

FARES PLEASE!

August 2013

News from the Ballarat Tramway Museum

Our Timeless Trams



Only the yellow badge and the lines on the road suggest that it is 2013 and not 1963. Trainee driver Roger Gosney is at the controls of No 27.

Photo: Peter Winspur 4/8/2013

Ballarat Trams are Ballarat History

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Vale Austin Brehaut

It is with great sadness that we report that foundation member Father Austin Brehaut passed away on Thursday 1st August 2013. He was 78. It was standing room only at Holy Trinity Church, Sebastopol, the following Monday morning during the Mass to celebrate Austin's life.

As a child Austin grew up in Albert Street, Sebastopol, a short tram ride from Holy Trinity. The tram ran along the side of the road right past his front gate. A fascination with trams developed very early in life. As a child, the family driveway and back yard were, for Austin, a replica of the Ballarat tramway system with different parts representing the various routes and destinations. His billy-cart was a tram and he made cardboard destinations signs. Austin even made his own ticket folder with used tickets. Sunday school picnics in the Gardens would require two or three special trams. In 1945, Austin started at Ballarat High School and began to use the trams more frequently. There were special school trams terminating at Sturt Street and Hamilton Avenue for him to travel on.

A few years ago, Austin donated a photo to the Museum. It is from a DVD of a photo taken about 1944 or 1945 and shows him dressed as a tram conductor. There were instructions that it was not to be published without his permission. Now that Austin has passed on, I am sure that he would be happy for it to be used to illustrate his life long passion for trams. I only wish I had a photographic record of me pretending that my tricycle/billy cart was a tram as I rode along the footpath outside home.

Austin trained as a teacher and left Ballarat in 1954 and later, in 1968, was ordained as an Anglican priest. Work saw him (and his family after his marriage to Anne) living in various parts of the state and finally in Tasmania.

Retirement in 1999 allowed Austin and Anne

to return to Sebastopol and settle only walking distance from Holy Trinity. Of course, priests never retire and Austin was still kept busy assisting in the local parish and at Christ Church Cathedral, Ballarat. He also found time to volunteer for Neighbourhood Watch.

Austin was able to attend the foundation meeting of the Ballarat Tramway Preservation Society and became member number 24. Unfortunately, pastoral duties in Apollo Bay saw him miss closure on Sunday 19th September 1971.

If his commitment to teaching and later to the Church prevented Austin from becoming a 'trammie' Austin was determined to volunteer as a conductor with the BTPS and his first day was on 15th August 1976. Whenever he was free during the school holidays he would come back to Ballarat and spend several days 'on the bag'.

The energy Austin put in to the job right up until his retirement from conducting on 28th August 2010 belied the fact that his heart was not as strong as he would have wished and he must have been very disappointed when his doctor would not allow him to give tram driving a go on his retirement in 1999. For the last three years Austin committed to two Saturdays a month as 'depot guide'. A short stay in hospital in May was not reported as serious. Austin put his last day in at the Museum on Saturday 22nd June. The next week he returned to hospital.

Almost exactly two years ago, Anne had died after a short battle with cancer. Austin remained positive and continued to look after himself at home right up until he was forced to return to hospital. I am sure he would say he had had a good life. Our thoughts are with David, Rhys and Raelene and their families.

Peter Winspur

References:

"Memories of and reflections on Ballarat Trams" by Austin Brehaut serialised in *Fares Please!* January to July 2000

"Volunteering – Why are we involved?" *Fares Please!* October 2010

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Austin Brehaut & Ballarat Trams

Left: 1944 or 1945



Left:

The annual visit by young children suffering from cancer under the *Cops'N'Kids* program was a highlight for Austin and Dave O'Neil.

Photo: 23/11/2009

Below:

“Problems on a Branchline”



Austin was always first out to attend to any problems. Ever the humourist, Roger Salen sent in this photo of Austin clearing the line of a ‘branch’.

