

# FARES PLEASE!

August 2022

\$2.50 incl. GST

**News from the Ballarat Tramway Museum**

## Grant for new displays



*The BTM has been given \$200,000 by the State Government towards creating innovative and accessible displays. At the public announcement from left, Paul Mong, Virginia Fenelon, Julianna Addison (MLA), Richard Gilbert and Peter Waugh. Photo: Kallista Kaval*

"FARES PLEASE"

JANUARY 1974

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

Volume One - Number One - P.O. Box 632, Ballarat. 3350

**Inside: The upcoming AGM - Fares Please history - A tram to "The Gap" - Track Project and Workshop News**





### Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tramway Museum, South Gardens Reserve, on Sunday 20 November 2022, 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
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any financial member aged 18 or over and who is entitled to vote at a general meeting may nominate himself or herself; or with the member's consent, be nominated by another financial member.

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 30 October 2022.

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 Museum. Envelopes forwarded by mail should be endorsed *Ballot Material* on the back of the envelope. Any nomination must be consented to in writing by the candidate. Nominations may be accompanied by a statement (of not more than 500 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.

### Track replacement

The track has been completed in the street, and we now have a new 1.3km tramway. At the time of publication there was still work to do to prepare the tracks before we can take out the first tram for testing and commissioning. Track in the workshop has been completed and the workshop floor is ready for concreting this week. We have been very grateful for the assistance from the Victorian Goldfields Railway volunteers who have helped with the workshop tracks, and assisted in cleaning up the depot fan.

### New Poles

Several poles that were damaged in the big storm have been replaced, and new poles for the new access track were installed in July. Simon and Karl have been hard at work on the street overhead ready for the trams to recommence operations.

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pay our respect to their Elders, past, present, and emerging.



*The workshop floor after the old track was removed, and ready for the new track to be installed.  
Photo: Paul Mong*

### **New Grant**

In July, the Member for Wendouree, Julianna Addison, announced that we had been successful in obtaining a grant to further develop the museum displays with an emphasis on engagement and access. The grant was for \$200,000 and the BTM has also had to commit \$100,000 towards the project.

A small team will be leading the various projects, based on a detailed submission made to Regional Development Victoria back in January 2022. Planning is now well underway, and several groups have already started work to deliver the bulk of the new projects by the middle of next year. This will help us establish the museum as a world class destination.

### **Workshop news**

The workshop team has been busy, working under difficult conditions during the track replacement. All the operational tram fleet will require servicing before we recommence operations. Tony Smith, Ken Wilson, Barry Richardson, and Mick Duncan have also been using the

downtime to complete other repairs. No. 13's number 2 end drivers' seat had to be removed as it would not fold down. It was discovered that it was not securely fastened to the bulkhead.

### **Tram 34**

Our fundraising for Tram 34 has already raised well over \$5000, thanks to those who have already contributed. Track work and museum development have taken up most of our time and resources over the last two years. Your financial support for No. 34 will ensure that the restoration of this historic tram can commence soon.

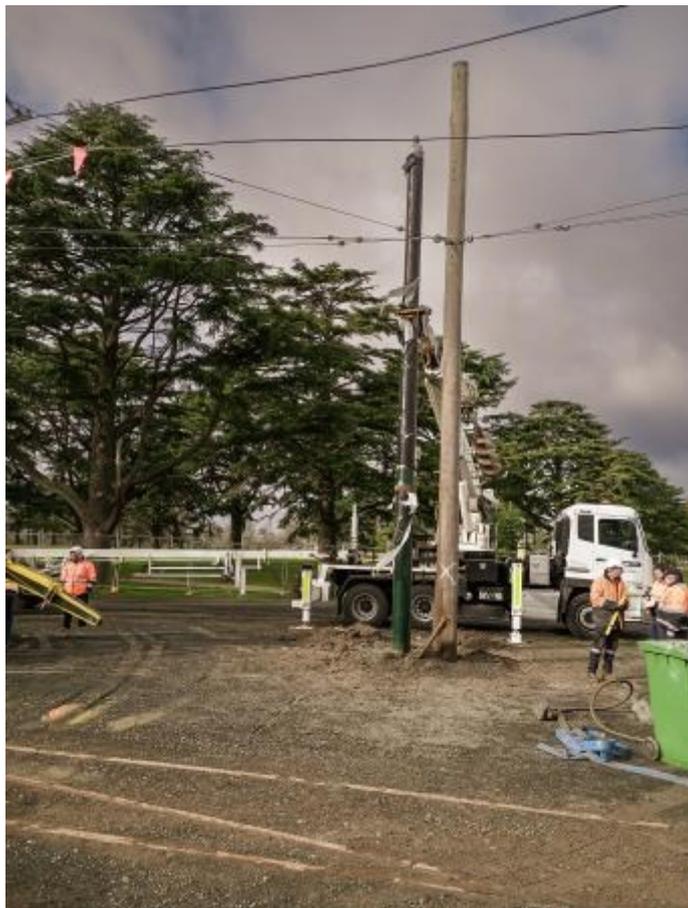
<https://chuffed.org/project/bring-tram-34-home>



