

BALLARAT TRAMWAY CARLTON ST



Entrance to Gardens South Side



The Carlton St Loop

Above: Cars 30 and 13 cross at Carlton Street loop. Photo: Andrew Cook, July 1971

Top: The Carlton Street gates, from "Ballarat Views", n.d., Baxter & Stubbs, Print, Ballarat.

A horse drawn tramway to the Gardens was opened for the busy 1887 Christmas – New Year holiday season. The Botanical Gardens were then fenced with large iron gates at each entrance, here at Carlton Street and to the north at St Aidents Drive, to keep wandering livestock out.

There was little housing development in the area and the Gardens were a “dark and eerie” place at night, with a high unkempt hedge on the foreshore.



Tram No.12 passing the Olympic Games Monument where the rowing and kayaking events were held in 1956. Photo: Keith Caldwell, 1963

World War 2 and Conductresses

The War caused big changes in Ballarat. These included petrol rationing, a large gun cotton (explosives) factory, brownouts, restricted lighting at night, rationing and the need for identify cards. Many of the tram crews signed up to serve in the military.

Increased passenger numbers resulted in the trams actually making a profit. Perhaps the biggest change for the trams was the introduction of women as conductors in June 1942. These were wives of servicemen and were paid full men’s wages.

Waiting for news

Sadly, there were two conductresses who lost their husbands – both of whom were Prisoners of War.

Jean Cheney’s husband George died when the Japanese transport ship *Montevideo Maru* was sunk by a US submarine on 1 July 1942 with the loss of over 1,000 POWs and civilians. It was not until October 1945 that the list of casualties was known and the fateful telegrams sent out to the next of kin.

Edith Denmead’s husband William died with the sinking of the *Rakuyo Maru*, again by a US submarine on 12 September 1944. He was one of 543 Australian POWs who died that day. The next of kin waited until November 1945 for confirmation of his death.

Lest We Forget



Ballarat Conductresses Left to Right (Back row): Mrs. P. E. Tonkin, Mrs. E. A. Jakobi, Mrs. C. G. Etty, (Mrs. E. G. Cameron, Mrs. F. Whykes, Mrs. E. Allen, Traffic Clerks), Mrs. M. E. Ritchie, Mrs. J. M. Cheney. (Front row): Mrs. V. M. Egan, Mrs. M. C. Browne, Mrs. K. I. Denmead, Mrs. A. F. Lawrence, Mrs. J. L. Wightwick, Mrs. J. Spielvogel. From SEC News, Christmas-New Year 1942-1943



Conductress Mrs Sylvia Mitchell and Motorman (Driver) Tom Young during 1944. The women were only allowed to wear skirts. Photo: BTM Collection.



Left: United States Marine Corps M3A1 light tank on parade, Ballarat, 4 July 1943. Photo: <http://forum.worldoftanks.com/index.php?/topic/494958-marines-via-australia/>

