

# FARES PLEASE!

**February 2018**

\$2.50 incl. GST

*News from the Ballarat Tramway Museum*

## **Painting the Shed**



Water colour painting of the Museum by Queensland artist Alison Gotts, January 2018.

Alison has donated the original artwork to the Museum.

The Board has been planning to have the shed painted for some time!

**Inside: When Bogie Cars Came to Ballarat**

*Ballarat Trams are Ballarat History*

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*Trams 38 and 40, New Year's Eve, 2017. Photo: Peter Winspur.*



*New Year's Eve wedding. Photo: Peter Winspur*

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### From the Editor's Desk

The Ballarat Tramway opened for business on December 26, Boxing Day, in 1887. Our Museum preserves the history of the tramway, which has operated along Wendouree Parade for 130 years. Four companies have operated the trams, the Ballarat Tramway Company, the Electric Supply Company of Victoria, the State Electricity Commission of Victoria, and the Ballarat Tramway Museum.

To operate, maintain, and restore a fleet of trams, most of which are over 100 years old, is a huge task for a dedicated band of volunteers. Some of these volunteers can be seen regularly on the trams, showing people around the displays, covered in grease in the workshop, digging up tracks in the streets, or high in the air working on the overhead power lines. They are supported by more volunteers who are not as visible, carrying out the innumerable administrative, financial, archiving, and curatorial duties needed to run a first-class museum.

### Challenges

Since reopening the tramway in 1974, the organization has faced many challenges, and 2018 will be no different. Having started with only six trams, the collection has grown, putting pressure on space to display them. We urgently need extra space to restore and display some of our "hidden treasures", such as the 1913 Sebastopol cars. Sections of track in Wendouree Parade, dating back to 1905, need replacing, and the BTM is working with the City of Ballarat to plan how this can be done.

### Volunteers needed

But the greatest challenge facing us, and most volunteer organizations, is to get more people to come and join us and ensure another 130 years of tramway history. New volunteers are actively welcomed, so come in and use your

skills, or learn new ones, and take an active role at the Museum. If you can talk, add up, paint, dig, sort, sand, weld, cook, clean, conduct, type, drive, take a photo, carry a sign, hammer, or just smile, please join the team. Spend an hour or two, or make us your new home, your contributions will make a difference.

### Peter Winspur steps down

Peter Winspur has stepped down as editor of "Fares Please" after putting together over 70 editions. On behalf of the members and many readers, I would like to thank him for the many thousands of hours he has spent to create a quality newsletter. Peter Waugh, the editor of the eNews, has taken over at the editor's desk and looks forward to receiving your support, through photos, stories, anecdotes, and memories, which can be shared on the pages of "Fares Please."

### For younger members

A new feature in "Fares Please" will be a section for our younger members. The long-term future of the tramway will be in their hands, and this year the Museum will be running some activities especially for them. All our young members will become part of "Club 40". Current President, Paul Mong, joined the Museum as a junior member, and has continued to make a great contribution for more than 25 years.

### You can help

Putting together a regular newsletter is a big task, and the contributions of members is greatly appreciated. If you have a story, an anecdote, a photo, or a memory, please send them to me so that I can share them with the Ballarat Tramway community.



[peter.waugh@btm.org.au](mailto:peter.waugh@btm.org.au)

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### Museum News

#### Horse Tram postponed

The Horse Tram Day was postponed because of extremely hot weather. The horses will return on Sunday, 8 April, 11.00-3.30pm

#### High Teas

Bright Life Catering have booked Cuthberts 939 and are holding a High Tea, on the first Sunday of every month. Tickets are \$65 per person, and can be booked online at:

<https://www.trybooking.com/TSKD>

#### American visitor

American streetcar enthusiast, John Engleman, visited on Sunday, 4<sup>th</sup> February. John is from the Baltimore Streetcar Museum and a regular visitor to Australia having been here 26 times. He has travelled on all tramway systems in this country and all the passenger carrying railways in Australia. During his visit Tram 26 was in service and Tram 13 was run out to cover the meal relief. After lunch, the crew ran bogie tram No.40 out for the pleasure of our guest. Whilst all this was happening, Cuthberts 939, went out at 1pm for High Tea. John thoroughly appreciated the variety of trams displayed in traffic and he also enjoyed a tour of our Museum and Tram Depot Workshop.