*No. 34 in Adelaide. Photo: Andrew Mitchell*



## Track and pole replacement continues



*New poles going in to provide power for the access track to the new building.  
Photo: (L) Peter Waugh and Paul Mong*



*The Victorian Goldfields Railway helped with replacing the track in the workshop. Photo: VGR*



# Fares Please! The Evolution

**By Warren Doubleday**

The very first newsletter to members and friends of the Ballarat Tramway Preservation Society (BTPS) was printed in May 1971, prior to the Public Meeting of Sunday May 30. That issue and right through to March 1986 were printed using a Gestetner duplicator. This involved firstly a mechanical typewriter with a wide carriage, a wax stencil where the individual letters were cut out, then the Gestetner machine to print it using ink forced through the holes for each letter. It was a process fraught with issues, such as correcting a mistyped letter with a special correcting fluid that had to be air dried and retyped. Or use the half space facility on a mechanical keyboard to insert a letter you had missed. Normally it was a rush to finish typing, print, envelope it and then sort it into postcodes for postage. The address labels were done with an addressograph machine plates.



*A Gestetner machine*

*Photo: Grace's Guide to British Industrial History.*

The BTPS's hand cranked Gestetner machine was purchased second hand and was also used to print the Annual Report and the roster until



*Russell Bidgood and Andrew Hall  
working to assemble a BTPS Annual Report  
and putting it into envelopes.*

*Photo: Richard Gilbert*

the mid-1990's. Richard Gilbert who generally operated it, said it weighed a tonne. Occasionally we would do a newspaper clipping supplement. Gestetner Melbourne offered a service where you could take the cuttings to them and they would cut a stencil electronically for you.

The next versions of Fares Please! from early 1986 were typed with an electric typewriter and then photocopied. Photocopiers of those days had special sensors that sensed your stress level. If high stress – the paper would jam somewhere. This would depend on how urgent the job was and whether you were doing it in the bosses' time, or after the office closed using their machine. That would never occur. It allowed Fares Please to expand to eight pages with printed headings and pages.

It was at this time we converted from using foolscap paper to A5, printed on A4 sheets and folded. During 1989, photos started to appear. These had to be made using an image that was converted to a screened image much like a newspaper does. It was physically cut and pasted into the magazine that printed on a photocopier in a reasonable presentable condition with

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liberal use of “whiteout” to mask the edges of the adhesive tape that was used to hold things into position.



Early Electric Tram on the Lydiard St Nth Line

The first photo in “Fares Please”, March 1989, and the same image in 2022. (BTM Archives)



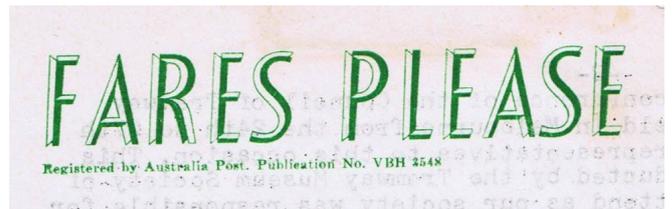
GREGORY STREET TERMINUS, 2022

The next step was early computer word processors, laid out firstly using a program known as Wordperfect, before going to Word and now Publisher inserting digital images. The ability to change font size, insert headings, photographs has changed the process and the final appearance, but someone still must type it and imagine how it will appear. Address labels are done using label sheets from a membership address list.

Today the magazine is printed partly in colour in Ballarat by Waller and Chester.

Oh yes, postage was relatively expensive in the 1970’s and we had to sort it in specific post-code order to qualify for the cheaper postage as a Registered Australia Post Item. Today, just put it into an envelope and post.

