

# FARES PLEASE!

April 2019

\$2.50 incl. GST

*News from the Ballarat Tramway Museum*

## The 2019 Floral Tram



*The Mayor of Ballarat, Cr. Samantha McIntosh, launches the 2019 Floral Tram, with Pamela Waugh, Violet Jones, Alice Mong, Matilda Jones, Danika Waugh, and Sadie Jones. Photo: Lachlan Waugh*

**Inside:**

**The Geelong Tram**

**The President's Report**

**Vale Keith Kings**





The last few months at the Ballarat Tramway Museum have been some of the busiest and most eventful for many years. It has certainly been an exciting place for our volunteers. The President mentions some of these events in his report

### NEW MEMBERS

972—Sven Stephan of Lake Gardens

973 — Thomas Jones of Ballarat North

974 —Peter Harrop of Ballarat

All the new members are already volunteering at the Museum.

### FLORAL TRAM

The loss of the Floral Tram during this year's Begonia Festival was a shock to the community of Ballarat. Some of their messages are included below:

"...a sad day for you and all the hard working volunteers at the museum." David John

"Sorry to hear that the Floral tram suffered a mishap. It looked absolutely wonderful. The volunteers did a great job. Hope she is on track again once repaired." Cheers, Margie Iafrate

"What a shame! Great project though. Well done to all." Clare Gervasoni.

"This is such sad news after all the work put into getting it ready for the Festival, I was on it on Saturday morning with Sing Australia we had such a lovely time singing on it..The photo of the two ladies, are Carolyn Priddle and Marg Alpen who were two of the volunteers who



worked on the tram, plus they are members of Sing Australia." Carmel Bassett

"I am just so sorry for you guys xxx Leanne Sorry to hear this. Thinking of all those at the museum and those who worked so passionately to make this tram look so amazing, and bringing a community together at the same time." Marg Alpen

"So sorry to hear! A very special occasion cut short. So much hard work by so many remembering a special event in the history of Ballarat" Pam Thompson



Our wedding tram service was kept busy through the summer months. This photo by Matt Grindrod.



*Tram 661 the Floral Tram and No. 14 in the passing loop during this year's Begonia Festival. Photo: Sven Stephan*



*Conductor Haris Daud and motorman Richard Gilbert on board Tram 26.  
Photo: Greg Fitzgerald*

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### FROM THE PRESIDENT

Paul Mong

It has been a very busy couple of months at the museum, during this time a lot has been achieved.

The annual Begonia Festival was on the labour day weekend which saw thousands of people experience the museum and a historic ride on our trams. I would like to thank all of our volunteers who helped out on the weekend also the City of Ballarat for their ongoing sponsorship.

Congratulations must go out to Pam Waugh and her team of a hundred plus volunteers who have done an amazing job in decorating Tram 661 using recyclable plastic to create thousands of flowers. This project was the biggest community project the museum has taken on since the beginning of the organisation and by far the most popular well done again.

Unfortunately, the tram only survived two days of the Begonia Festival and was not able to participate in the parade due to an accident with a motor vehicle. Fortunately, no one suffered injuries however it has caused major structural damage to the tram and is currently being assessed by the insurance company.

On the day of the accident I was impressed by how our volunteers dealt with the situation and also all our processes were followed, this was the biggest accident in the museum's history. It really does show how strong our organisation is when faced with extreme situations. The aftermath of the accident has also created a lot of work for the Safety Committee and I thank them for their commitment in investigating and completing reports.

As you may be aware the damage to the tram will mean it will not be able to be repaired straight away. The W's play an important part in our fleet for charters, Springfest and Begonia Festival and takes the pressure off our single



*Simon Green and Paul Mong at the Horse Tram Day, 14 April 2019.*

*Photo: Peter Waugh*

truckers that operate our regular service. With this in mind the Melbourne Tramcar Preservation Association has offered us the loan of a W2 class tram 407 which the board has accepted. This is a perfect example of two museums working together in a time of need and I would like to thank them and the committee for their ongoing support.