#### Workshop and Restoration Tours

During the Australian Heritage Festival, workshops will be open for inspection, on Tuesday April 24, and Saturday April 28, 11.00-4.00. Many visitors have taken a ride on Ballarat's historic trams, but this tour shows how those trams are kept in a working condition. Restoration work will be in progress, and our expert volunteers will be on hand to explain the problems and processes used to keep our transport history alive. After the tour, visitors will have the opportunity to take a ride on one of the restored trams along the only surviving section of Ballarat's 130-year-old tramway network.

### 50 Years of Ferrymead

The Tramway Historical Society, Christchurch, New Zealand, celebrated 50 years on January 6 and 7, 2018. Richard Gilbert represented the BTM at the celebrations which were 50 years to the day since Kitson Steam Tram No.7 steamed from the tram depot to offer the first rides. Remarkably all those who took part in operating the trams on that first day, 50 years ago, were able to attend and re-enact the day.

Poor old 'Kitty' as No.7 is known is now not up to the task of steaming and is awaiting a new boiler. Kitty and two trailers were pushed out of the shed by a single truck electric tram.

Max Taylor officiated. He was the Chief Engineer of the Christchurch Transport Board from the time the Christchurch tramways closed in 1954 and was instrumental in helping the fledgling Society out with tram parts and engineering issues that arose in establishing the museum operation. He finished his career as General Manager of the Christchurch Transport Board and in retirement he became President of the Tramway Historical Society for a time.

After the speeches and a number of rides and the obligatory official photo, invited guests enjoyed an afternoon tea in the tram shed. That evening a celebratory 50<sup>th</sup> anniversary dinner was held in the Lodge Hall located in the 1920's historical village. The next day was 'Steam Sunday' where the trams were running, along with the steam railway and the other attractions of the 1920's village. A large attendance of the public added to the great success of the day.

#### New Members:

The Museum welcomes the following new members and Junior Supporter:

- 933 Murray Humphries of Newington
- 934 Aaron Young of Sebastopol
- 935 Neil Blanchard of Buninyong
- 936 William Maylor of Castlemaine
- 937 Craig King of South Melbourne
- 938 Bruce De Leur of Bacchus Marsh
- 939 Clive Brooks of Kyneton
- 788 Matthew Massarotti of Sebastopol (returning member)
- 5093 Riley How of Sebastopol

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### PRIDE OF THE FLEET! HORSE TRAM No. 1.

By Len Millar

The Australia Day holiday on Friday, January 26<sup>th</sup> should have seen our horse tram in service in Wendouree Parade. However, very hot weather forced the event to be postponed until Sunday April 8th, 2018. Australia's oldest operable tram will trundle up and down from the Gardens Loop to St. Aidans Drive, carrying many happy passengers.

No. 1 was built 131 years ago in 1887 by Adelaide tram builder, Duncan and Fraser, to the American Stephenson pattern, with four wheels, six windows a side, lower end platforms and an upper deck accessed by semi-circular metal stairways with timber treads. The Ballarat City Council accepted the tender of an Edward Thompson to operate a horse tram system through several main streets of the City. The 44 seat cars were of light construction and weighed some 3.5 tonnes. The first rails were laid on October the 18<sup>th</sup>, 1887 by the Ballarat Tramway Company Limited and operations commenced operations only two months later on December the 21<sup>st</sup>.



*Horse Tram No. 1, in 2017. Photo: A. Jamieson*



*Ballarat Horse Tram, c.1888. BTM collection*

By 1904 the horse trams circled Lake Wendouree by way of Sturt and Ripon Streets, down Sturt Street into the centre of the city to Grenville Street, and down to Sebastopol via Armstrong, Skipton and Albert Streets. Additional tracks were laid in Lydiard and Macarthur Streets to get to Wendouree Parade a third way, and via Drummond Street to join the Sebastopol line. The tram depot and stables were located on two hectares of land on the north side of the Lake.

On opening day, 300 guests were conveyed from the City to the Gardens on six tramcars for "the usual banquet and speeches". The first fare-paying passengers rode on three cars on Boxing Day, 1887.