Working on the trams

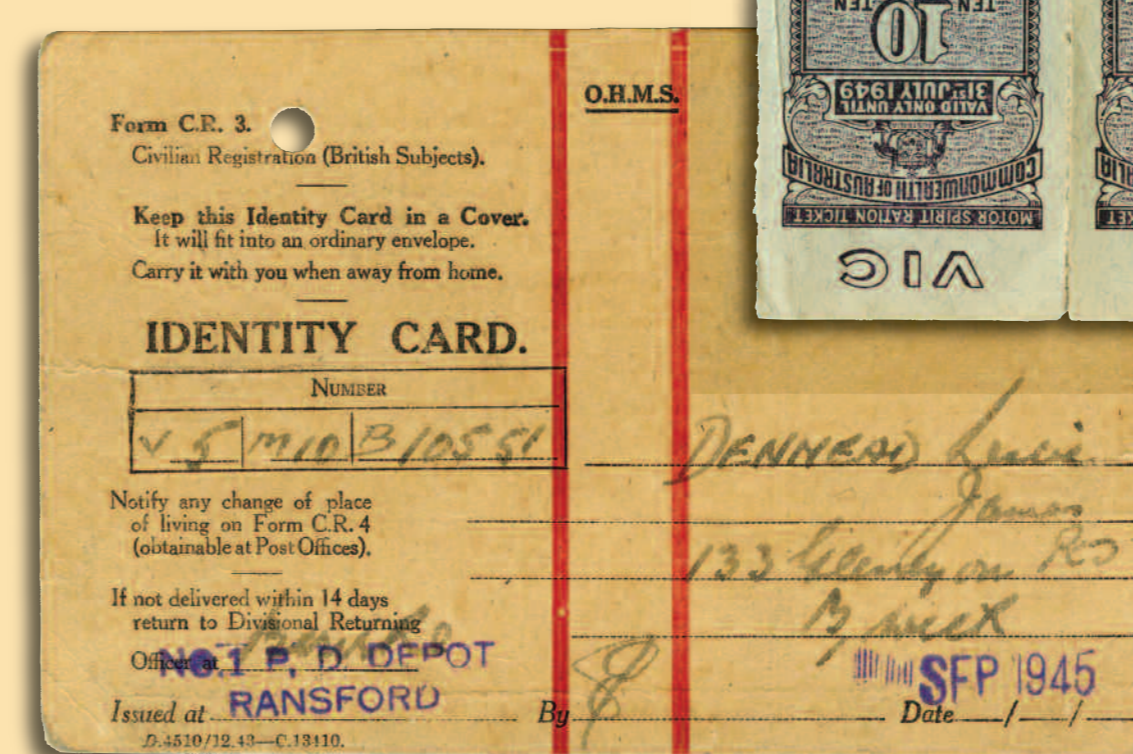
For some nine months during 1943, Ballarat had an “invasion” of some thousands of United States 1st Marine Corps personnel. They camped at nearby Victoria Park to recover after the battle of Guadalcanal of 1942.

The conductresses tell stories of the marines travelling on the trams, Military Police, children ferrying the marine’s washing to and from their homes, collecting fares on crowded trams, handling wounded and drunk passengers, and the shortage of stockings to wear.

As the Australian soldiers returned after the war, the women left the tramways and went back to being housewives.

Right: Petrol ration tickets. BTM Collection

Below: The Identity Card issued to Mr. Les Denmead (no direct relation to William Denmead), later Tramway Superintendent. BTM Collection



Right: Raffle ticket for the Ballarat Tramway’s Patriotic Fair, Most Popular Conductress Competition, Treasure Tram, 1944. BTM Collection

Most Popular Conductress Competition

An important part of the war effort was fund-raising for the Red Cross Prisoner of War Fund. During 1944, a competition was held amongst the conductresses from around the 12 Melbourne and provincial City tram and bus depots. The winner was Ballarat conductress Mrs. Sylvia Mitchell who raised £3,580 out of a total of £15,076. Her local fund-raising events included concerts, dances, boxing, wrestling and dog racing. The most successful fund-raiser was a “Treasure Tram” filled with toys, clothing, toiletries and other hard-to-get items because of the rationing.



Carlton St Loop

Just beyond this tram terminus was a passing loop where tramcars could pass each other. Most of Ballarat’s tramway system comprised single tracks with passing loops; not double as seen in Melbourne today. Further along is the 1956 Olympic Games Monument.

Right: Provincial Tramways Tourist Ticket. You could travel on all lines for a day. BTM Collection