Another introduction to our fleet of trams that I am excited to announce is Geelong "Butterbox" Tram No. 2 which has been converted back to its original condition and looks amazing. It is a real credit to our member who has restored the tram and it is currently at Bendigo Tramways being made operable. I would like to thank him and his family for this fantastic donation that I

am sure will be admired by our members and visitors for many years to come. Even though this tram never operated in Ballarat it played an important part in the SECV system in which the museum is proud to represent the Geelong system and is looking forward in the future displaying not only Geelong Trams but also historic photos and artefacts in the new museum.

Over the past couple of months, we have been working with the City of Ballarat to complete drawings and tender documents for the track replacement project. This process is now complete, and we are advertising for Tenders at this stage the project is planning to be started in June.

I am also pleased to see we have had an influx of Drivers being trained, in total four and the good news is that they are all under the age of 35 which is really promising for the museum's future.



*Mal Rowe talks to a group of visitors during Seniors Week, 2018.  
Photo: Peter Waugh*

I would like to encourage our members to be involved a good way to start is being a Museum Guide which is a fun and enjoyable way to get to know other volunteers and visitors for more information contact: [secretary@btm.org.au](mailto:secretary@btm.org.au)



*Juliana Durovic ready for visitors at the shop counter.  
Photo: Peter Waugh*

If you have any more questions about what is going on around the museum please feel free to contact me: [president@btm.org.au](mailto:president@btm.org.au)

Regards,  
Paul



*Sam Boon, shown here with the conductor's bag at the 2018 Springfest, has recently qualified as a driver. Photo: Peter Waugh*

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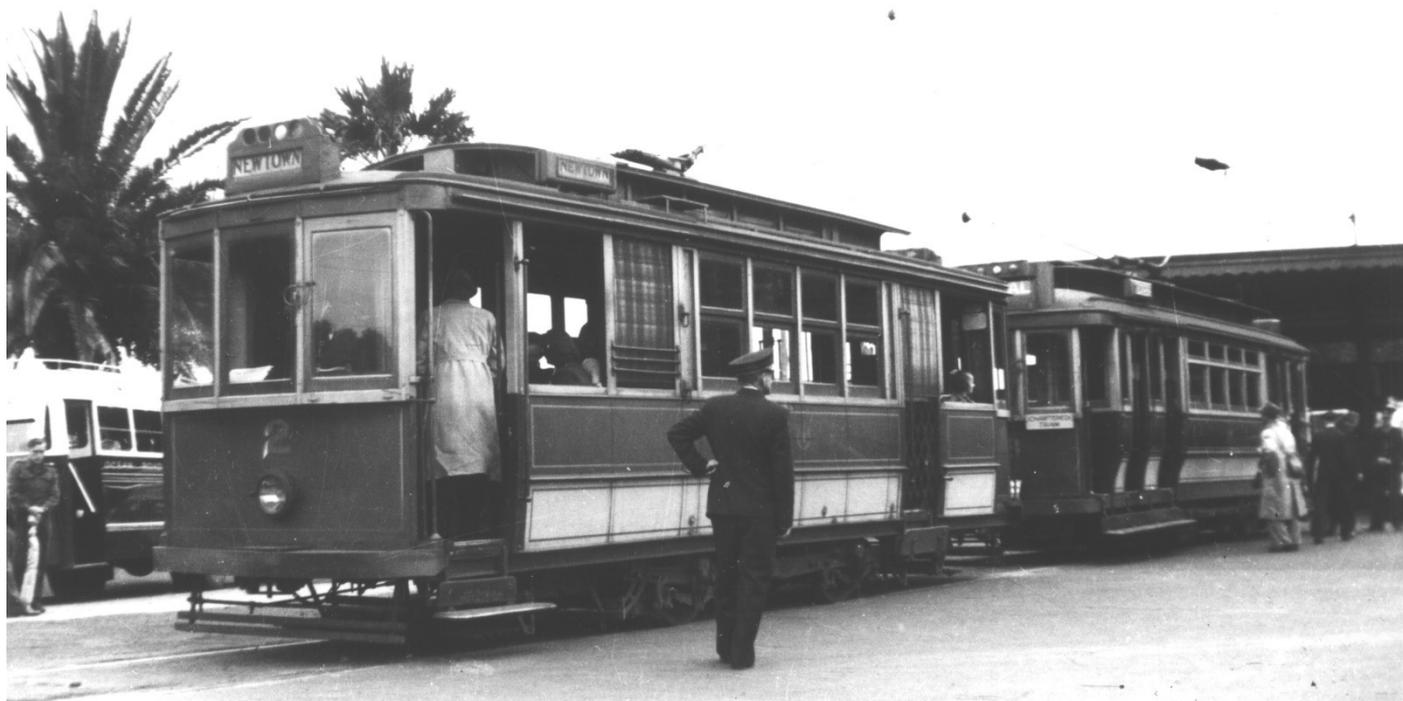
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### Geelong tram coming to Ballarat

