to maintain full services, but the three new trams seemed to make the difference. In January 1914 the Ballarat Council thanked the ESCo for the service provided during the holiday season.¹

Visiting councillors were still hosted in a special tram, often with carpet on the floor and cushions on the seats. On 11 March 1914 the Mayor and

Councillors of various Geelong councils visited Ballarat. They were met by the local councillors at Ballarat Railway Station, and were taken by tram to the City Oval for a cricket match between the councillors. Afterwards they re-boarded the tram for a trip to the Botanical Gardens; then to a bowling club for lawn bowls; and finally to the Station for the train home. Both the Mayor and Mayoress of Ballarat thanked the ESCo for the special tram services provided for the guests.²

But there was criticism as well as praise. The following month the Council wrote to the ESCo "concerning the manner in which your cars are stacked across Sturt Street at the Drummond Street intersection. I am directed to inform you that the practice must be discontinued forthwith".³

Meanwhile the trams ran each day past the impressive Boer War Memorial statue (next to the Town Hall), that commemorated the Australian soldiers killed during the Boer War in South Africa between 1899 and 1902. These included ten Ballarat men. Within a few months a much larger and bloodier war would begin in Europe.

War begins

On 28 June 1914 Archduke Franz Ferdinand of Austria, the heir to the Austro-Hungarian throne, and his wife were assassinated in Sarajevo. This began a series of events in which various countries declared war on each other, and dragged their allies into conflict. With war looming, Opposition Leader Andrew Fisher pledged that Australia would "stand beside the mother country to help and defend her to the last man and the last shilling". He was rewarded with a sound victory at the August Federal elections. On 4 August 1914 Great Britain declared war on Germany, and Australia declared war as well.

A week later enlistments began at the Ballarat Drill Hall, as news spread of the rapid German

5. FARES PLEASE!

invasion of neutral Belgium and northern France. Many young men feared that the great adventure would be over before Christmas, and lied about their age so they could enlist. White feathers were sent to young men who had not enlisted, even those rejected on medical grounds. The anger against “Kaiser Bill”⁴ extended to Australians of German background. The volunteers from Ballarat and many other communities formed the Australian Imperial Force (AIF). These Australians were diverted to Egypt and, with New Zealanders, were formed into the Australian and New Zealand Army Corps (ANZAC).

In August 1915 a training ground for troops was established at the old Agricultural Society’s Showgrounds (at the corner of Wendouree Parade and Haddon Street), next to the lake and the tram line to the Gardens. This gave the trams an increase in patronage, and provided the men who had enlisted a good service to and from the City.

Patriotic fundraising

Ballarat audiences were enthusiastic patrons of concerts and films. The Great War brought a new type of event – the patriotic fundraiser. On 22 February 1915 world-famous Australian soprano Dame Nellie Melba sang one evening at the Coliseum in a fundraising concert for the Red Cross “Belgian fund”. As usual the trams carried patrons to the city early in the evening for the concert. The crews waited until the concertgoers left for their tram homewards.

On 21 February 1916 a fundraising “Aquatic Carnival” was held at View Point, on the shores of Lake Wendouree. The events commenced at 2 pm, and View Point was lit up to allow events to continue well into the evening. Spectators paid a shilling for entry, with the funds going to the Red Cross. Railway traffic from outlying areas was heavy, with special trains going to and from Ballan, Allendale, Buninyong and Bealiba.

Right: Soldiers Marching Beside Lake Wendouree, circa 1915. (The Biggest Family Album of Australia, Museum Victoria)

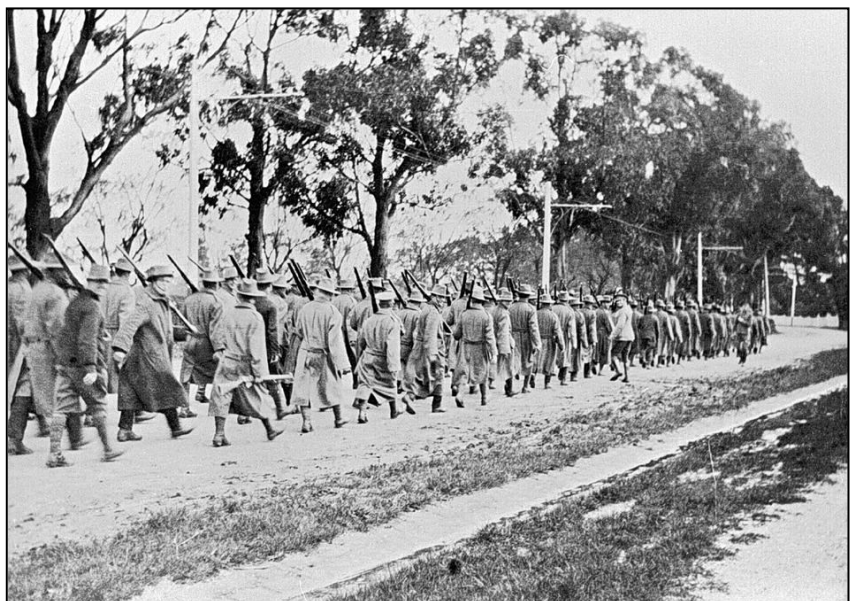
Travellers boarded trams for the long trip between the Railway Station and View Point. It was announced that “the trams will run as long as there is loading”⁵.

Tramway issues

During 1913 the ESCo introduced one-man operation on four lines, despite protests from the tramways union and the Ballarat Council. In 1915 one-man operation was extended to the two Gardens routes, leaving only the Sebastopol line worked by conductors. The change enabled the “release” of 37 conductors. The ESCo told the Ballarat Council that some of its men had enlisted, and it was difficult to find replacements.