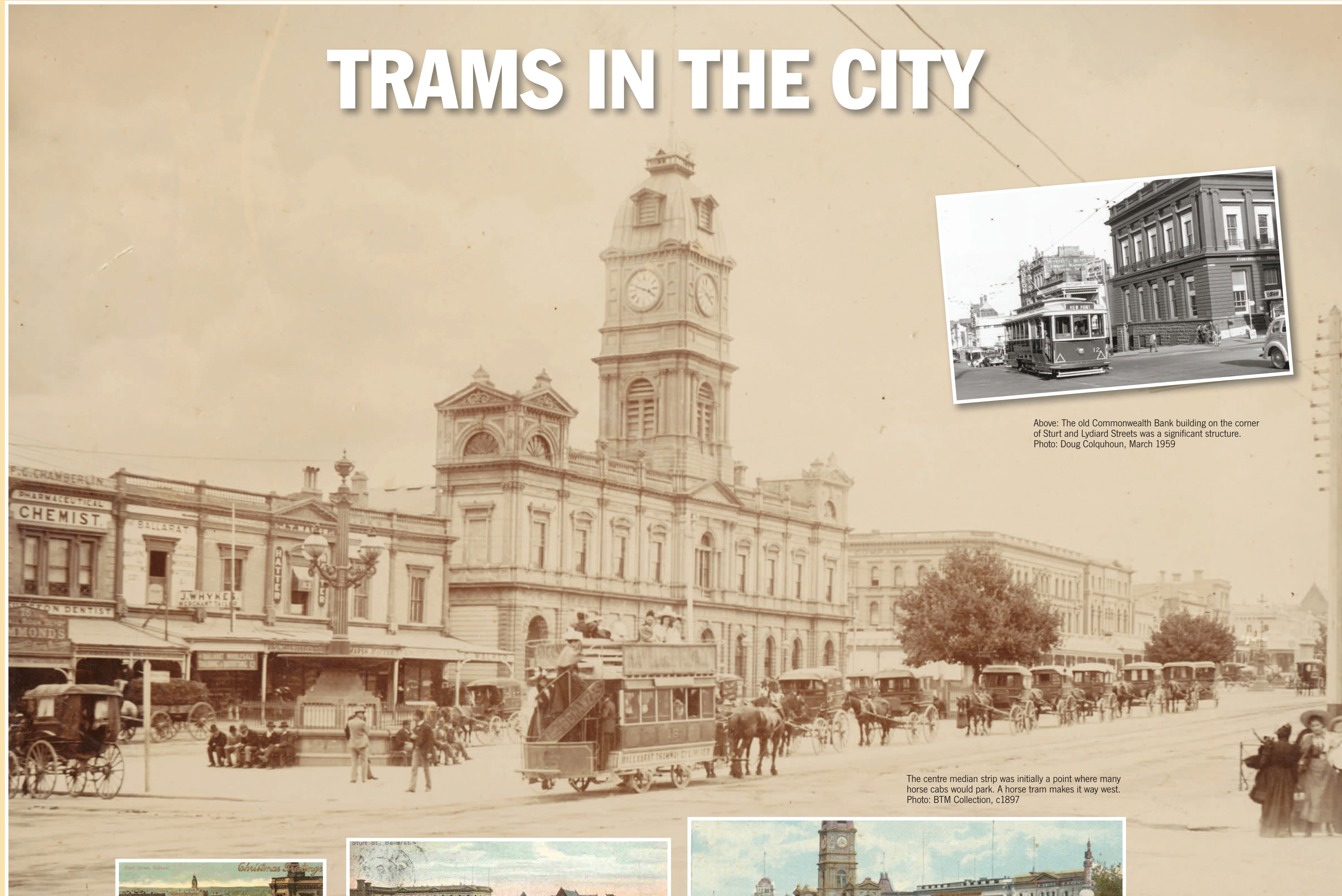


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BALLARAT TRAMWAY MUSEUM

TRAMS IN THE CITY



Above: The old Commonwealth Bank building on the corner of Sturt and Lydiard Streets was a significant structure. Photo: Doug Colquhoun, March 1959



Top: The centre median strip of Sturt Street with part of the Alexandra Bandstand showing at left. Photo: Ben Parle, April 1958

Above: Looking south west from Grenville Street. Photo: Ellis Collection, c1950

Right: A Mount Pleasant service arrives at Tramway Centre to pick up passengers. Photo: Keith Caldwell, March 1963



Below: The locally built Jelbart roller at work. Photo: Ballarat Courier, August 1966



The centre median strip was initially a point where many horse cabs would park. A horse tram makes it way west. Photo: BTM Collection, c1897



Above: Postcards featuring the new electric trams in Ballarat in 1905 were popular. Postcard: BTM Collection



Above: Sturt Street c1900 before electric trams and motor vehicles. Postcard: BTM Collection



Right: After electrification in 1905, old horse trams were used as trailers. Postcard: BTM Collection



Above: Cnr Sturt and Lydiard Streets, 1905, soon after electric trams started to run. Postcard: BTM Collection