Photo: Roger Salen 13/2/2006

Below: Austin’s last day ‘on the bag’.

Photo still from a video by Roger Salen 28/8/2010



4. FARES PLEASE!

Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 10 November 2013, commencing at 2.00pm.

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

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

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial members for the nominee to be entitled to be a candidate for election.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 27 October 2013.

Rules of the Association

The *Association Incorporation Reform Act* came into operation on 26th November 2012. It requires more major changes to all incorporated associations' rules than had been originally envisaged in earlier drafts of the legislation. As the Museum's current Rules will not be consistent with the new Act it has been agreed by the Board that they should be re-written based on what are called the *Model Rules*.

It is intended to circulate a draft of the new rules in time for the proposed revised Rules to put to the annual general meeting on 10th November. The Museum will need to submit the new Rules before 26th November 2013.

Nominations may be sent to:

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

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate.

Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

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

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

Vale

July and August have not been good months for the Museum.

Just after the news of the passing of Austin Brehaut, we learnt that member Ian Wall was killed in an horrific car accident in Tynong on Friday 26th July.

A few days later former member Geoff Cargeeg suffered a fatal aneurism. A few years ago he survived from an earlier one and had made a good recovery. Geoff was extremely active at the museum from 1972 to 1975. He was only 58.

Recently, long time member, Eric Sibly, apologised for not renewing his membership on time as he had been overseas for three months. On Friday 16th August we received word that Eric had passed away whilst on another trip. He was 73.

5. FARES PLEASE!

Nos 18 & 40: This is your life

By Alan Bradley

“This is your life”, or “Grumpy old women?” Make up your mind! This is the story of two not-so-friendly old ladies, Nos. 18 and 40, who are celebrating their centenary together.

Host: No. 18 and No. 40, you both were built by Duncan & Fraser in 1913 for the Prahran & Malvern Tramways Trust (PMTT) – 100 years ago! And you are both still operating today. We are here to honour your achievement.

No. 40, you entered service for the PMTT on 7 June 1913 as No. 35. And you looked like this.



Image 1

No. 40: Yes, I remember. The seating was different around the dropcentre section, the seats had no aisle, and we were all painted dark red and cream.

Host: No. 18, you entered service for the PMTT on 2 November 1913 as No. 63. You looked like this.



Image 2

Host: Eleven days later, on 13 November 1913, you took part in the opening of the Elsternwick extension along Glenhuntly Road. And you're there in this picture, just behind No. 53. As we will see you had the knack of getting into the picture many times over the years.



Above: "It makes our little suburb seem quite busy", is the message on the back of this old postcard. The Prahran and Malvern Tramways Trust laid many of their newest cars out for the opening ceremony in Elsternwick Road on November 13, 1913.

Below: Electric traction still serves Melbourne's south-eastern suburbs – W5 S10 speeds towards St. Kilda Road on the Dandenong Road reservation.

Photo by W. L. Williams.

Image 3 (see also page 11)

And then in 1920 the Melbourne & Metropolitan Tramways Board (MMTB) took over the PMTT's operations. The MMTB inherited 216 trams from the various operators, of which the PMTT was the largest, and classed them all from A to V. No. 40, you became C class No. 35. No. 18, you became H class No. 63.

No. 40: We felt pride in being part of the PMTT, which was the largest electric tram operator in Melbourne. Suddenly we were all lumped in together with the other tramway operators in Melbourne, and were all painted chocolate. And then all these new trams were built.

Host: From 1923 the MMTB began building hundreds of W, W1 and W2 class trams, so that by 1930 most of its single truck trams were in storage, including you, No. 18. Then in 1931, you were sent to Ballarat, where you were given your present number, 18 by the Electric Supply Co. of Victoria.

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No. 18: All of the H class trams ended on the scrapheap, except for me. I remember the trip to Ballarat by train, and then I was loaded onto a horse jinker for the trip to the depot. For my first few years there I looked like No. 26 is now, in red and yellow colours. Then the SEC took over, and converted us all to one-man operation and painted us all green, like No. 27 is now. I remember that Frank Thring senior took some film footage in Lydiard Street, and you can see me in it. That film footage is in the museum video.