In June 1915 the Ballarat Council pointed out that only one tram line ran south of Sturt Street, and asked the ESCo to consider building a second line. The council thought this would be both profitable for the Company and convenient for residents. The ESCo replied that wartime conditions meant that any extensions had to be postponed.⁶

Late in 1915 the Council complained about overcrowding of trams on the Sebastopol line during holiday periods. During 1915 and 1916 the Council complained about the sinking of track in various locations. After only ten years of service the method of laying track on concrete stringers had proved unsatisfactory, compared to the old method of sleeper construction. Complaints about the poor standard of track would only increase in the years to come.⁷



6. FARES PLEASE!

On active service

On 25 April 1915 the ANZACs landed at Gallipoli, as part of a British plan to defeat the Ottoman Empire⁸ and control the Dardanelles. Within the first week the first Ballarat man had been killed. At least two Ballarat tramway employees were at Gallipoli. Arthur Phillip Percival Kemp was employed during 1914-15 as a Conductor. He joined the AIF, was wounded at Gallipoli, and awarded the Military Cross⁹. The other was Peter Hodgetts, of whom more is written elsewhere.

During 1916 Australian forces began fighting in the major battles on the Western Front. Obscure French and Belgian villages such as Fromelles, Pozières, Messines, Passchendaele and Ypres¹⁰ would soon become well known to Australians.

James Henry Hibbins, Motorman resigned in 1914 to join the AIF 58th Battalion, and in 1916 was wounded in action suffering severe gunshot wounds to the left thigh. John Oscar Baensch enlisted in the AIF in 1914 and was wounded three times. Horace Colvin Pine, Conductor, enlisted in the AIF in 1915, was wounded several times, and had his left leg amputated. Edward Britt, Motorman resigned in 1915 to volunteer with the AIF. James Doyle, Motorman served with the AIF in France from 1915 as a Driver 4th Field Artillery. Sidney

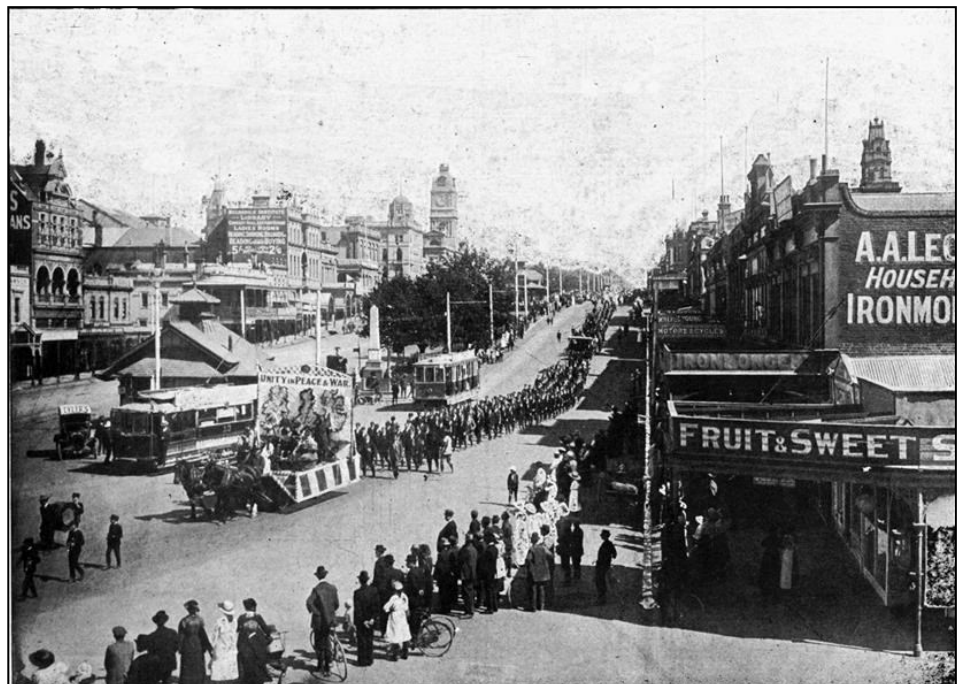
Charles Mills, Motorman, resigned in 1915 to join the AIF 4th Light Horse. Alfred Henry Wilson, Motorman, resigned in 1917 to join the AIF. He was wounded in the head in August 1918, and repatriated to Australia. Conductor Herbert Arthur Davis enlisted in 1915; more is written about him elsewhere.

Right: St Patricks Day Parade, lower Sturt Street, 1916. The caption on the float reads “Unity in Peace & War”. (Federation University Australia Historical Collection)

Also enlisting were some former ESCo employees, whose service ended prior to the start of the war. Bernard Ross Bergin, Motorman, was discharged in 1913 due to the commencement of one-man operation. He served in the AIF from 1916 to 1918, and was wounded in action. Henry John Francis Bettess, Motorman, who was dismissed in 1913 for “leaving car on duty and refusal to go with his work”, served in the AIF from 1915 to 1919.

Three Ballarat tramwaymen are known to have paid “the supreme sacrifice”. The first was Bertram Allanby Boyce, Motorman, who was dismissed in 1907 for being “drunk and disorderly on car”. He had previously served in the Boer War, and joined the 5th Australian Infantry Battalion during the Great War. He took part in the six-week campaign at Pozières, France in 1916, during which the AIF suffered 23,000 casualties, of which 6,800 men were killed or died of wounds. He was killed in action on 25 July 1916. His name is listed on the Villers-Bretonneux Memorial in France, the Australian War Memorial, and the Ballarat Avenue of Honour.