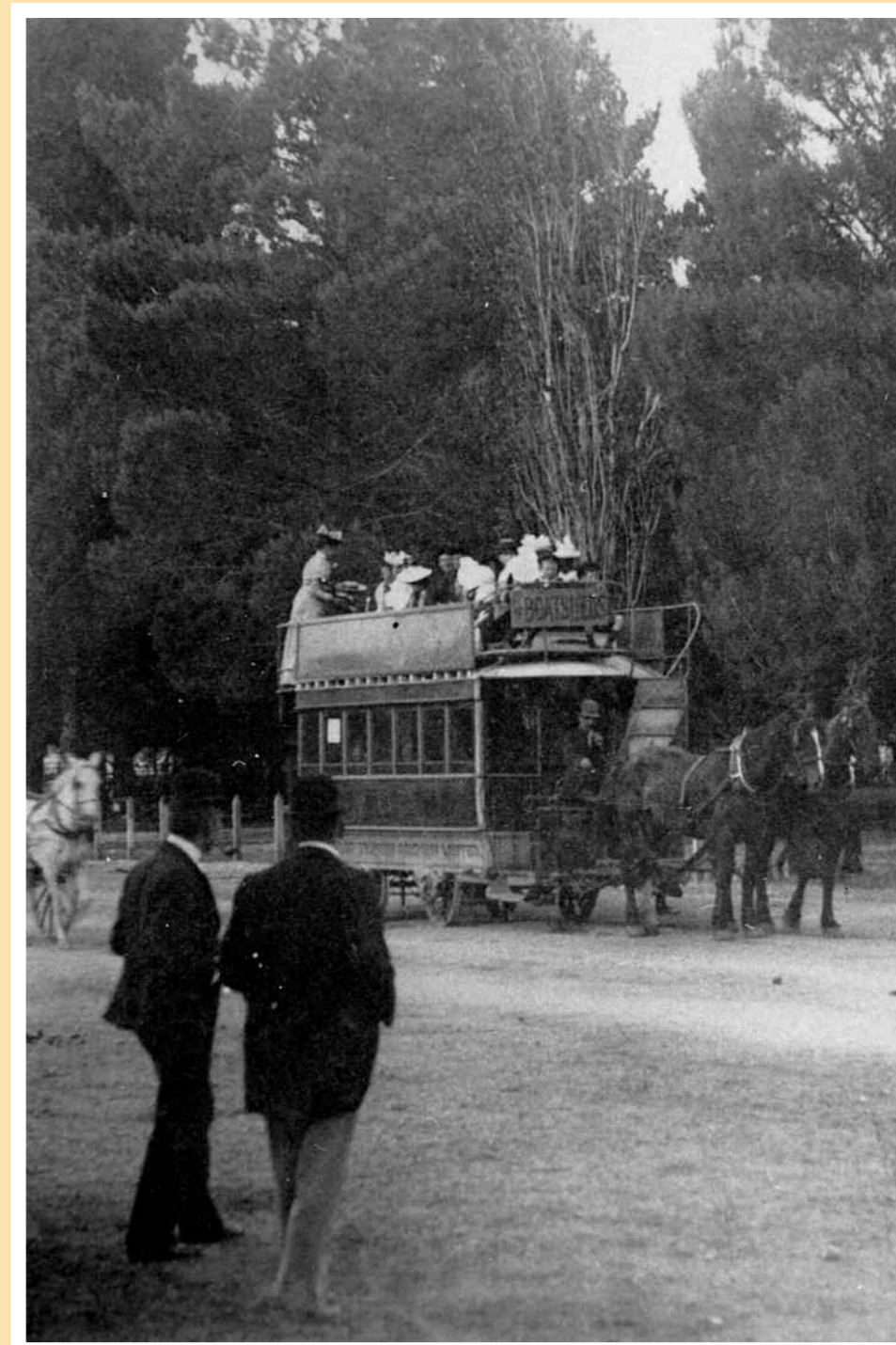


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BALLARAT TRAMWAY THE GARDENS



Above: The 1887 horse tram line – still in use today. Photo: BTM Collection



Arriving at the Botanical Gardens

Above: A large group of well dressed people arrive in the Gardens in 1926. Photo: David Crichtley Collection

Right: One of the two summer trams with a trailer (former horse tram) brings visitors to the Gardens, early 1920s. Photo: Albert Arnell, State Library of Victoria



The Gardens line, opened in 1887, gave residents and visitors access to the Botanical Gardens. Renowned for its statues, pavilions, zoo, maze and fernery, the Gardens were a sign of Ballarat's wealth.