Image 4

Host: The SEC rebuilt the old Wendouree depot, and took an official photo. No 18, you were in that photo. Also in the photo was No. 27, who joins us now.

No. 27: I was built by the Hawthorn Tramways Trust, but I used to meet all the PMTT cars where our lines crossed at Glenferrie Road and Burke Road. You knew when 18 was around, because she talked a lot. I came to Ballarat, then 18 came the next year, and nothing had changed. I remember 18 bragging about being in that film, I think you can only see her for a couple of seconds. She was carrying on like she was in "Gone with the Wind". And when this picture was taken, she was squawking about how she was special, being the only Melbourne H class tram left in service. Who cares?

We all looked the same!



Image 5

Host: As for you, No. 40, you were painted green by the MMTB, and kept running in Melbourne until the 1940s, when you were placed in storage. Then the SEC wanted bogie trams, so some of the ex- Hawthorn Tramways Trust bogie cars went to Ballarat, Bendigo and Geelong, and then a few years later the ex-PMTT bogie cars were sent there as well. This is the first picture we have of you, at the Wendouree depot in 1951 after arriving from Melbourne, still with your Melbourne number and blackout paint from the war.

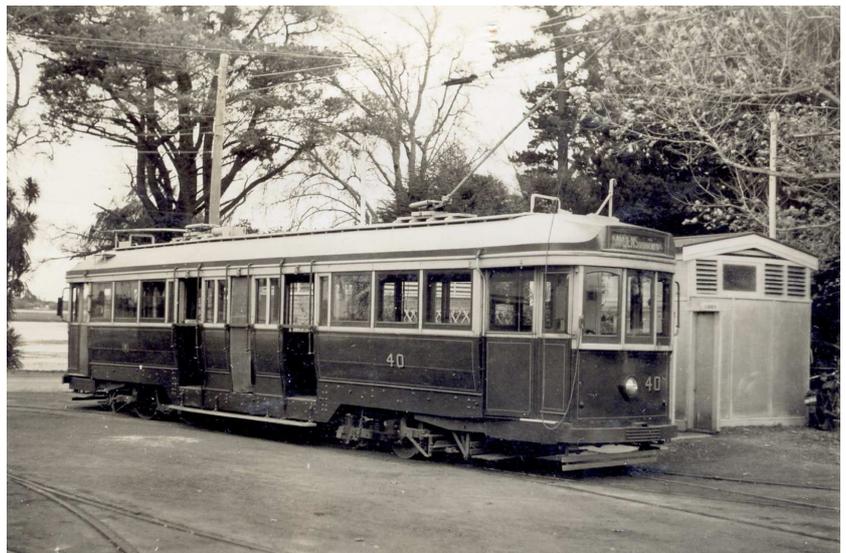


Image 6

No. 40: I came to Ballarat on a truck called the "Yellow Express". This picture was taken of me after a repaint with my new number.

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Image 7

No. 40: That's me in a convoy in 1953. We bogie cars are good at carrying people. But unlike 18, you never heard me telling everyone about it...

Host: No. 18, more bogie cars arrived in 1956 after the Geelong system closed, and you were stored outside for the next four years. It looked like your operating days were over.

No. 40: Out in the sun for four years. That explains why you're so cranky, 18.

Host: Then your luck changed. You came back into service in 1960, and then you had a big year in 1964. You were repainted gold for the Sebastopol centenary.



Image 8

Host: And a month or two later, you were repainted again to become Ballarat's first Santa tram.



Image 9

No. 18: The original and the best.



Image 10

No. 18: Oh, and in 1969 I was made Santa tram for the second time! Notice how I was given all the best colours for those special moments, rather than being in boring green all the time. When were you ever given a special paint job, 40?