In 1902, the Liverpool-based Electricity Supply Company of Victoria Limited purchased the horse tram system and cars (as well as the Ballarat Electricity Supply company). The new owners lined up most of the horse tram fleet on either side of Sturt Street's centre plantation near Grenville Street for a posed photograph of their new acquisitions.

Electric trams were planned by ESCo, which accepted a tender from Duncan and Fraser in Adelaide for 18 cars – which adapted cable trams from Sydney, involving some heavy re-building. Another very early case of "recycling" saw eight horse tram bodies put in to use as trailers behind the new electric trams – a

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practice that ended in 1927. The trailers were used when large crowds stepped off trains at the main Ballarat station intent on going by tram over to the Botanic Gardens alongside Lake Wendouree.

The body of Tram No. 1 was purchased by a property owner in Ballarat East for use as an outdoor bungalow and was retrieved by the Ballarat Tramway Preservation Society in December 1985. Work on restoring No. 1 began in 1987 and was a major restoration project for us. Deterioration of the timber body was considerable, with significant wood-rot – especially of the floor and at the corners. The iron frame and wheels of a former Melbourne cable tram “car” (trailer) was secured from the Ararat area, and a new timber frame constructed to mate the body to the truck and wheels. Body timbers that were judged as sound had 80-year-old varnish removed, and all surfaces prepared for total re-painting.



*Retrieving the tram, 1985*

Two new staircases were constructed involving careful planning and measurement of steel and timber components, and the upper deck railings from a Beaumaris horse tram were “re-cycled”. A small section of a lower corner of the old body is displayed beside No. 1 in the Museum, which clearly shows the dilapidated state of parts of the old tram.



*Waiting for the stairs*

November 7<sup>th</sup>, 1992 saw the resplendent No. 1 operate for the first time, with hired horses. Passengers and on-lookers voiced their approval – and admired the colorful livery and ornate lining, as well as the newly-built advertising true to the long-gone period. We were very proud of our efforts!

Fast forward to the Moomba Parade in Melbourne on the Labour Day holiday in March 2002. The theme of that year’s Parade was a “Tram History Trundle”. Starting from the St. Kilda Road/Nolan Street intersection, our horse tram led the parade up to Bourke Street. A brilliant sunny day saw thousands of people line the parade route and witnessed a long line of interesting old electric trams – but the star was Horse Tram No. 1, of course! We took the period advertising panels off the roof for the occasion and put up two big signs that encouraged people to visit Ballarat, the Lake and the Gardens. Oh, and the vintage electric tram service we provide at weekends and during holiday periods. At the top of the stairs we installed placards that spoke about the tram, our organization – and even our web-site address. It was the 21<sup>st</sup>. Century after all.

Who knows how many thousands of passengers No. 1 has carried, or how many thousand kilometres it’s travelled during its 131-year life – but it’s still performing!

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# When bogie cars came to Ballarat

By Alan Bradley

### Preamble

In 1945 the Second World War, which had lasted for six long years, was brought to an end. The State Electricity Commission (SEC) during the War had dealt with record patronage on its three tramway systems in Ballarat, Bendigo and Geelong. It was handicapped by a shortage of spare parts and manpower, so much so that conductresses were employed for the first time in each city. Ballarat's 22 green and cream single truck trams (the colours that No. 27 now carries) somehow carried all the passengers as best they could, sometimes on the footboards or bumper bars.

On 28 July 1944 crowded ex-Adelaide car No. 22 was involved in a serious collision with an army truck in Drummond Street South, injuring 12 passengers. The front end was almost cut in two. The local SEC manager said that the damage to the tram was a serious loss, as rolling stock was now unprocurable, and he thought that the tram would have to be entirely rebuilt.<sup>1</sup> Parts were obtained for the repairs.



*Single truck No. 22, later badly damaged in a collision in July 1944. Photo by Wal Jack.*

Meanwhile the Melbourne & Metropolitan Tramways Board (MMTB) had surplus maximum traction, drop centre bogie cars available. Like the single truck cars, the maximum traction bogie cars were built by Duncan & Fraser for the Hawthorn Tramways Trust (HTT) and the Prahran & Malvern Tramways Trust (PMTT). The bogie cars were easy to tell apart, as the ex-HTT cars had four centre entrances and the ex-PMTT cars three centre entrances. These cars were absorbed into the MMTB fleet in 1920, and in the mid-1920s their seating arrangements were changed to make them like the new W class. With newer equal-wheel four-motor bogie trams entering service regularly the MMTB began disposing of the maximum traction bogie cars from the mid-1930s onwards.