The name *Fares Please!* was adopted from January 1974. The name was suggested by Barry Craig of French’s Forest, NSW, who won \$2 worth of goods from the Sales Department.



Title font, October 1978 (BTM Archives).

In October 1978 the title was created in a new simple outline and shadow font, replacing the typed name. However in January 1982 the title reverted back to the typewriter version.

**FARES PLEASE!**

Registered by Australia Post Publication No VBH3548

May 1986

Title font, May 1986 (BTM Archives).

A new title font, a larger rounded outline style was introduced in May 1986. In October 2007 a new font, Algerian, was used, and an updated version of this is still in use in 2022.

The editors of the original newsletter and later Fares Please are Paul Nicholson, Richard Gilbert, Paul Miller, Warren Doubleday, Simon Green, Peter Winspur, and Peter Waugh.

**FARES PLEASE!**

December 2007

News from the Ballarat Tramway Museum

Title font, December 2007. (BTM Archives).



The first newsletter, May 1971. (BTM Archives)

BALLARAT TRAMWAY PRESERVATION PROJECT

INFORMATION SHEET No.1

There is now little doubt that trams will be running in Ballarat, after the system closes during the September School Vacation.

Representations by your Interim Council to the State Electricity Commission, Ballarat City Council and other bodies have been most successful.

However, there is much still to be done and, now, more than ever we need YOUR support.

The time is now right to form a society aimed at preserving the line around Lake Wendouree and there will be a Public Meeting to do this on Sunday, 30th May.

The meeting will be held at the Ballarat Town Hall in Sturt Street at 2.00pm.

It will need the support of a big contingent of Melbourne people as well as the large number of local people that are expected to attend.

Therefore, we are asking you to be there, and to invite as many of your friends as possible, because there will be several interesting speakers.

Office Bearers will be elected. All members of the Melbourne Council, whose names are mentioned below are making themselves available for election. Full details of some arrangements will be given to a further Public Meeting in Melbourne.

Your Melbourne Interim Council has met 3 times since the Public Meeting on 29th April, and the Ballarat Interim Council has met 3 times. Much has been done at these meetings, and full reports will be given at the Public Meeting in Ballarat.

The State Electricity Commission has agreed to donate the equipment we need under certain conditions. However, the Depot is unavailable. The Ballarat City Council has expressed support for the project and negotiations are now taking place with other bodies.

Once again, we ask that you make every effort to be at the meeting. It will be an ideal opportunity to take your friends to Ballarat to show them the trams and the line we want to preserve, as well as the city's other historical attractions. There will also be an historical display of Vintage Cars.

The Sunday Excursion train provides a return service from Melbourne for \$2.25. It leaves Spencer Street at 9.35am and returns there at 8.20pm.

If you are driving and you have a spare seat, please ask somebody to join you because the more people that turn up at this meeting the better.

'Don't forget, Sunday, 30th May, at 2.00pm at the Ballarat Town Hall in Sturt Street, just West of Lydiard Street'

Issued by the Melbourne Interim Council of the Ballarat tramway preservation project, on 21st May 1971.

Members of the Melbourne Interim Council are:-

Jeffrey Bounds, Clyde Croft, Geoff Dean, Campbell Duncan, Richard Gilbert, Adrian Gunzburg, Bill Jessup, Ian Kyd, Glen Mills, Paul Nicholson, Mark Plummer, Jack Stranger and David Wischer.



The first "Fares Please", January 1974. (BTM Archives)

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JANUARY 1974

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

Volume One - Number One - P.O. Box 632, Ballarat. 3350

FARES PLEASE

As a result of the competition announced in the October "Information for Members" the name "Fares Please" has been selected for this publication. The name was suggested by Barry Craig of French's Forest, New South Wales who wins two dollar's worth of goods from the Sales Department. We thank the many other entrants who gave this matter some thought and took the trouble to write and give us their suggestions.

INCORPORATION

Some confusion obviously exists in the minds of many members regarding our recent incorporation.

The Society had no choice but to incorporate if the Tramway was to ever operate in Wendouree Parade. In any event such a step benefits the members and assists in the development of a Society such as this.

The Ballarat Tramway Preservation Society Limited is a public company limited by guarantee. The Company's members are not shareholders, as with most other companies, but persons whose continued membership depends upon the payment of annual subscriptions.