The other two were conductor Peter Hodgetts and motorman Thomas Glenn, who were killed in action in 1917. More is written about them elsewhere.



7. FARES PLEASE!

Anzac Day and the conscription referendum

On 25 April 1916, the anniversary of the landing at Gallipoli, a commemorative service was scheduled to be held at the Soldiers Statue in Sturt Street, next to the Town Hall. In order for the service to be “as solemn as possible”, the ESCo was asked if the trams could refrain from running past the Soldiers Statue between 12.25 pm and 1.15 pm on that day.¹¹

On that day the “Ballarat Star” noted: “Anzac Day is to be observed today, it being just twelve months since the Australian troops made their wonderful landing at Gallipoli. All business in the City and Town will be suspended between the hours of 11.30 am until 1.30 pm”.¹² Despite the rain and cold, a large crowd attended the public observance at the Soldiers’ Statue.

During 1916 casualties mounted on the Western Front, newspapers regularly printed the names of men killed in battle, and grim letters from soldiers filtered home. As the number of recruits dwindled, Prime Minister “Billy” Hughes was convinced that conscription was required. The matter was put to a referendum, scheduled for 28 October 1916. The “Yes” campaign opened in an evening meeting on 3 October 1916 at the Alfred Hall in Grenville Street. A packed Alfred Hall heard opponents of conscription called “foreigners or communists”.

The conscription campaign was held at the same time as Ballarat’s annual South Street competitions, the “Grand National Eisteddfod”. Each year visitors arrived by train, hotels and boarding houses were packed, and residents came by tram to see the competitions. On 9 October “Billy” Hughes appeared in Ballarat to open South Street, and took the opportunity to speak to the evening audience in favour of the “Yes” campaign.

The union movement campaigned against conscription, and one of the strongest speakers was Ballarat’s Jim Scullin, editor of the “Ballarat Evening Echo” and a future Prime Minister. The “No” vote narrowly prevailed, but the population remained bitterly divided over the issue. In December 1916 Jim Scullin moved a motion for the expulsion of conscriptionists from the Labor Party. One of them was “Billy” Hughes, who formed a new coalition government. Hughes

staged a second conscription referendum on 20 December 1917, but the “No” vote was more clear-cut.

While the conscription campaign failed, another campaign succeeded. The temperance movement believed that a more sober community would be better able to win the war, and lobbied for early closing of hotels. The death of an intoxicated soldier, who was run over by a tram in 1916, would have given some ammunition to this argument. On and from 25 October 1916 hotels in Victoria were shut from 6 pm each night. This “temporary” wartime measure would last until 1966.

Peter Hodgetts

Peter Hodgetts senior was the manager of the Ballarat Tramway Company Limited, which operated the horse tram system. He transferred to the ESCo when it commenced operation of the electric tramway system in 1905, but left on 31 May 1906, as “services no longer required”. His son, also known as Peter Hodgetts, was later employed by the ESCo as a Conductor. In April 1914 Hodgetts was charged with three counts of trying to embezzle the ESCo; he was accused of not paying in the fares he had collected. The case was dismissed for lack of evidence.¹³

Hodgetts enlisted in October 1914, six months after appearing in court, and served at Gallipoli during June and July 1915. He was transferred to Lemnos for deafness, and was sent to England and trained in signals. He arrived in France in May 1917, and on 7 July 1917 he was killed in action during an attack on a hospital by hostile aircraft. He is buried in the Bailleul Communal Cemetery, France. He is listed in the Ballarat Avenue of Honour. Peter Hodgetts senior died in 1928.

Back to Ballarat

Even in the middle of the war Ballarat was keen to attract tourists; the city had long been aware of the economic benefit of attractions such as the Botanical Gardens and the South Street competitions. During Easter 1917 a “Back to Ballarat” celebration was staged in order to attract homecoming visits by former residents. On Thursday 5 April the staff at Ballarat Railway Station welcomed the many visitors who poured off the numerous trains that arrived

8. FARES PLEASE!

that day. In the evening Sturt Street in front of the Town Hall was illuminated in loyal red, white and blue lighting.

Wet weather throughout Easter affected many of the special events. On Easter Monday a gymkhana was planned to take place at the City Oval, involving many children from local schools. Spectators came by tram and braved the rain to watch the procession along Bridge and Sturt Streets to the City Oval. However the gymkhana program was curtailed due to the rain and cold.¹⁴

The weather cleared on Easter Tuesday, when a Eureka Pageant was held at the Eureka Stockade Reserve in Ballarat East. During the afternoon a procession consisting of stage coaches, bullock teams, and diggers and troopers in costume proceeded from Sturt Street along Victoria Street, and then to the Stockade. Around 15,000 people crowded into the Stockade to watch the Pageant, in which actors played out scenes of the goldrush and the Stockade drama of 1854.

The masses of people trying to find their way to the Stockade that day had a choice of two modes of transport. One was to travel on the Buninyong railway line to Eureka Station; the other was to travel by tram along Victoria Street on the Orphanage line, and then walk the rest of the way. It was recorded that at one point 22 trams were sent east (mostly on the Victoria Street line) to cope with the traffic. Only one tram was available to serve the other lines.¹⁵ It is uncertain how so many cars could run on the Victoria Street line, as it had one crossing loop plus a half-loop at the terminus.