Image 11

Host: No.40, here is the scene of a derailment

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in 1964, with the front set of bogies taking the curve, and the rear set going straight.

No. 40: Yes, we bogie cars had a bit of trouble at the end of Bridge Street, until they fixed the points.

No. 18: What were you saying about doing your job with no fuss? You never saw us single truckers split the points and derail like that! They should have given you a compass to help you stay on the rails!

Host: In 1968 you collided with a car in Bridge Street – and you were knocked right off the rails.



Image 12

No. 40: What were you doing in the gutter, 18? Were you on the turps?



Image 13

Host: In 1971 the Ballarat tram system finally closed. No. 40, here you are on the last night in Ballarat, 19 September 1971, being driven by the Mayor of Ballarat.

No. 40: I don't know why I was chosen to be the official last tram, but I was being fussed over for the first time in my life. I might add that it was bogie cars only on the last day, 18 and all the other single truckers were sitting in the depot.



Image 14

No. 40: And at Hospital Corner the Mayor and VIPs were kicked out, it was just the trammies with me on the last ride to the depot. A touching moment.



Image 15

Host: No. 18, this was your last trip, towed by a tractor to your new home in Victory Park, Sebastopol.

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No. 40: They send you to retirement in a park, and you couldn't even finish the journey yourself, 18, you broken down crock!

No. 18: They'd taken the wires down, fool!

Host: No. 40, you were also towed from the old SEC depot to the new Ballarat Tramway Museum depot.



Image 16

No. 18: Hey 40, you were bagging me for being towed – but it happened to you too!

No. 40: Yes, but at least I was being taken somewhere to keep running, rather than sitting in a park in the middle of nowhere.

Host: On 1 February 1975 the Ballarat Tramway Museum had its official opening. No. 40, you were chosen to be the official first tram, driven by the Mayor of Ballarat and Chairman of the SEC.

No. 40: It was like being the official last tram all over again. And where were you while all this was happening, 18?



Image 18

Host: In 1980 a Cavalcade of Transport was held in Melbourne. The Ballarat Tramway Museum sent you, No. 40, to run in Melbourne for the day.



Image 17

No. 40: I hadn't been in Melbourne for nearly 30 years, and it was even longer since I'd actually run there. The buildings seemed a lot bigger than they were back then.

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Image 19

Host: No. 18, in 1982 you were finally retrieved from Victory Park, then repainted and returned to running order. On 23 March 1985 you were officially re-launched by the Mayor of Sebastopol.

No. 18: Yes, I was tired of hearing 40 and the others bagging me about being in a retirement home in the park. I was now back in service carrying people and I've been there ever since.

Host: Now we have our final guests, Nos. 13, 14 and 38. You have known these two since the PMTT days, there must be a special bond between all of you.

No. 13: I don't know about that, me and 14 have worked in Melbourne, Geelong and Ballarat. It's over 90 years since we all ran for the PMTT, those days are well gone.

No. 14: We've all heard our passengers talking about the footy. The Ballarat tram fleet was like a footy team. We came from different places, not just the PMTT, and we were all different. There were loud types like 18, and quiet achievers like 40.

No. 38: 40 is quiet most of the time, except when she's around 18. I reckon they bring out the worst in each other.

Host: Thank you, Nos. 13, 14 and 38. Now it's time to reflect on that age-old question – is the single truck tram or the bogie tram superior?

No. 18: All good things come in small packages.

No. 40: You're big on talk and small on carrying capacity, 18. If you want to carry a crowd, the bogie tram is always superior.

No. 18: How often do you run, compared to us single truckers? The Museum needs to keep spending money on you, 40, just to keep you going. Last year it was pony wheel bearings. You're a real diva, 40 – lots of strut, not much substance, and heaps of maintenance.



Image 20

Host: No. 18, on 16 October 2012 you were taken to Preston Workshops for wheel profiling. It was your first return to Melbourne for 81 years.

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No. 18: Yes, I went down and back by truck, the fastest I have ever travelled - a bit breezy! I was treated like a celebrity that day, the old warrior returns.