The liability of the Company is limited to the value of its own property. This means that should the Company be successfully sued for damages for any reason (We hope, of course, that such an event will not occur and as far as good management can avoid it the Board will endeavour to do so) the members are not liable in any way to contribute towards any damages that may be payable. The payment of damages must be made out of the Company's property.

If the amount of the damages exceeds the value of the property owned by the Company it may be wound up and all its property sold to pay the damages. To the extent that the value of its property is insufficient to satisfy the damages the members may be asked to contribute up to \$20 each towards payment of the damages.

It is important to realize that the members are only liable to make these payments upon the winding up of the Company and even then no member can be required to contribute more than \$20.

This is the major benefit of incorporation to the members as the position of members of the unincorporated Society was that in the event that the Society was successfully sued for damages and its property was insufficient to pay any damages awarded, each and every member would have been liable to contribute towards the payment of the damages - even to the full extent of their private assets.

So briefly, the position is that if the Company is sued for damages and wound up each member may have to pay up to \$20 towards payment of the damages whereas as members of the unincorporated Society the liability of the members to contribute was unlimited and their houses, cars, etc., could have been sold by the Court to obtain funds for contribution to the payment of the damages.

The Board considered that in view of the nature of tramway operations it was essential that the interests of the members be protected by incorporation.

The other major factor involved was that a Company is able to enter into contracts and to own property far more easily than an unincorporated Society such as was ours. In view of the agreements that must be made with the Ballarat City Council and the State Electricity Commission of Victoria it was absolutely essential that the Society be incorporated.



## Publishing “Fares Please”

By Peter Waugh

*Fares Please* is published six times a year, with issues coming out in February, April, June, August, October and November. Work on each issue normally begins about six weeks before publication; that is two weeks after you read the latest issue, the new one is already in production.



*The editor at work on the next “Fares Please.”*  
Photo: Pamela Waugh

I am lucky to have several regular contributors, and these people are often working on articles long before they appear in print. Sometimes an idea for an article will occur during a casual conversation, and the editor may ask someone to develop it further. Over the year these articles and ideas are collected and prepared for use. While long articles are helpful, often there is a need for short articles, even just a paragraph to fill in spare spaces. Photos taken around the Museum are also collected, and I am always happy to receive them. We are also looking for photos which can go into the photo collection in our archives which will document our history for the future. We also need photos for posting on our social media sites and on our

website which are important for promoting and advertising the work of the BTM.

As editor, I will make changes to articles submitted for publication. These changes are usually for spelling, punctuation, or grammar errors. I use a “house style”, so for example there is a consistent use of dates; 21 March 2022, not March 21, 2022, or 21<sup>st</sup> March 2022. Numbers smaller than ten are written in full, not as numerals, so “seven” not “7”. In some cases, I may rewrite a sentence for clarity, or delete one to avoid repetition. Occasionally there may be some fact checking and or correction. In consultation with our archivist I may add photos to articles where relevant. And trams are gender neutral, so “she was the last tram to Sebastopol” would become “Tram 40 was the last tram to Sebastopol.” Regular contributors may notice other minor changes, but the goal of any change is for a better reading experience for our members.

*Fares Please* is assembled and organized using Microsoft Publisher. I use a 16-page template, with spaces allocated for regular content. Currently this space allocation allows for a front cover photo or photos, a page for current photos around the museum, a page for colour photos from the archive, and a colour page to support articles in the current issue. Two pages are set aside for current museum news, and one page for our younger readers.

Being able to use a computer and publishing program to layout *Fares Please* makes it a much simpler task than in the early days. It is easy to establish a consistent style, with fonts and text styles matching throughout the publication. Photographs can be manipulated and resized to fit. Mistakes and typographical errors can be easily corrected without having to retype the article. Built in spell checkers pick up mistakes, and a team of proofreaders find others. Some still get through and are usually found by