The Eureka Pageant was popular and successful, but there was at least one dissenting voice. One letter to the "Ballarat Courier" claimed that the young actors were "shaming" the men at the front. "What one thinks will be the feelings in the breast of our soldier boys when they read the reports of yesterday's doings?"¹⁶

St Patricks Day

St Patricks Day was an important day for residents of Irish descent. A half-holiday was observed, ensuring a busy day for the trams as spectators flocked to the procession and other attractions. In 1918 there was an edge to the festivities, due to the sectarian tensions between

Catholics of Irish nationalist background and Protestants of British unionist background. The 1916 Easter Rising in Ireland heightened the anti-Irish and anti-Catholic atmosphere. During the second conscription referendum most Protestant leaders supported conscription, and Daniel Mannix, the new Catholic Archbishop of Melbourne, opposed it.

The jubilee of St Patricks Day celebrations in Ballarat was scheduled for 22 March 1918, and the guest was none other than Archbishop Mannix. The previous Saturday "emblems of a disloyal nature" [Sinn Fein] were displayed at the Melbourne St Patricks Day procession. On 20 March a deputation waited on the Mayors of Ballarat and Ballarat East, asking for "an assurance that no emblems of an offensive character would be displayed during the St Patricks Day procession". The two Mayors threatened to halt the procession, but after being assured there would be no repeat, the procession was permitted.¹⁷

Fine weather, along with the presence of Archbishop Mannix and the controversy regarding emblems, stirred Irish solidarity and attracted a "record attendance" to the morning procession in Sturt Street on 22 March. No "offensive" banners were displayed, but many of the spectators wore miniature photos of Mannix. Record numbers also attended the afternoon race meeting at the Miners Racecourse in Ballarat South (a few blocks' walk from Skipton Street), with a "special tram and cab service" carrying patrons to and from the course.

In the evening an audience of nearly 7,000 attended the Irish National Concert at the Coliseum. Archbishop Mannix, a brilliant public speaker, poured scorn on the 3,000 citizens of Melbourne who had called for him to be expelled from the city. The trams contributed to the success of the St Patricks Day jubilee by successfully moving large numbers of people between the three main venues.¹⁸

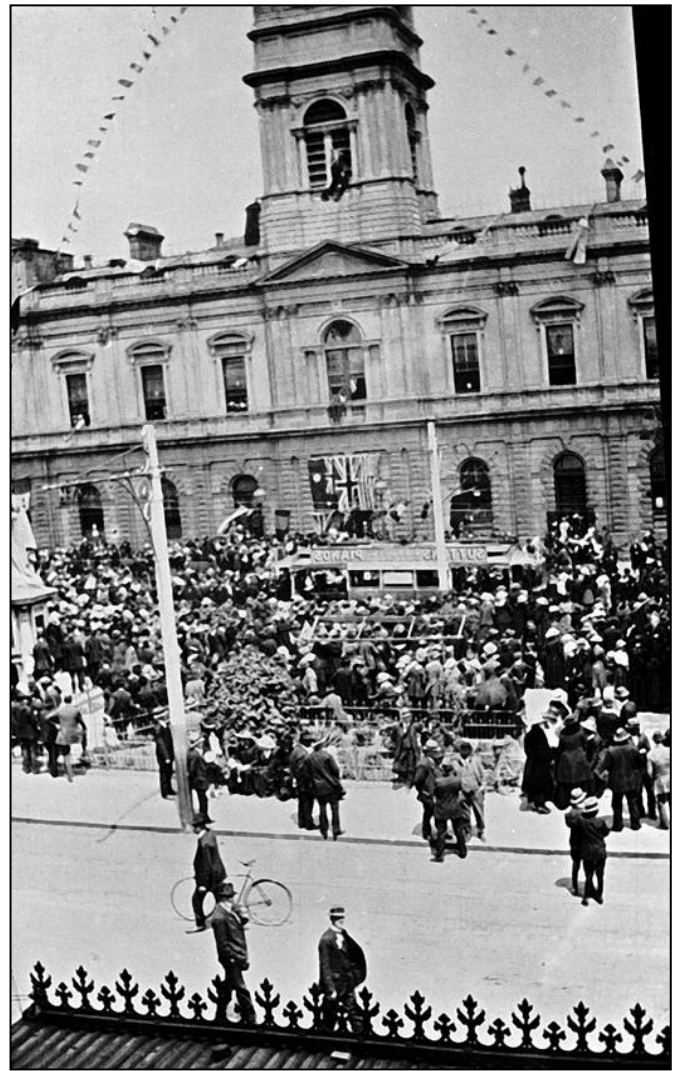
Armistice Day

In mid-1918 the war on the Western Front turned in favour of the Allies, with the Anzacs under John Monash prominent. During September and October 1918 the alliance between the Central Powers¹⁹ began to collapse. Agreements

9. FARES PLEASE!

(known as Armistice) were signed between the Allies and Bulgaria, the Ottoman Empire and Austria-Hungary. The Kaiser abdicated, and an Armistice with Germany was signed on 11 November 1918. Spontaneous scenes of rejoicing were seen in cities and towns throughout Australia.