Warrington Cameron

One of the seven trams built to open Geelong's tramway system in 1912 will be coming to our museum when work to get it running is finished by Bendigo Tramways. The Board is delighted to be able to add this to our collection of provincial Victorian trams. We already have Nos. 13 and 14 which saw service in Geelong.

The three provincial electric tramway systems in Victoria were built and operated by two companies: the Electric Supply Company of Victoria in the case of Ballarat and Bendigo whose franchises expired on 30 June 1934 and, in Geelong, the Melbourne Electric Supply Company whose franchise ended in 1930. When the SEC, established in 1921, took over Geelong's tramways on 1 September 1930 they were in good



*Geelong Tram No. 2 at the railway station, 29 February 1948. Photo: Charles Craig*

Geelong's was a single generation electric tramway where all the cars that opened it in 1912 were running at its close in 1956. Ballarat, by contrast, had two generations of trams: rebuilds from Sydney cars in 1905 that replaced horse trams plus five cars built new then, beginning in the 1930s and replacing them all, cars from Melbourne and Adelaide that were only a few years younger than those that opened the Geelong system.

condition compared with the other two, with 20 cars built new for the system and eight second-hand ones purchased in 1928 from Melbourne. Of the 20 new cars, the first ten bodies were made by the Adelaide firm Duncan and Fraser and assembled at the Geelong depot in 1912 and 1915 with Brush trucks, two Birney Safety cars imported from the US were assembled there in 1924 and eight larger (but still four wheel cars) were built by Pengelley & Co, also

of Adelaide, and their bodies sent to Geelong during 1924-5 to sit on radial axle trucks. The 18 Adelaide-built cars were broadly similar in design, with straight sills (and therefore high steps!), and 14 in (35 cm) higher than other four wheel Australian tramcars.

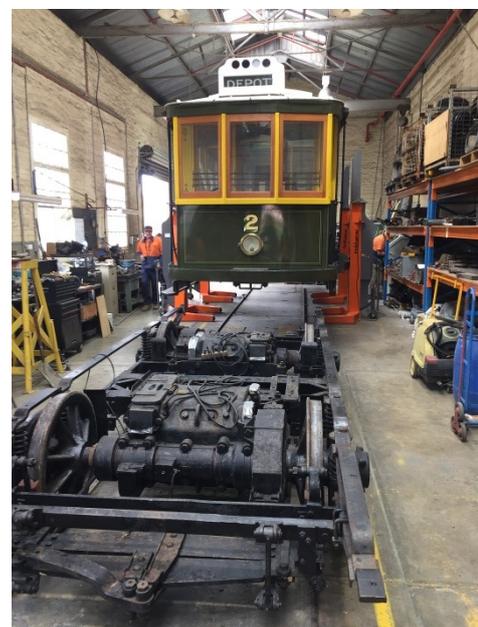
from Brussels with roller bearings obtained through friends at the Sydney Tramway Museum in 2006 and GE K35JJ controllers purchased from Preston in 1982 (for the outrageous sum of \$50). The 8ft wheelbase, 33in wheels, DH10 compressor and manual lap air



*Trams 2 and 3 at the Tramway Centre in Moorabool Street.  
Source: Vic Solomon's Collection*

As in Ballarat and Bendigo, Geelong had a Tramway Centre, a point where all routes passed through. Geelong's was the intersection of Moorabool and Ryrie Streets from which lines branched out from those two streets to nine termini. The route mileage after 1937 and number of tramcars in Geelong and Ballarat were broadly similar. In their final years, Geelong operated the 18 cars mentioned above plus ten bogie cars from Melbourne and very occasionally one of the ex-Melbourne 4-wheelers, and Ballarat ten bogie cars, 14 ex-Melbourne and one ex-Adelaide 4 wheel cars.

brakes will reflect the fittings of the original car, the latter replacing rheostatic and track brakes in the early 20s.