In December 1935 the MMTB sold two "straight sill" single truck cars (one of which became Ballarat No. 29) to the SEC. It offered maximum traction bogie trams for sale at 750 pounds each. The SEC replied that it had considered use of those cars in Ballarat, Bendigo and Geelong. "At the present time however, it is considered that with the two additional single truck cars we shall not be requiring to supplement the rolling stock in the three cities for some considerable time."

The State Electricity Commission (SEC) decided in 1945 to obtain some of the surplus maximum traction bogie cars from Melbourne for its three tramway systems (Ballarat, Bendigo and Geelong). With this decision accident-damaged No. 22 was scrapped in September 1945, the month after the Japanese surrender ended World War 2.

The previous article "From red to green" told how Ballarat renewed its single truck fleet between 1930 and 1939. This article continues the story and tells how bogie cars came to Ballarat between 1945 and 1960.

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*Ex-MMTB No. 117 on its trial run, 22/10/1945, still in Melbourne number and brownout white strips.  
Photo by Wal Jack*

### **The first bogie cars**

In October 1945, two months after the end of the war, HTT built MMTB tram No. 117 was sold to the SEC. Late on Friday 19 October No. 117 was transported to Ballarat on the Yellow Express road transport vehicle (rather than by train, as the single truck cars had been). The following Monday afternoon, 22 October, trial runs were held on the lakeside track between the depot and the Depot Loop. Local enthusiast Wal Jack was onboard for this first bogie car run in Ballarat. A second bogie car, HTT built MMTB tram No. 132 arrived on the Yellow Express on 24 October, five days after

No. 117.

The “Ballarat Courier” commented:

“Two new trams purchased from the Melbourne & Metropolitan Tramways Board, are soon to make their appearance in Ballarat. One has already arrived at the SEC’s depot, and may make its appearance on the Botanical Gardens run on Sunday. The other is expected to arrive within a few days. The vehicles are a bogey type similar to those in use on most Melbourne lines and are larger than the present trams. One is to act as a replacement and the other is an addition to the present rolling stock.”<sup>2</sup>



*On 22/12/1945 the first two bogie cars, Nos. 15 and 22, ran out for the first time – seen here at the Depot Loop. Photo by Wal Jack*

On 28 October 1945 No. 117 ran in service for the first time, still in Melbourne colours, number and wartime blackout white strips. On 22 December it ran for the first time as Ballarat No. 22 – the fourth car to carry that number in Ballarat; it was later re-numbered 37. No. 132 was numbered 15, and first ran in traffic on 14 December 1945; it was later re-numbered No. 36.

On 22 January 1947 HTT built MMTB tram No. 137 came on the Yellow Express. Five weeks later it was rushed into service on

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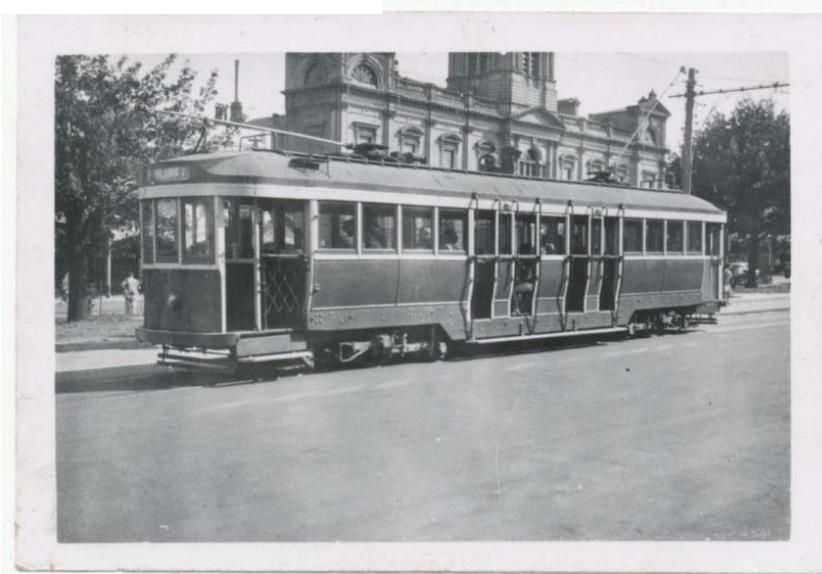