On 8 November 1918, false rumours of a ceasefire brought people into Sturt Street to celebrate. When the Armistice was signed on 11 November the news reached Ballarat after 8 pm, but it spread quickly. Cheering crowds flocked into Sturt Street opposite the Town Hall to celebrate, stopping all traffic. "The tramway authorities wisely gave the crowd a free street, as the trams did not adhere to the usual timetable by going to Grenville Street".²⁰



Above: A crowd gathers outside the Ballarat Town Hall. This photo may have been taken on Peace Day, 12 November 1918. (The Biggest Family Album of Australia, Museum Victoria)



Above: Armistice Day celebrations in Sturt Street in front of the Town Hall on 11 November, 1918. Crocker's store is in the background. (The Biggest Family Album of Australia, Museum Victoria)

With a public holiday to celebrate the Armistice imminent, the ESCo agreed with its employees that that the tram service should be maintained, and the men would have a day's paid holiday afterwards. A public holiday, Peace Day, was observed on 12 November. A group of returned soldiers paraded through the streets, asking any shops they found open to shut. During the afternoon the soldiers decided that the tramway employees should also have a holiday, so they seized the "control handles" (probably the controller keys) and effectively suspended the tram service for the rest of the afternoon. The Police Superintendent negotiated the return of the keys, which were found at the Soldiers' Institute.²¹

10. FARES PLEASE!

The Ballarat Show

Before the War the Ballarat Agricultural Show attracted large crowds to view various aspects of farm life. The busiest crowds attended on the Show day half-holiday, and the ESCo was often criticised for taking trams off other lines to bolster the Show traffic, leaving those lines without a service. But during the war the Showgrounds were used for troop training, until the decline in the number of enlistments caused the closure of the troop camp.

Just after Peace Day, the Ballarat Show was held for the first time in four years. Crowds poured onto trams for the journey to the Showgrounds, now clear of troops and renovated. The "Peace Show" (held on 13 and 14 November 1918) attracted the greatest attendance and gate receipts in the Show's history.²² Clearly Ballarat people wanted to resume normal life again.

Welcome home

On "Anzac Saturday", 30 November 1918, Ballarat officially welcomed home soldiers and nurses sent home on leave after four years away, as well as the sick and wounded who had been sent home earlier. The soldiers and nurses were taken in open cars (many of them loaned by private owners) along Sturt Street to the Avenue of Honour, and then alongside the lake to View Point for a trip by paddle steamer to the Gardens. A reception at North Gardens Reserve was held, with speeches aplenty. It was estimated that 20,000 people were at the Gardens that day.

The "Ballarat Courier" recorded:

"An unfortunate accident marred the welcome home to the Anzacs during the height of the excitement at the Botanical Gardens on Saturday afternoon. Trams, motorcars, motorcycles, push bicycles, together with every conceivable type of horse drawn vehicle were necessary to convey the thousands of people who had turned out to do honour to the returned heroes".²³

Just before the soldiers arrived, a phaeton (horse-drawn cart) with three occupants was heading north near the Gardens Pavilion. The phaeton was driven onto the tram line, with the driver not hearing an approaching tram. Motorman Albert Mitchell applied the magnetic brake, but it was too late to prevent a collision. All three occu-

pants of the phaeton were injured, and the driver suffered broken ribs. The tram was derailed, and half a dozen trams were delayed.

To avoid risk of collisions between vehicles after the reception, the Police Superintendent ordered "conveyances, cars etc." to leave via the north side of Lake Wendouree.²⁴

After the War

Around 4,000 men from the Ballarat district served during the Great War, with around 800 killed. After the war was over the dead were mourned. Surviving soldiers dealt with the physical and mental effects of the war as best they could. Limbless soldiers struggled up the high steps of trams.

An Avenue of Honour was planted with a tree for each local man who enlisted, with a name plate for each man who served. Planting began in 1917, and two years later the trees extended along both sides of the Western Highway from the western end of Ballarat to Burrumbeet. Ballarat's Avenue of Honour is the earliest known memorial avenue to have been planted in Victoria, and it inspired over 100 similar Avenues to be planted over the next few years.

Some servicemen returned to their old jobs. Former ESCo employees James Doyle, Sidney Charles Mills and Alfred Henry Wilson returned to work on the trams in 1919. Other war veterans secured work on the trams. Leon Henry Eyckens was present at the first landing at Gallipoli on 25 April 1915, but a month later his war ended when he was wounded in the right knee and neck. James Nash Button was wounded in action in 1917, and hospitalized with myalgia in 1918. Nash became a Motorman in 1919, and Eyckens in 1920.

Herbert Thomas Holland, Eric David Boyce, Philip Edward Hines, George Douglas Davidson, Leslie Alfred Holliday, Stanley Lawrence, and Hugh Clifton McDonald, all with AIF service, were appointed as casual motormen during 1920-1921. Vincent Michael Dalton commenced employment in 1920; more is written about him elsewhere.

Albert Jolly, whose uncle William Jolly was already a motorman, unsuccessfully applied for a job with the Ballarat Tramways in 1915. Shortly afterwards he joined the AIF, and served on the

11. FARES PLEASE!

Western Front. In 1920 he successfully reapplied for a position on the Ballarat Tramways as a motorman. He was still working for the tramways in 1943.

Anzac Day, 25 April, was marked each year by a procession of ex-servicemen in Sturt Street. Such was its importance that in 1922 ESCo employees interrupted a two-week strike (over the issue of one-man operation) and manned trams to carry people to and from the Anzac Day procession. The ESCo donated all fares collected that day to the local hospital. Anzac Day became a national holiday in 1927, and has remained important to this day.

Late in 1918 Europe was hit by an outbreak of Spanish influenza. Globally this pandemic killed at least 50 million people, more than were killed in the Great War. The virus was brought to Australia by returning soldiers, and by late January 1919 had reached Ballarat. People were warned to avoid trams and trains, and the trams were fumigated with sulphur. Gauze masks and quinine powder were issued for the tramway staff. Motorman Gerald O'Hara cut a hole in his mask so he could smoke his pipe!²⁵

The Showgrounds were used as a temporary hospital for flu patients. There were 91 deaths from the Spanish flu in Ballarat. One of them was motorman William Jolly (the uncle of Albert Jolly), who died on 11 April 1919 from "pneumonic influenza".