*Tram 2 in the Bendigo Workshops, April 2019*

Geelong car 2 is currently being prepared at the Bendigo depot to run again but, as purists would quickly point out, not with all its original parts, for example a motored Brill 21E truck

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*Tram No. 2 in Ryrie Street, 1940, from the Wal Jack Collection, no photographer details.  
The folded step and the folding metal gate can be seen in the rear doorway.*

Early trams were effectively a piece of furniture on wheels. The structural timbers used in car 2 are Crow's ash and silky oak, interior timbers are Queensland maple, Tasmanian blackwood, Tasmanian oak and silky oak and the roof timbers oregon. Joints were beautifully fitted and dowelled together. Originally it was a California combination car (named after the design of cable car built in 1906 for San Francisco's California Street line) like our car 26, but with transverse tip-over rattan seats in the saloon and fixed cross-seats on the platforms.

The SEC reconfigured the car for one man operation in 1935 along with all except four of the then 25 cars (excluding the Birneys) between 1931 and 1939. This involved reducing the entry points to two on one side of the car, with those on the other blocked by folding metal

gates linked to the steps. The saloon tip-over Hale Kilburn seats were discarded and replaced by far less comfortable longitudinal wooden seats. This scheme was adopted by Bendigo but could not in Ballarat because of the necessity of having both near and off-side loading.

**STATE ELECTRICITY COM-  
MISSION OF VICTORIA**

Offers are invited for the purchase of the under-mentioned:—

**21 TRAM CAR BODIES.**

10 only, 31ft. long, 9ft. 3in. high, 8ft. 7in. wide, Nos. 1-10. 8 only, 35ft. long, 9ft. 7in. high, 8ft. 7in. wide, Nos. 16-23. 2 only, 44ft. long, 9ft. 5in. high, 8ft. 7in. wide, Nos. 31 & 38. 1 only, Cleaner Car, 27ft. long, 9ft. wide, No. 13.

Tank 13ft. long, 4ft. diameter, capacity approximately 950 gallons, Manhole 16ins. x 10ins.

Offers may be submitted for one or more.

Arrangements for inspection may be made through the Storekeeper, Corio Terrace, Geelong. No inspection on Saturdays.

Offers must be placed in sealed envelopes, endorsed Tender D.250, and lodged at Head Office, 22 William Street, MELBOURNE, before 11 a.m. on Wednesday, 28th March, 1956.

Terms of sale, payment prior to delivery.

*Notice of disposal, 1956. Andrew Cook collection*



*Assembling the cars and trucks at the new Geelong Depot, 1911. Photo: Geelong Heritage Centre*

Coloured night light indicators were used on Geelong, Launceston and Hobart trams but in Geelong's case were dispensed with (with two exceptions) between 1948 and 1951. Soon after the first bogie cars arrived in 1947, the bumpers were lowered on the original cars and in 1950-1 some of them had their gates replaced by wooden doors, the rear door narrowed slightly and tail lights added,

The tram will be as close to Geelong as it could possibly be and we look forward to its arrival at the depot and to welcoming visitors from Geelong, some of whom may even remember its tramway days over 60 years ago.



*Tram 2 at the Shoppee's farm on the Bellarine Peninsula, 1991. Left: Phil Shoppee, Right: Hugh Thompson, just about to winch the tram out.*

*Photo: Warrington Cameron*

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FROM THE NEWSPAPERS

### BUILDING THE TRAMWAY

This month was busy with the No. 1 Horse Tram and with tenders for the laying of new track in Wendouree Parade. Back in 1887 the new Ballarat Tramway Company was planning the first tracks for the horse trams.