*No. 117, now Ballarat 22 in Bridge Street, Christmas Day 1945. Photo by Wal Jack*

View Point rowing regatta traffic, still in Melbourne colours and blackout strips but with no number and with folding gates on the end entrances. It remained in that condition for a year, but it was overhauled, repainted and entered service as No. 34 in time for the 1948 regatta. The next car, HTT built MMTB tram No. 124, arrived one month after No. 34, and after alterations and re-painting entered service in June 1947 as No. 35.

“Tram Tracks” (published by the Australian Electric Traction Association) reported: “For

some reason, bogie cars recently acquired from Melbourne do not present the smart appearance usually associated with SEC stock. Two at Ballarat have not been painted and one bears no number - the original numbers having been painted out.”<sup>3</sup> This was hardly surprising, as the Ballarat depot staff were busy repainting the single truck cars (which had done without much maintenance during the war) into the new darker green colour scheme. This process was finally completed in 1950.



*Ex-MMTB No. 137 (later Ballarat No. 34) near the Town Hall, fitted with folding gates.  
Photo by Wal Jack*

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*9/11/1947, car not yet numbered or painted near Town Hall. Photo: Wal Jack*

### Impact of the bogie trams

Conductresses were still working on the Ballarat trams when the first two bogie trams arrived. Jean Maxwell recalled: “They were better than the smaller cars to work on. They were harder to connie, they’d all queue up and you’d have two in the back and a packed load up the front. They’d all go to the front for some reason, when they came in”. She also recalled: “People liked them though, I don’t think they were quite as high. I liked them because they didn’t have that sway all the time”.

“Tram Tracks” reported: “The Superintendent of Tramways advises us that the ex-MMTB C class cars are firm favourites on all three SEC

systems. These cars, to which various improvements have been made by their new owners, present a very smart appearance – quite a Cinderella transformation after their neglected days of storage at Melbourne depots”.<sup>4</sup>

The greatest impact of the bogie cars was their extra capacity. Until 1950 petrol was still rationed, and tramway patronage was as heavy as it had been during the war years. The bogie cars proved their worth during the 1950s with occasional heavy loadings: the annual Begonia Festival (beginning in March 1953), the rowing at Lake Wendouree during the 1956 Olympic Games, the Royal tours in 1954 and 1958, and football finals crowds.

### The ex-PMTT cars

In 1951 the last remaining MMTB bogie cars, all of them ex-PMTT cars, became available, and the SEC purchased some for Ballarat, Bendigo and Geelong. PMTT built MMTB tram Nos. 41, 42 and 35 arrived in May and June 1951, and they became in order No. 38, 39 and 40.

With the end of petrol rationing in 1950, and a more mobile society, came more cars on the road. Ballarat tramway patronage declined throughout the 1950s, and in 1952 one-man operation of single truck cars re-commenced. The SEC altered one of the bogie trams in



*MMTB bogie car No. 42 (later Ballarat No. 39) in Coburg Depot in the late 1940s, still with brownout white strips. The route number boxes were removed by the MMTB prior to transport to Ballarat.*

*Photo Source – Mal Rowe.*

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Ballarat, Bendigo and Geelong to a one-man car as a trial in early 1953, the Ballarat car being No. 38. The alterations included blocking up the central side entrance and fitting gates to the other two openings. The footboard had been cut, leaving two short steps. The end entrances also received attention, and No 38 was first noticed in the altered condition in February 1953. However, the Tramways Union refused to operate bogie cars one-man.

The SEC closed the Geelong system on 25 March 1956. Five bogie cars from that system went to Bendigo, and three to Ballarat. Two ex-PMTT cars were transported to Ballarat on the Yellow Express in February 1956, while the Geelong system was still running, and became Ballarat cars 41 and 42. No. 41 had been converted for one-man operation, while No. 42 had dash canopy lighting that was removed before entering service.<sup>5</sup>

Geelong No. 40 was used on the last day of service on 25 March, and on 29 March it was transported to Ballarat on the Yellow Express. It entered service as Ballarat No. 43. The ex-Geelong cars were pressed into service a few months later to carry spectators to the Olympic Games rowing at Lake Wendouree.