With most people only having one day off each week, the gardens were a popular destination for picnics. They connected with the ferries crossing the lake to View Point.

While the tram line was busy on a weekend or a holiday, patronage was low at other times.

Ballarat's Tramcars

Ballarat's tramways had enough trams to carry many passengers, especially when events were being held at the Gardens. Visiting groups from other towns would arrive at the railway station on a special train and be met by a large fleet of trams.

After the closure of the Geelong system in 1956, some additional larger cars were sent to Ballarat to cater for the 1956 Olympics and the events on the Lake.



Above: A ticket to the Gardens. Photo: BTM Collection



Above: A long line of trams in Lydiard Street North wait for the arrival of the Geelong wharfies to go to the Gardens. Photo: N. L. Harvey Studios, Ballarat, 18 February 1953

Royal Visits

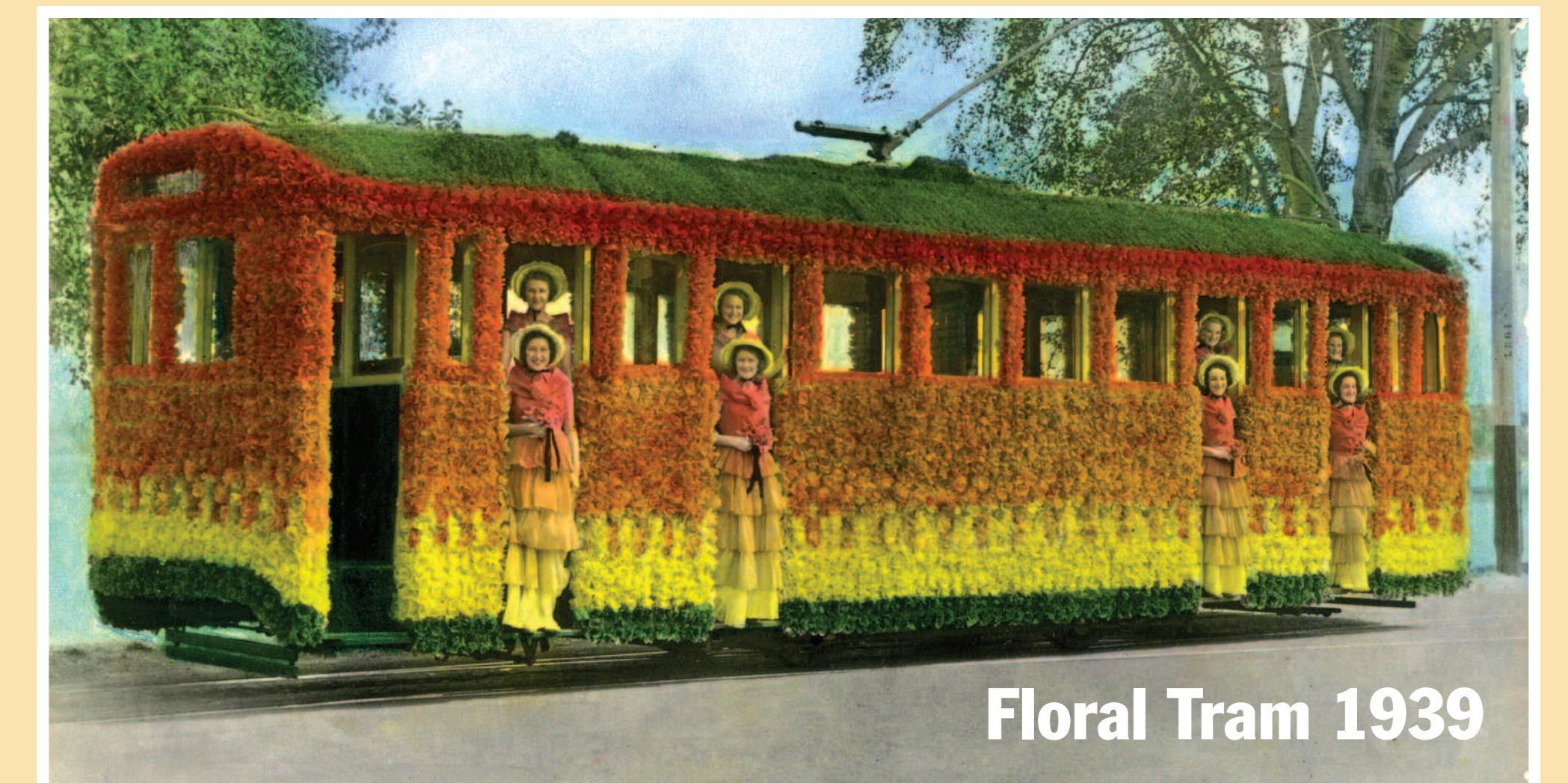
The Royal Visit of 1954 by Queen Elizabeth II to Ballarat featured a visit to the Begonia Festival. The Royal Progress was from the Ballarat Station to the Gardens through Lydiard and Sturt Streets. The visit was one of the biggest events the City had seen for many years.