On 6 August 1887 the Ballarat Star reported that the new tracks would be laid quicker than expected:

*We understand that Messrs M'Lean Bros. and Rigg have received a notification to the effect that the rails ordered by them for the Ballarat Tramway Company will arrive in the colony a month earlier than was expected. This should facilitate the work of construction, and enable the company to push on their operations, and have more rails laid than they expected in time for the Christmas holidays.*



*The No 1. Horse Tram in service in Wendouree Parade, 14 April 2019. Photo: Peter Waugh*

On 9 December 1887 the Ballarat Star reported that there was unexpected delay:

*The work in connection with the tramways is progressing very satisfactorily, though a little delay has been experienced in completing the laying of the gardens section owing to sleepers that were ordered not having arrived. The manufacture of cars is being proceeded with expe-*

*ditiously, and a number of horses have already been received. The formal opening of the line will take place in the course of a few days.*

On the 16 December the Ballarat Star reported that a tram had successfully completed a trial trip on the new tracks:

*A trial trip of the tramways was made yesterday morning, when a heavily-laden car was drawn along the track from the stables, round the lake, down and up Sturt street, and round the gardens hack to the stables. Some difficulty was experienced in negotiating the steep rise at Camp Hill. The load, however, was a very heavy one, and the rise will probably be accomplished more easily when the line is in better working order. The slots in which the flanges of the wheels will run were in many places partly stopped by small stones, which made the running more difficult. The trial, however, was, for a first one, considered fairly satisfactory.*

A week later, on 21 December 1887, later the new tramway was ready for opening:

*The opening of our system of street tramways this afternoon will rank as an event of more than usual social importance. In these days, and whether for the purposes of business or of pleasure, there is an ever increasing demand for the means of conveyance which unite the requisites of safety, convenience, and sufficient speed. The tramcars fulfil all these conditions, and will, we are convinced, rapidly gain great popularity in our city.*

The Ballarat Star was already considering the possibility of extending the tramway into Ballarat East and possibly even Buninyong:

*A line through Ballarat East is, we presume, a foregone conclusion, and it is not impossible that the long-projected scheme of a tramway to Buninyong will be revived again. With a well-ordered tram line along the very picturesque road Buninyong would at once become the most*

*charming suburb of the golden city, and with an increased number of visitors, its rare natural beauties would become as widely known as they deserve to be.*



*Sage and Monica, from Sovereign Hill,  
14 April 2019. Photo: Peter Waugh*

However an offer by the Tramway Company on the opening day to extend the lines into Ballarat East was rejected by the Ballarat East Town Council:

*At the meeting of the works committee of the Town Council yesterday the offer of Messrs Thompson and Moore, of the Ballarat Tramway Company, to lay down tramlines in Ballarat East was considered. The officers of the Town Council are, of course, reticent, and refuse to give information regarding the discussion of the committee on the decision arrived at, but we learn that the offer of the Tramway Company was considered too low (£200 per year), and on this account no recommendation will be made to the full council as was at first intended. Therefore, the matter of tramways in Ballarat East will remain in abeyance for the present.*

The Ballarat Star reported on 4 July 1891 on a proposed an extension of the horse tram line to the Borough of Sebastopol:

*They did not consider it probable that the extension would be further than the Royal Mail hotel, nor would a heavy rental be paid, as the trams at present were not a paying concern, and it was advisable for the company to make such terms as would enable them to successfully carry on the line of trams. They considered a nominal rental of £5 per annum...would be adequate, and the through fares would be 6d,... and there would also be sectional fares.*

A poll of Sebastopol ratepayers to approve the extension was carried 202 for, and 181 against. (1891 *The Ballarat Star*, 14 August, p. 3.)

It wasn't until the Electric Supply Company electrified the tramway in 1905 that the trams reached Ballarat East. The proposed extension to Buninyong was built as a train line in 1889.