During 1920 the Prince of Wales, the heir to the British throne and future King Edward VIII, toured Australia. This was 16 years before he abdicated the throne. On 3 June 1920 the Royal Train arrived at Ballarat, and the Prince was taken in an open car through Ballarat East and then along Sturt Street. The Prince officially opened the newly-built Arch of Victory in Sturt Street West, at the eastern entrance to the Avenue of Honour. Many of the cheering spectators along the route on that cold, wet day came by tram. But the Prince, Councillors, MPs and Pressmen travelled in a fleet of 23 open cars. No longer would VIPs travel on a decorated tram.

In search of Thomas Glenn

Thomas Glenn commenced employment with the ESCo as a Casual Conductor in 1906. In 1909 he was a witness to a death of a passenger on the tram he was working on.

"Thomas Glenn, tram-conductor, and other witnesses gave evidence to the effect that Mr. Bates, who was riding on the rear platform of a car, walked along the footboard to reach some timber belonging to him. He either stepped or fell off, and his coat was caught by the trailer, which dragged him along the road for a short distance. A verdict of accidental death was recorded".²⁶

According to the ESCo employee's register, Thomas Glenn became a Motorman on 24 October 1910. He resigned on 22 January 1916 to join the AIF, and was "killed on active service". No other details are available.

Initially there was some mystery regarding Thomas Glenn's story. He is not listed in the National archives or the Australian War Museum under the name Thomas Glenn. Ballarat's Avenue of Honour does not have a tree with his nameplate on it. However, ESCo employee Robert Haynes (who worked for the Ballarat tramways between 1887 and 1939) planted a wattle tree at the tram depot in his honour. During the 1930s the tree was left undisturbed when major works were carried out at the depot.²⁷

...last night's amalgamation meeting.

Killed in Action.—Mrs Aitken, of 10 Durham street, has received word that her brother, Pte. M. T. Glenn, was killed in action in France on 9th June. Pte. Glenn was previously reported missing. He was 35 years of age, and a single man, and prior to enlisting was employed by the Electric Supply Company on the Ballarat trams. Mrs Hood, of Princes street, and Mrs Davies (Clifton Hill) are sisters of the deceased. He left Victoria on 3rd June, 1916, with the 37th Battalion.

Avenue of Honor.—The Sebastopol Borough Council at its fortnightly meet...

Above: The death of Thomas Glenn was recorded in the "Ballarat Star"

12. FARES PLEASE!

The National Archives lists a Thomas John Glenn, from Bairnsdale, Victoria who enlisted in January 1915. He was absent without leave twice, was discharged in 1920 with loss of pay benefits and medals, and was convicted in 1921 for pickpocketing at a racecourse. Also listed is a John Thomas Glenn, from Dandenong, Victoria, who enlisted in 1917, and embarked at Sydney in 1918. But neither man was the same Thomas Glenn who worked on the Ballarat tramways.

The National Archives shows that Michael Thomas Glynn (a different spelling of the surname) enlisted on 1 February 1916. He was listed as a 35 year old Motorman from Ballarat; his father was deceased, and his mother was Mrs Mary Daghish, of East Ballarat. Mrs Daghish died on 3 June 1916, and the "Ballarat Courier" included a tribute "in loving memory of my dear mother" inserted by "her loving son T. Glenn (on active service)".

Glynn joined 37th Battalion, A Company as Private No. 276. His unit embarked from Melbourne on 3 June 1916. He was killed in action on 8 June 1917, at the Battle of Messines in southern Belgium, but has no known place of burial. He is commemorated on the Menin Gate Memorial at Ypres, Belgium (opened in 1927) that lists 55,000 missing "British and Empire" troops.²⁸ He is also listed in the Australian War Memorial and the Ballarat Avenue of Honour under the name Michael Thomas Glynn.

Vincent Michael Dalton

Vincent Michael Dalton was a former Miner from Eganstown who enlisted on 19 August 1914, two weeks after the Australian declaration of war. He fought in Gallipoli and on the Western Front with the AIF 8th Battalion. He commenced employment on the Ballarat tramways in July 1920. He was employed as a Motorman, until his hearing loss became worse, a consequence of his war service. He then worked as a Fitter and Turner, including work on tram wheels.

Vincent Dalton's son Norm Dalton also worked for the SECV, starting at Ballarat power station in 1940 and retiring in 1983 as an Assistant General Manager. During the decommissioning of Ballarat power station Norm was given the

payroll ledger for the Ballarat tramways; this had Vincent Dalton's entries in it from the 1920s. The payroll ledger is now in the archives of the Ballarat Tramway Museum.²⁹



Vincent Dalton working on the wheel lathe at the Wendouree Parade tram depot
BTM collection

The Tramway Superintendent

One of Ballarat's tramwaymen fought in the War with the British Army. Albert Victor Mawby was born in the United Kingdom on 12 June 1897. He joined the British Army (4/8 Middlesex Regiment) in May 1915, and was discharged in February 1919. He and his family left the UK on 10 March 1921 and migrated to Australia. He commenced as a casual motorman with the Electric Supply Co at Ballarat on 17 June 1921. He received rapid promotion through the positions of Inspector and Traffic Inspector until he was appointed Traffic Superintendent in March 1925. It is unclear why he achieved such a rapid rise in the ranks.