No. 40: At least when I went back I carried passengers for a day. What did you do, 18, except for talking about how good you are!

No. 18: I noticed many things looked different, and I asked around. No cable trams anymore

No. 40: You're a bit slow, cable trams haven't run for over 70 years.

No. 18: ...and they now have big bendy trams – they call them articulated, something fancy like that. Trams don't even have air brakes now, some new-fangled brake system like in a car. They have heating and cooling too, because the passengers think open windows and canvas blinds are too cold.

The trams have lower steps, and there are also these things called super stops, because the passengers don't like high steps. There are no trolley poles, instead they have pantographs because the crews don't like going outside when the pole comes off. I felt out of place.

No. 40: Yes, I feel the same way. The passengers and crews have gone soft. I think we both belong here in the Museum. At least here the passengers seem to like us for being old-fashioned.

No. 18: So we finally agree on something, 40 – it's only taken 100 years.

Host: There's something else we in the audience can agree on. You have both been faithful servants, and your achievements should be celebrated. 100 years' service, 1913 to 2013, and still going strong. Nos. 18 and 40, this is your life!



Above: "It makes our little suburb seem quite busy", is the message on the back of this old postcard. The Prahran and Malvern Tramways Trust had many of their newest cars out for the opening ceremony in Elsternwick Road on November 13, 1913.

R. Bishop Collection.

The second car, No 63, is the future SEC No 18.

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Images:

1. PMTT No 33. *Photo: C. F. Dewey of Sydney.* BTM collection.
2. MMTB No 60. *Photo: Sutcliffe Pty Ltd* BTM collection.
3. Opening day Elsternwick 13/11/1913. From the R. Bishop collection. Alan Bradley collection.
4. SEC depot c1940. SEC official photo. BTM collection.
5. MMTB No 35, later SEC No 40. Early 1951. *Photo: Wal Jack.* BTM collection.
6. No 40. SEC official photo. Circa March 1956. BTM collection.
7. Geelong Waterside Workers Picnic. 18/2/1950. *Photo: N. L. Harvey.* BTM collection.
8. No 18 at Lydiard St Nth 1964. *Photo: TMSV.* From the Les Denmead collection.
9. No 18 as the Myers Christmas tram in 1964. *Photo: TMSV.* From the Les Denmead collection.
10. No 18 Christmas 1969. *Photo: Richard Jones.*
11. No 40 derailed in Bridge St 1/7/1964. *Photo: The Courier.* BTM collection.
12. No 18 derailed in Bridge St after a collision. 6/3/1969. *Photo: The Courier.* BTM collection.
13. No 40 at the SEC depot 19/9/1971. Photographer unknown. Donated by W. F. Scott.
14. No 40 entering the SEC depot 19/9/1971. Photographer unknown. From the Les Denmead collection.
15. No 18 being towed along Albert St, Sebastopol. 30/9/1971. *Photo: The Courier.* BTM collection.
16. No 40 leaving the SEC depot. 18/7/1972. *Photo: Eldon Hogan.* BTM collection.
17. Official BTPS re-opening 1/2/1975. Photographer unknown. Donation of ARHS Vic Div.
18. No 40 in Wellington Parade, East Melbourne. 28/1/1980. *Photo: John Phillips.*
19. Recommissioning of No 18 23/3/1985. *Photo: The Courier.* BTM collection.
20. No 18 at Preston Workshops 16/10/2012. *Photo: Alastair Reither.*

Around the Museum

The winter months at the Museum are usually fairly quite due to the cold and damp. This year has been no exception. The external painting of Tram No 13 is complete and sufficient single truck trams have been available to enable its return to service to be delayed whilst the internal varnish work is refurbished. Both bogies from Tram No 671 were sent to UGL Ballarat where they were steam cleaned and the truck frames checked for cracks. Some damage to one of them was repaired. The bogies have now returned and the bearings will be repacked before the tram is lowered. It is hoped to have No 671 back running in time for *Springfest* in November.