*Haris Daud applies the brake, 14 April 2019  
Photo: Peter Waugh*

### CONDUCTOR'S BAGS

Greg King

Recently, my long-time friend from Sweden, Lars Borgemo, visited us and I took him up to Ballarat and our trams of course! Lars was once a tram driver in Gothenburg and has been a long time (ever since I first met him at least and that was in 1983!) member of the local museum group "Ringlinien" (Ring Line). This museum is probably one of the most profitable tramway museums around as they operate out of a former depot and have pretty much free access to the large city tramways. They also run the summer "City Circle" line and all the fares go to them, their cars are immaculate and the guys are very welcoming to foreign tram fans! Whilst Lars was here, I was discussing how worn our conductors bags were and how bulky they are for our rather tiny cabs (especially when you have my build!!). He kindly offered to donate several of their bags to us, these a bit smaller than ours and in much better condition. A couple of weeks after he got home, a big box of conductors bags duly arrived at my place and I then took them to Ballarat, Lars also kindly donated the cost of transporting these bags to us. It was a truly nice gesture on the part of Lars and Ringlinien and I think it would be great to further the relationship between our two groups.

### Vale Keith Kings

Richard Gilbert

Keith Kings, a well-respected historian of trams and public transport in general has died at the age of 90. Keith was born in 1928 and followed the tramway interest from an early age. He was a prolific photographer and film maker along with recording in note form the transport scene as it changed around him. He published several books and contributed to many other publications on the tramway subject.

He was very active in the cause of tram preser-

vation and was a member of the Australian Electric Traction Association and in 1963, a founding member of the Tramway Museum Society of Victoria. He was Executive Officer of the Council of Tramway Museums of Australasia from 1977 to 1986.



*Keith Kings at his 90th birthday in November 2018.*

*Photo: Trams Down Under*

His travels to various Australian tramway systems saw the creation of some wonderful photographic records of now long closed tramway operations. His photographic collection is in the possession of the State Library of Victoria and much of the detail of the photographs is well recorded with excellent documentation.

A large group of fellow enthusiasts gathered at the Melbourne Tram Museum, at Hawthorn Tram Depot, on 11 November 2018 to celebrate his 90th birthday. It was a memorable occasion of the tramway fraternity coming together to celebrate one of their exalted number. Keith stood up from his wheeled chair to make a magnificent speech.

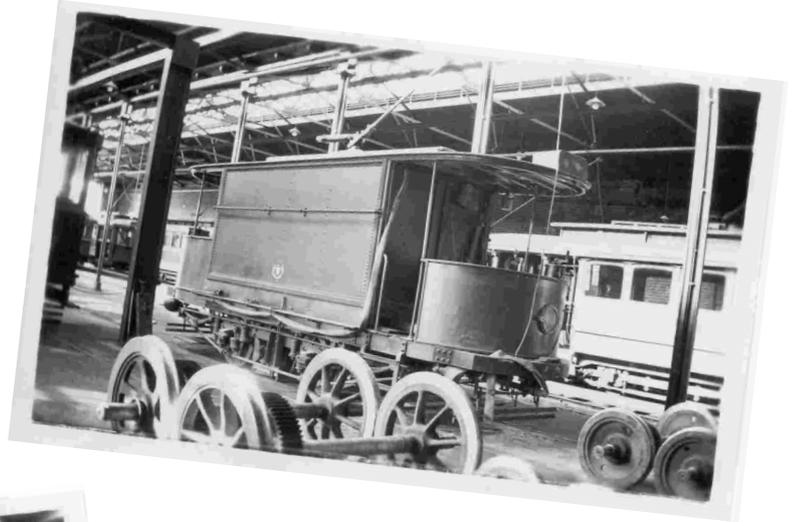
Those who attended are all the richer for having enjoyed many times and events over the years with Keith and in having celebrated his 90th birthday with him.

From the Archive

Warren Doubleday

In July 1970, Keith Kings prepared a small photograph album in appreciation to Mr Les Denmead, the Tramway Superintendent, based in Ballarat. It was given to the Museum by the Denmead family in 2001. It comprises some 35 photographs of Geelong, Ballarat and Bendigo taken by Keith spanning from 1948 to the late 1960's. It shows just a few of his massive photograph collection, now in the care of the State Library of Victoria. We present a photo of each of the three SEC tramway cities.

**#1922** - Bendigo's original sprinkler and track cleaning tramcar at the depot, Easter Monday 1949. Also surrounded by wheels, this tram was scrapped in 1954.