After takeover by the SEC in 1934 he was titled Branch Tramway Superintendent. On 4 September 1950 he was promoted to Departmental Tramways Superintendent, in charge of the systems at Ballarat, Bendigo and Geelong, and transferred to the SEC Melbourne offices. Mr Mawby died on 10 August 1962.³⁰

The Great War's legacy

Ballarat owed its existence to the discovery of gold in 1851, but its gold industry had been in decline for many years. The enlistment by its workforce into the AIF was a final blow, and several important mines closed during the war. 1918 saw the closure of the last mine, the Central Plateau No. 2 in Walker Street, Sebastopol. Returning soldiers found that the

13. FARES PLEASE!

“Golden City” was no longer golden.

One legacy of the Great War was a shortage of paint and white lead. This prevented the painting of trams and light poles, and led to complaints from the Council about their appearance. By late 1919 painting and renovation of poles and trams could resume. But deterioration of the track (which had become evident during the war) continued, and this had its effect on the condition of the trams.³¹

A more profound legacy was the Victorian Government’s decision in 1918 to create a State-wide electricity supply using the LaTrobe Valley brown coal deposits. In 1921 the State Electricity Commission of Victoria (SEC) was formed, with the chairman being none other than the Great War hero Sir John Monash. One of its goals was to take over the operation of private electricity companies, including the ESCo. By the end of the decade the SEC had reached agreement to take over the ESCo’s power supply and tramway operations, and this took effect in 1934.

Two great combatants who visited Ballarat during the War lived long after it ended. Billy Hughes was Prime Minister until 1923, and remained a member of Federal Parliament until his death in 1952. Daniel Mannix remained Archbishop of Melbourne until his death in 1963, aged 99. Their legacy was the bitter sectarian divisions between Catholic and Protestant, fanned by the Great War and conscription debate, and continuing for as long as they lived.

But the greatest legacy of the War was the change to the international situation. The Austro-Hungarian and Ottoman Empires broke up, and new countries took their place. A League of Nations was formed to prevent future wars. But the peace terms imposed on the defeated Germans led to a sense of grievance that Adolf Hitler and others exploited. 20 years after the close of the war to end all wars, World War 2 started, and the Great War became forever after known as World War 1.

Herbert Arthur Davis

Another consequence of the Great War was the increased development of motor vehicles, and their accelerated use world-wide after the war. Many soldiers had learned how to drive and service a motor vehicle. Some of them purchased a bus or truck after their return, and competed against the existing tram services on their busiest lines. Many of those bus operators went out of business after regulations were passed to restrict their operations to protect tramway revenue.

One of the bus operators that endured was former ESCo employee Herbert Arthur Davis. He commenced employment with the ESCo as a casual conductor in 1906, when he was 14 years old. He was promoted to a Motorman in 1913, and was discharged on 21 May 1915 due to “reduction in service” following expansion of one-man operation.

Davis joined the AIF on 21 July 1915 and was sent into action in France with the 7th Battalion in 1916. Davis was wounded in action on 18 August 1916, with a gunshot wound to the shoulder. He returned to action as a machine gunner, and was discharged from the army in 1919. His younger brothers Edward and Francis enlisted in the Australian Flying Corps in 1918; Francis Davis was accidentally killed in a lorry accident at Leighterton, England in 1919, after the war had ended.

After the war “soldier settlement” schemes were established in each State, to help returning soldiers establish farms. Herbert Arthur Davis acquired a soldier settlement orchard at Cape Clear, and bought a Chevrolet truck to deliver fruit to market. After diseases killed the trees,

he moved his family to Sebastopol. He used the truck (fitted with curtains on the side and steps on the back) to carry passengers in competition with the trams on the Sebastopol line, until regulations banned competitive bus services.



One of the new Davis buses purchased for the tram replacement service in 1971 – a triumph for the company established by former tram employee and soldier Herbert Arthur Davis. *BTM collection*

14. FARES PLEASE!

In 1930 Davis won the contract for the Ballarat to Buninyong rail replacement service, and from there his service expanded. He died in 1964, and he is listed in the Ballarat Avenue of Honour. In 1971 H.A. Davis Motor Services won the contract for the Ballarat tramway replacement services.³²

A century on

2014 is the centenary of the beginning of the Great War. At Gallipoli and the former Western Front battlefields, where Ballarat tramwaymen fought, ordinance and human remains are still being found. Every evening the Last Post is sounded under the great arch of the Menin Gate Memorial, on which Thomas Glenn is listed. Australians flock to the war-related museums and commemorative events. Centenaries of various War-related events are scheduled over the next few years (most notably for the Gallipoli landings). A national project, “Avenues of Honour 1915-2015” aims to preserve and restore those Avenues planted after the Great War.

Many of Ballarat’s historical buildings are still there a century later. The 1870 Town Hall still overlooks the “Soldiers Statue” commemorating the Boer War. Monuments related to the Great War (such as a statue of Ballarat-educated commander “Pompey” Elliott) have been placed in Sturt Street. But the streetscapes have changed to suit the car, and the trams no longer run either side of the Sturt Street median strip. The only tram track left in Ballarat is the section in the Botanical Gardens used by the Ballarat Tramway Museum.

The Museum is currently restoring former ESCo trams, Nos. 12 and 22, that both operated in Ballarat during the Great War. Work on No. 12 has been boosted during 2014 by a grant from the Ballarat Council. But the Museum’s greatest legacy from the war is the trams in its collection that were built between 1914 and 1918. They were built for the Prahran & Malvern Tramways Trust and Hawthorn Tramways Trust, and later operated in Ballarat for the SEC. Those trams were robust enough to survive in service until 1971, and the age of heritage preservation. These trams will reach their own centenary during the next few years.