With the coming of the first bogie cars, single truck cars Nos. 23 and 29, which could only be operated with conductors, were used rarely. No. 29 was scrapped in 1950. No. 23 had a last hurrah as the gold centenary tram in 1951 and was scrapped soon afterwards.

At 8 am on 15 April 1954 bogie car No. 37 was running towards along Drummond St South towards Sebastopol, when it collided with a semi-trailer at the corner of South Street. The whole of the front cabin on No. 37 was sheared off, and motorman Dave Kellett suffered a badly broken leg. A month later on 8 May 1954 No. 24 ran down the hill into the Bucks Head Hotel. Ballarat's first bogie car and first ex-MMTB single truck car had both run for the last time, as it was decided that the cost of the major repairs was not warranted. No. 37 was scrapped in August 1955, and No. 24 in February 1957.

The increased number of bogie cars saw the scrapping of some single truckers in poor condition. No. 16 was stored outside from 1952 onwards and was scrapped in January 1956. In February 1956 No. 18 was placed in storage outside and remained there for four years. Its operating days looked over. But in

### Casualties



*No. 37 after the collision in 1954, showing the cabin sheared off. Photo: Ballarat Courier.*

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August 1960 it returned to service.

### **Bogie car operation, Ballarat style**

When the bogie cars first arrived in the late 1940s they were used mainly on the Gardens lines, with only occasional trips to Lydiard Street North or Sebastopol. That made it easier to swap them at the depot for single truck cars, and so avoid dead mileage. Eventually the bogie cars were used on all lines during peak periods and stored at the City Loop during the day for use during the evening peak.

The end sections of single truck trams were traditionally used by men for smoking. After World War 2 it became more socially acceptable for women to smoke. One of the two saloon sections of the bogie cars was made available for smokers, so that both single truck and bogie trams had two-thirds of the car for smokers.

In Bendigo the bogie cars generally ran on the Eaglehawk to Quarry Hill services, even during the evenings. In Ballarat single truck and bogie

cars shared services on all lines, apart from View Point. Until the late 1950s bogie cars ran during the evenings to handle cinema crowds, as Ballarat had four cinemas then. But as television ownership increased cinema audiences dwindled, and in the later days single truck cars ran in the evenings and on Sundays.

### **The last bogie car**

Early in 1960 Ballarat had 17 single truck trams and nine bogie cars. Ballarat had plenty of single truck cars and Bendigo had a shortage, as two of its Birney cars had suffered major accident damage.<sup>6</sup> It was decided to swap two Ballarat single truck trams for one bogie car.

In October 1960 Wal Jack wrote: "Our Nos. 19 and 25, 4-wheel trams, went to Bendigo on the 4<sup>th</sup> and 6<sup>th</sup> and, on 5.10.60, we got No. 1 bogie from



*No. 43 in Sturt Street on 24/11/1956, with a special board showing services for the Olympic rowing on Lake Wendouree. Photo: Wal Jack*

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Bendigo.” In April 1961 Wal Jack wrote: “Saw the ex-Bendigo bogie car No. 1, now our No. 37, in all its glory. It looks lovely! Painted outside and lined side numbers, new weather blinds, red-painted rubber floor material, white ceiling, rest varnished. Top half of cabins in colourflek pebble white, rest varnished. In short, a lovely job for an old car, which soon will have been in service on five different systems:

1. Hawthorn Tramways Trust
2. M&MTB
3. SEC Geelong
4. SEC Bendigo
5. SEC Ballarat.

Must be nearly a world record?”<sup>7</sup> Whether or not it was a world record, the second No. 37 was unique among Australian trams for having operated in four separate cities.

Following the addition of the second No. 37, all of the bogie cars remained in service in Ballarat until the closure in September 1971.

Bogie cars ran all the services on the last day of the Mt Pleasant to Gardens via Drummond Street North on 5 September 1971, with No. 39 the last car from Mt Pleasant. Bogie cars also ran all services on the final day of Lydiard St North to Sebastopol services on 19 September 1971. No. 40 ran the ceremonial last run from Sebastopol to the depot.