**#1907** - Ballarat No. 29 tucked away in the depot, surrounded by the body jacks, still in use at the BTM, and wheels 14/3/1949. The tram came to Ballarat from Melbourne in 1936, but seldom saw service due to the high steps and the need for a conductor. It was scrapped in 1950.



**#1932** - Geelong 32, in Malop St at Moorabool St. City, 2/51. Has CML building in the background and other buildings. Note the bar style traffic light in the left hand edge of the photo. This tram was sent to Bendigo after Geelong's closure in 1956 and became their No. 3. It started its life off as Hawthorn Tramways Trust No. 16 in 1916.



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*The No. 1 Horse Tram in Wendouree Parade, 14 April 2019. Photo: Peter Waugh*



*The wheels from Tram 33 ready for a trip to Bendigo for reprofiling, 17 April 2019. Photo: Geoff Gardner*



## A Blast from the Past

In January, Tram No. 40's the governor on the compressor failed and was replaced with a re-conditioned unit. The governor, the part that turns the compressor on and off, is under the saloon seat at the No. 1 end of the tram. During the changeover a crumpled piece of newspaper was found. It was dated 31 July 1969, and so had laid there undisturbed for almost 50 years, undetected by S.E.C. and Museum cleaners for that time.

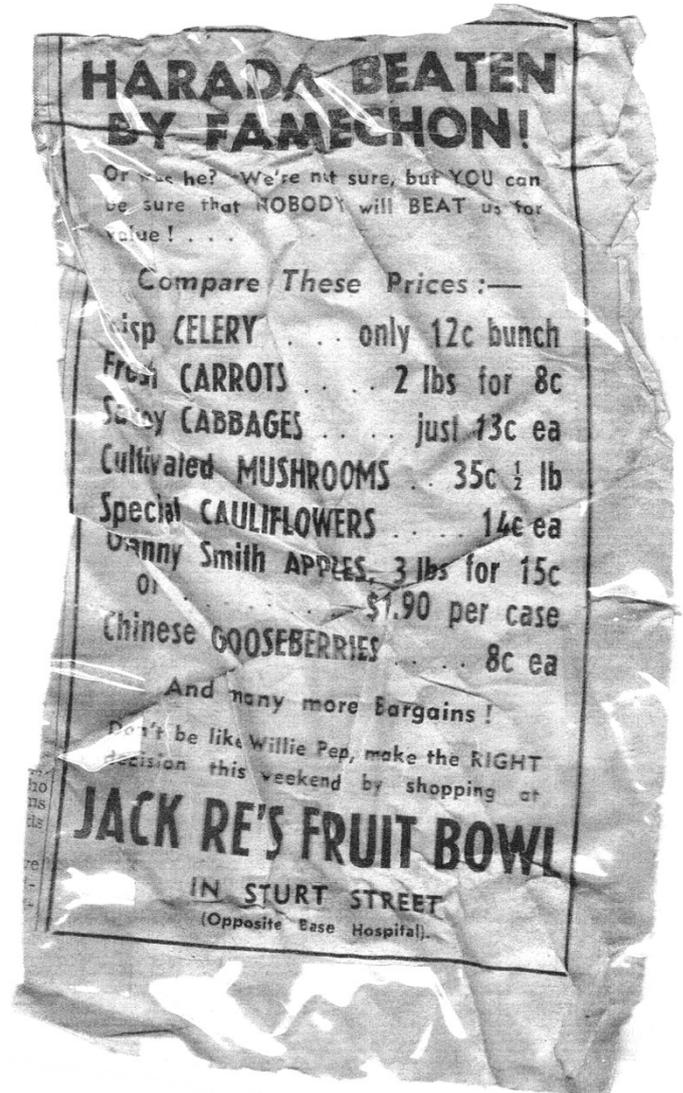
The most prominent item was an advertisement for Jack Re's Fruit Bowl, located in Sturt Street, opposite the hospital. The ad was headed, HARADA BEATEN BY FAMECHON! Or was he? We're not sure, but YOU can be sure that NOBODY will BEAT us for value!

The followed a list of the current fruit and vegetable prices with the following exhortation: Don't be like Willie Pep, make the right decision this weekend by shopping at JACK RE'S FRUIT BOWL.