Further reading

Weston Bate, “Life after gold: “Twentieth-Century Ballarat”. Melbourne *Melbourne University Press, 1993.*

The Ballarat Avenue of Honour:
www.ballarat.com/avenue.htm

Australian War Memorial:
www.awm.gov.au/

National Archives of Australia, World War I records:

www.naa.gov.au/collection/explore/defence/service-records/

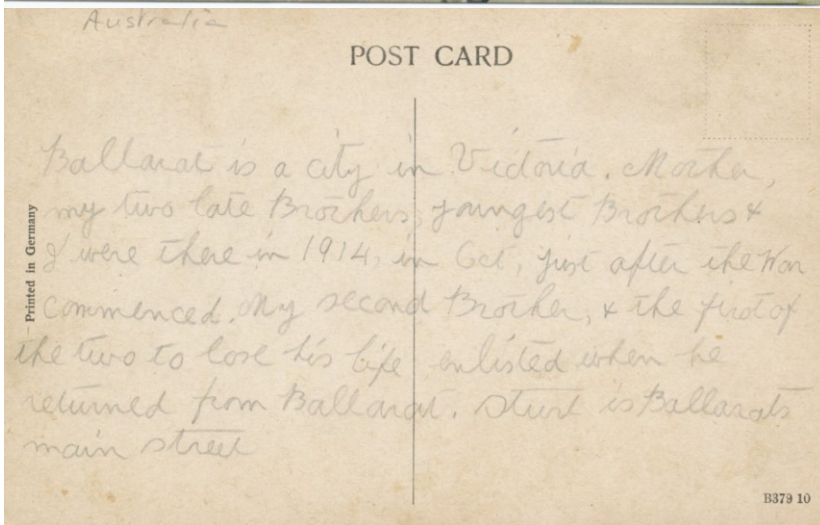
References:

1. ESCo to Ballarat City Council, 21 January 1914
2. Ballarat Star 12 March 1914; Ballarat City Council to ESCo, 12 March 1914
3. Ballarat City Council to ESCo, 6 April 1914
4. Germany's Kaiser Wilhelm II
5. Ballarat Star 19 February 1916, 21 February 1916
6. Ballarat City Council to ESCo, 22 June 1915; ESCo to Ballarat City Council, 10 November 1915.
7. Ballarat City Council to ESCo 21 August 1915, 23 November 1915, 6 July 1916
8. The Ottoman Empire was centred on what is now modern Turkey. It was one of the “Central Powers” that fought against the Allies.
9. Details about employees who enlisted have been taken from the ESCo employees register, the National archives, and the Australian War Museum
10. Ypres was the French name used at the time. The current official name is Leper.
11. Ballarat City Council to ESCo, 18 April 1916
12. Ballarat Star 25 April 1916
13. ESCo employee’s register; Ballarat Courier 25 April 1914
14. Ballarat Star 10 April 1917
15. Wally Jack notes
16. Ballarat Courier 11 April 1917
17. Ballarat Star 21 March 1918
18. Ballarat Star 23 March 1918
19. The Central Powers were Germany, Austria-Hungary, the Ottoman Empire and Bulgaria
20. Ballarat Courier 12 November 1918
21. Ballarat Courier 13 November 1918; Wally Jack notes
22. Ballarat Star 14 November 1918, 15 November 1918
23. Ballarat Courier 2 December 1918
24. Ballarat Star 2 December 1918, Ballarat Courier 2 December 1918
25. H.P. James, “Reminiscences of the tramways Grand Old Man”
26. The Argus 15 June 1909
27. H.P. James, “Reminiscences of the tramways Grand Old Man”
28. The AIF Project” website.
www.aif.adfa.edu.au/showPerson?pid=112818
29. Details from the ESCo employee register, and Peta Madalena and Roger Dalton (grandchildren of Vincent Dalton)
30. Ancestry.com
31. ESCo to Ballarat City Council 5 May 1919; Ballarat Courier 4 November 1919
32. “Busline began with failure of an orchard” in “Ballarat Courier” 9 June 1971

15. FARES PLEASE!



Above: A poppy left in remembrance of Michael Thomas Glynn (aka Glenn) on the memorial wall at the Australian War Memorial
Pam Waugh, late September 2014



Left: On the rear of this postcard of Sturt St looking west from Grenville St is written in pencil:
 "Australia.....Ballarat is a city in Victoria. Mother, my two late Brothers, youngest brothers and I were there in 1914, in Oct, just after the War Commenced. My second Brother and the first of the two to lose his life, enlisted when returned from Ballarat. Sturt is Ballarat's main street."

It was unsigned. *BTM collection*



Above: Employees of the Ballarat Tramway Company Limited at the Wendouree Depot in about 1903; Peter Hodgetts senior is in the front row, centre. His son (also named Peter Hodgetts) was killed in the Great War in 1917.

(Federation University Australia Historical Collection)

Right: Sturt Street in front of the Town Hall in about 1907, showing the "Soldiers' Statue" that commemorated the Boer War.



Above: Opening of the Arch of Victory, Ballarat, Victoria, 3 June 1920. *(The Biggest Family Album of Australia, Museum Victoria)*



16. FARES PLEASE!



Saturday 12th October 1974

It is forty years ago this month since the first tram moved under its own power at the Museum. After the appropriate speeches the late Bill Jessup, under the supervision of Clyde Croft, drives No 27 through streamers to start another chapter in our history. Below No 27 is seen at the end of the track. Less than two months later the connection across Wendouree Parade was complete. *Photos: The late Bill Kingsley*



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.

For further information regarding the Museum, its activities and publications please contact:
The Secretary, P.O. Box 632, Ballarat, Vic, 3353. Phone / Fax 61 3 5334 1580.
E-mail: info@btm.org.au Our web page: <http://www.btm.org.au>