### Postscript

Ballarat had 10 bogie cars at the time of closure in 1971. Of those, six are in various Australian

tramway museums.

Nos. 38 and 40 are in the operating Ballarat Tramway Museum fleet, and our museum display is built around No. 39. No. 34 is at the AETM in Adelaide, and No. 36 at the TMSV in Bylands. The second No.37 has been restored by the Sydney Tramway Museum, and features destination rolls from all of the three SEC tramway systems. No.37 was officially relaunched into service in September 2016.

All of these bogie cars have now reached their centenary. They have outlived their former owners, the HTT, PMTT, MMTB and SEC, and even their builders, Duncan & Fraser, which have long passed into history. Who could have predicted this in 1945 when bogie cars first came to Ballarat, just after World War 2 ended?

### References

1. Ballarat Courier 29 July 1944
2. Courier 25 October 1945.
3. Tram Tracks February 1948.
4. Tram Tracks December 1947, P. 5.
5. The dash canopy lighting used in Geelong had black and gold vertical striping on the front dashes
6. Bendigo Birney car 27 was scrapped in 1958, and No. 15 was used for spare parts and never ran again after a collision in 1959.
7. Letter from Wal Jack to Douglas Colquhoun. From article “Wal Jack’s Ballarat” in Newsrail April 1984.

*Most of the photographs were taken by the late Wal Jack, unless otherwise noted. They were contained in an album loaned to us by a relative of Wal, Jill Blackburn. Most of these have not been published previously.*



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### CLUB 40

All younger members of the Ballarat Tramway Museum are members of Club 40, named after Tram 40, the last tram to carry passengers on the Ballarat tramway network when it closed in 1971. Club 40 members now have their own page, access to special pages on our website, and be able to take part in Club 40 activities.

Club 40 members are also entitled to wear a special Club 40 badge. Pick up yours from the Museum on your next visit.

### What is a bogie?

The main article in this issue of "Fares Please" is about the arrival in Ballarat of the big double bogie trams. So what is a bogie?

The bogie is the framework which holds the wheels and axles in place on a vehicle. These can be found under all our trams. They are also called "trucks."



*Tram 18's bogie in the Museum Workshop, the frame is resting on the axle, and the motors have been removed.*

The tram's body is attached to the bogie, which has springs to smooth out some of the bumps, giving a smoother, more comfortable ride. On our trams, the bogie also holds the tram's electric motors.

We have small trams which we call "single truckers." They have one large bogie, which

holds two motors and four wheels. For example, Tram 18 is a single trucker.

Our bigger trams, have two bogies, each with four wheels. The two bogies can swivel, which makes it easier for the large tram to go around corners. We have two different kinds of these "double bogie trams".

The older trams, such as Tram 38, have two maximum traction bogies. Each bogie has one motor driving two large wheels, and two small unpowered wheels, called "pony wheels".

The big W-Class trams, such as 671, have two large bogies, each with two motors, driving all four wheels.

Next time you visit, have a closer look at the trams to see if it is a single trucker, a maximum traction, or a double bogie tram. You will also find bogies under railway carriages, semi-trailers, and even the landing gear of a jumbo jet.

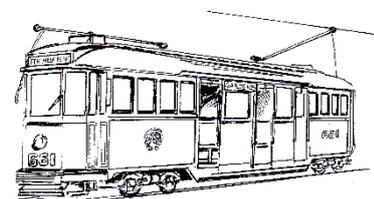


*Jumbo jet bogie*

### Colouring Page

Follow the link below to our website to download a colouring page featuring a Ballarat Tramway Museum bogie tram:

[www.btm.org.au/club40/activities/colouringpage1.pdf](http://www.btm.org.au/club40/activities/colouringpage1.pdf)



## 15. FARES PLEASE!



*Kitson No.7, the only operating Kitson tram in the world, is pushed from the Depot onto the Traverser, re-enacting the same event 50 years ago to the day. Tramway Historical Society, Christchurch, NZ.*



*John Engleman, Richard Gilbert and Peter Bruce, with Tram 26, February 2018*

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*Celebrating a wedding and 130 years of the Ballarat Tramway. Photo: Peter Waugh*



*It's not always easy to get a good picture. Photo: Peter Waugh*

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