Above: HM Queen Elizabeth II, Begonia Festival, 1954. Photo: City of Ballarat

Left: The Queen Mother also visited the Begonia Festival. Photo: City of Ballarat

Top: Tram No.38 was decorated for the 1954 Royal Visit. The former CBA building can be seen in the background. Photo: Keith Kings, March 1954



Floral Tram 1939



Above, left: Tram No.23 decorated for the centenary of settlement in the Ballarat district 1938. Photo: BTM Collection

Above: Tram No.29 – the 1939 floral tram. Photo: State Electricity Commission of Victoria

Left: In 2019, a floral tram was again created for the Begonia Festival. The thousands of flowers were made using waste plastics collected and recycled by volunteers and community groups. Photo: BTM Collection

Floral Trams

In 1938, Ballarat celebrated the Centenary of white settlement. The Floral Festival of that year featured a tram bedecked with thousands of paper flowers, dipped in wax, to mark the occasion. It was such a success that an even more extravagant floral tram was created for the 1939 festival. After a hiatus of several decades, the floral tram made a return for the 2019 festival. It was a short-lived revival – the tram was severely damaged on its second day of operation and had to be retired!

Servicing the Ballarat Botanical Gardens

By 1939, the Ballarat Botanical Gardens were serviced by two routes – via Sturt Street West and via Drummond Street North.

Both services ran at twenty minute intervals. While the departure times from the City (Out) were staggered by ten minutes, only one minute separated the departure times of the two routes leaving here for the City.



Above and right: In the Zoo and The Aviary, from "Ballarat Views", n.d., Baxter & Stubbs, Print, Ballarat.



Above, right: The Keel House and Statuary Pavilion, Ballarat Botanical Gardens, c1910. Photo: City of Ballarat



Above: Tram No.17 in Wendouree Parade with Andrew Pipers Tea Rooms in the background. Photo: Harry Jackson, September 1971.

Left: Timetable boards at the passing loop. Photo: Andrew Cook, 1971

Below: SEC Official Time Table, January, 1939. Photo: BTM Collection



THE GARDENS LINES

Three ways to the Lake



Hospital Corner (cnr of Sturt and Drummond Streets) was the junction for the Lake and Sebastopol services. Four trams can be seen in this photograph. Photo: Wal Jack, February 1950

There were three different ways of getting to the Gardens and the Lake by electric tram; via Sturt Street West, via Drummond Street North and via View Point. The services were busy on weekends and when events were being held, otherwise the trams often carried few passengers once past the housing areas.



via View Point

Left: An original Ballarat tram passing the power station at the corner of Ripon Street and Wendouree Parade, c1920. Photo: BTM Collection

Below: Tram No.20 passing the Lake View Hotel. Photo: Mal Rowe, December 1967



via Sturt St West

Above: The Pleasant Street intersection was complex for vehicles travelling west. St Peters Church and the former Country Roads Board office are in the background at the right. Photo: Lil Butler, 1971

Right: One the crew climbs onto the roof to use the emergency trolley pole rope after entering the loop. Photo: Travis Jeffrey, c1962



Right: When trams met each other at the passing loop, the inbound tram lurched outwards into Sturt Street, which was then the Western Highway. Photo: Peter Bruce, 1971



via Drummond St North

Above: There was one passing loop in Drummond Street North, located at Mill Street. Photo: Charles Craig, August 1971

Right: City bound trams turned from Wendouree Parade into Macarthur Street, leaving the lake behind. Photo: Tony Smith, 1971



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