An advertising sign "Eureka Roofing Tiles" which was carried on No 33 during the SEC era and has been on the tram since its return in 1978 was showing signs of age. Member, Brian Wood of *Signs on the Move* has done a great job in replicating the sign. The cost was born by one of our members who also pays an annual fee for it to remain on the tram.

Photos

In the June edition we published two photos from 1973 which were from a photo album of our volunteers during the 1970s. Many of the photos are uncredited. Member Stuart Lodington recognised them as his and forwarded excellent scans of the original

negatives and several more to add to the Museum's collection.

We are always keen to add to our photographic record of both the SEC and the Museum's era and if you have any photos we are able to scan them for you and for the Museum's collection. All photos are included in our searchable database.

Left:

Sunday 8th April 1973. Spreading the foundation ballast the hard way.

Photo: Stuart Lodington



13. FARES PLEASE!

Strategic Planning and Information Workshop

Some nineteen members attended the Strategic Planning and Information Workshop on Saturday 27th July at *Seymours on Lydiard*. It was heartening to see a number of new faces. They brought many fresh ideas. Particularly valuable were the suggestions from Adrian Ponton, a long time member and currently the inaugural Registrar, Tourist and Heritage Railways. Our members were also given the opportunity to hear from Adrian how the legislation which established his office will assist and protect the sector.

Attendees were first asked to write down their thoughts. From there, discussions were had centred around the following:

- The restoration of the ESCo trams
How, to what condition and which one first?
- Extension of the depot
Members were brought up to date on the detailed plans which have been submitted to Council and Heritage Victoria to ensure that further development of the Museum is permitted and accommodated for in the Gardens Masterplan.
- Extension of the track
Various proposals have been made over recent years by officers of Council for extending the line at the south end to the edge of the lake where trams could meet ferries from the eastern end. Discussions have been held with Council as to how this could be achieved. In addition, Council has determined to redesign the depot junction area in an attempt to reduce falls by cyclists. At the end of July two proposals were under consideration. One relocates the roadway and the other is to redesign the track.
- Ideas to improve revenue
- Ideas on ways to increase the number of volunteers
- Ideas to increase souvenir sales and passenger numbers
- Ideas about increasing the Museum's profile within the community.

Following the meeting, the group adjourned to the bar and later to the dining room to continue discussions in a less formal environment. Our thanks go to Paul Mong who organised the day and led the discussions.

The input from those who attended builds on the 2010 meeting and although there were many continuing issues, some of which are very difficult to address, circumstances change and new ideas and issues are arising every year. The next step will be a special meeting of the Board to group and prioritise the many and varied suggestions so that a start can be made on progressing as many of them as possible.

Some of the suggestions are listed below:

- Install backdrops on depot doors
- Installing heating in the trams
- Further training to operations staff so our product is the same
- Operating more during the warmer months
- Online payments, sales, toy trams, T shirts for sale
- More members days and working days
- Use public media more
- Look at running a restaurant tram
- Downsizing our tram fleet in the current depot
- Children's activities
- Improve flow of traffic around the museum
- Donation on entry to display
- Photos of current members
- Framed photos from our collection for sale
- New book containing images from our photo collection
- Banners, flags and signs advertising the museum is open
- Improve marketing and sales at tourist information centre
- More training in workshop for our members
- Special Events in the shed
- Landscaping depot area and installing seats
- Use tram for special guests to the gardens area
- Internal advertising on trams to promote us
- Display on west side of building
- New livery on trams saying BTM
- Track through Windmill Drive as a big loop
- Coffee, soft drinks sold in depot
- New Historic posters in tram
- Name tags for staff
- Advertise for staff inside the trams
- More tram shelters at stops
- Restore Tram No 11
- Another advertising tram like 671
- Drive a tram or conduct for the day experience package
- Introduce sliding door car for functions
- Paid Marketing Manager and Manager
- Develop a brochure with other museums
- Capture staff unique skills before you lose them
- Total tourism experience to the area
- Use Facebook and Twitter, Men's Shed link
- More social gathering for members
- Work with Armed services to celebrate the Centenary
- Brochures in other languages
- Install Solar Panels
- Increase tram fares