The World Featherweight title fight between Australia's Johnny Famechon and Fighting Harada of Japan had taken place three days earlier in Sydney. There was great controversy as Referee Willi Pep had called the fight a draw, then added up his score card again and awarded the fight to Famechon by a single point. The Japanese were not pleased and arranged a re-

match in Tokyo six months later, which Famechon won by a knockout.

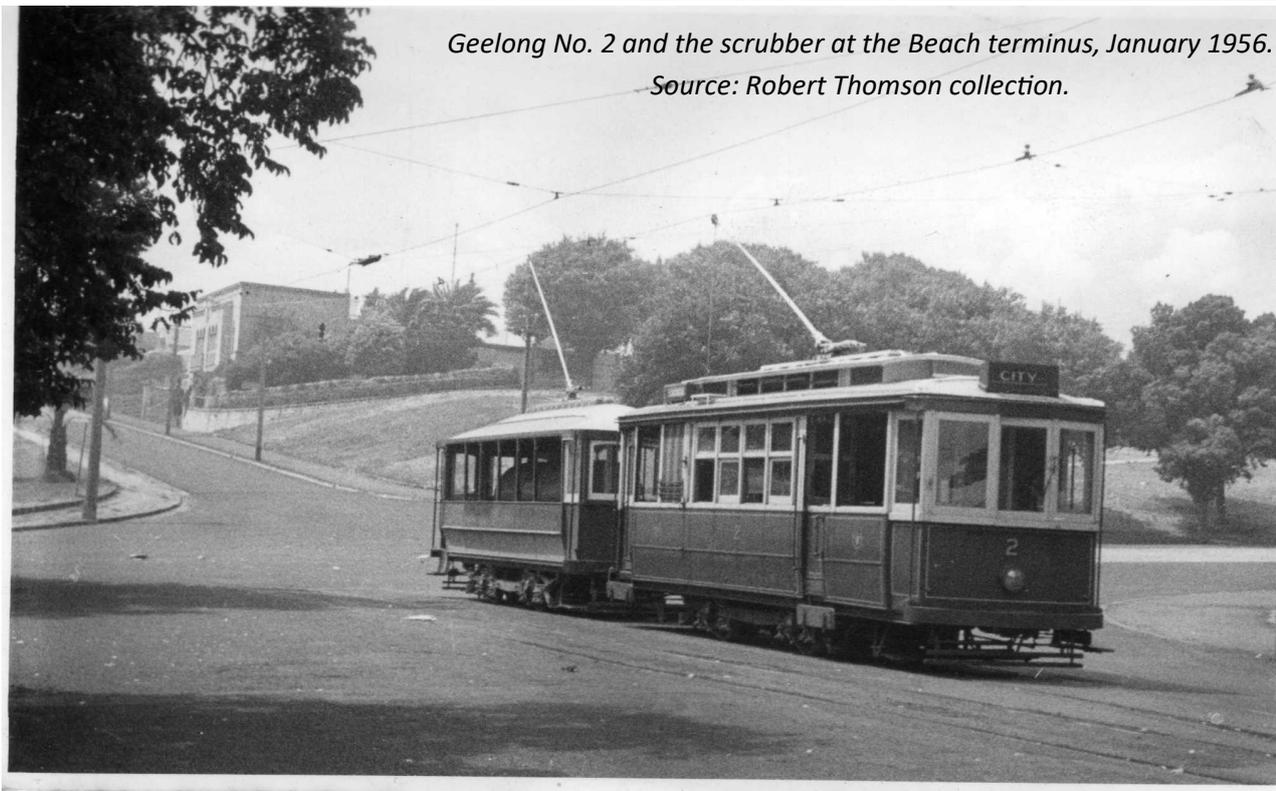
Curiously, Willie Pep had fought Ray Famechon, Johnny's uncle, for the same title in the 1940s.



Who knows what you might find under the seats in our trams, but it could be worth a look next time you visit,

Dave Macartney

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*Geelong No. 2 and the scrubber at the Beach terminus, January 1956.*

*Source: Robert Thomson collection.*



*Geelong No. 2 in 1955 at the North terminus.*

*Photo from the Travis Jeffrey Collection*



**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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