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Pole replacements

Powercor replaced two power poles along Wendouree Parade on Wednesday 7th August 2013. The first pole to be replaced was an important one for both us and Powercor as it carried our bracket arm, which in turn held our trolley wire, and collars for span wires for the curve onto the depot access line and the pole also carried street lighting wires and a streetlight. The other pole was entirely ours carrying only span wires for the curve onto the depot access line.

Work commenced at 8am and the museum members stood by, whilst Powercor workers undertook the important work and they occasionally sought our comments on the correct height to re-install our fittings and the tensioning of span wires. The Powercor workers were great to work with and they displayed an interest in this job being a little bit out of the ordinary to their normal work activity.

One of the workers had joined the State Electricity Commission in the last days of the tramways and had been involved in tramway overhead works, whilst another reminisced about riding the trams around Ballarat whilst still at school.

The new poles are larger in diameter than what had been there and they will stand more upright and will better hold the strain of the span wires on a curve. The poles that were replaced were leaning at an angle not acceptable to the standards required by the electricity supply authority.

Richard Gilbert

Membership Renewals

Membership renewals were sent out in early July. The response has been very heartening with many members including a donation to the Museum with their subscription. If you have yet to renew we are keen to hear from you soon.

Cressy railway centenary

Our museum had a sales stall at the Cressy Public Hall on Saturday, 10th August, as part of the celebrations of the opening of the railway from Gheringhap, through Cressy, to Maroona on 8th August, 1913. This was the longest stretch of railway to be built and opened at one time in Victoria.

To celebrate, the Geelong and South Western Rail Heritage Society Inc. arranged for a series of local events to be conducted in public halls along the line and station buildings to be viewed, where they still exist. The line lost its passenger service in the early 1950's and it is now the 'standard gauge' main line connecting Melbourne and Adelaide. The interstate passenger train, 'The Overland' slowed whilst passing through Cressy to allow the locals to wave and cheer as the only passenger train on the line took the honours as being recognized as suitable to represent the rail centenary.

Richard Gilbert and Peter Waugh set up our sales stall and joined with the other social history groups, rail history groups and model makers to fill the hall with an excellent history display. A few dollars were made on sales items and potential bookings made for a birthday party on our trams and a visit by a historic commercial vehicles group

A lot of questions on Geelong tramway history were forthcoming as the locals in the Cressy area draw on Geelong as their nearest metropolis for goods and services. This has urged our thinking to attend history events in Geelong where we can market our tramway museum and display the history of the Geelong tramways, of which we have a growing collection.

Richard Gilbert

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Above: The joys of winter Few people ventured out to travel this day. *Photo: Peter Winspur 4/8/2013*



Above: Powercor workers removing collars supporting our span wires. *Photo: Richard Gilbert 7/8/2013*



Above: The new Eureka Roofing Tiles advertising sign. *Photo: Peter Winspur 18/8/2013*



Above: Our sales and information stand in the Cressy Public Hall. *Photo: Richard Gilbert 10/8/2013*



Our Centenarians

Trams Nos 40 and 18 are caught sunning themselves on 19th August 2013.

Photo: Warren Doubleday

No 18 turns 100 on Saturday 2nd November and it is intended to run it and No 40 on the day, staff permitting.

16. FARES PLEASE!



Albert Street Sebastopol

Above: No 38 crosses Albert Street from the east to west side as it heads for the terminus in November 1970. Holy Trinity Church is on the left. *Photo: Glenn Mills*

Below: The same location forty years later. *Photo: Warren Doubleday 13/3/2010*



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:
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E-mail: info@btm.org.au Our web page: <http://www.btm.org.au>