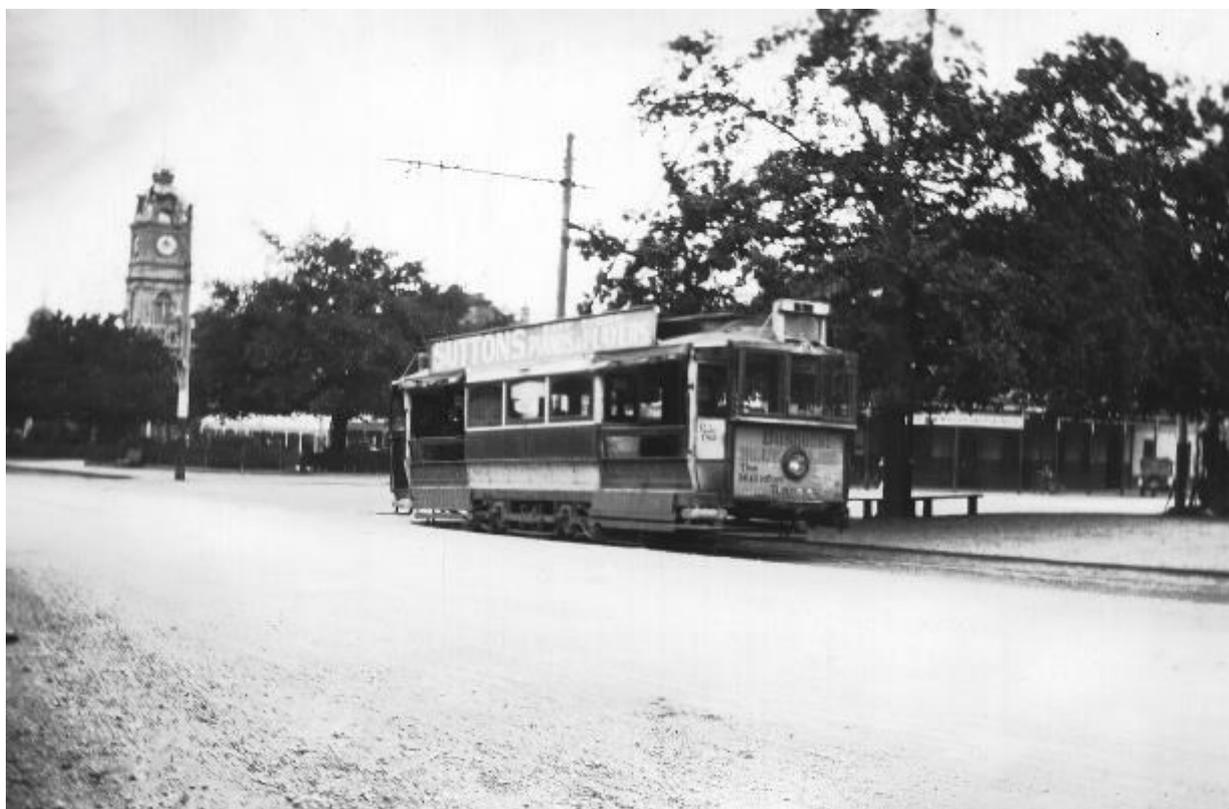
the members – as editor I could argue that these are deliberate errors to see if people have read it!

From this large master copy (sometimes over 100 megabytes), two versions of *Fares Please* are created. One copy is saved in a format that will reproduce best when printed. The print copy only allows for the use of colour on one sheet, so colour photos are only used on the front cover and inside page, and the back cover, and the back inside page. All other photos must be edited to print clearly as black and white images. This file is sent to the printer, and while it is usually about a third the size of the master file, it is still far too large to email. *Fares Please* is printed in Ballarat by Waller and Chester. Modern printing collates, folds, and staples the magazine automatically, so the days of laying it out on a table and putting it together by hand have gone, but each copy still needs to be put in an envelope and posted.

The email edition is not limited in the use of colour, so coloured photos can be used on any page. Without the limitation of printing, the color photo pages can be moved to other places in the publication. The layout of the print and the email editions will be different, and the page numbers accordingly will not match between the two. The file size of the email publication is compressed to around three megabytes, which means the photos will look alright on a screen but will not enlarge or print clearly. This is a compromise between quality and not filling everyone's email inbox.

As you are reading these lines, think of the editor and contributors who are already at work on the next issue.

All the issues are available on line – [www.btm.org.au/fpall.html](http://www.btm.org.au/fpall.html) A good example of using an electronically cut stencil is the November 1983 issue – see [https://btm.org.au/Fares\\_Please/1983/8311fp.pdf](https://btm.org.au/Fares_Please/1983/8311fp.pdf)



*A new photograph in the Archives, showing an Electric Supply Company tram at the corner of Sturt and Doveton Streets.*



## A tram to “The Gap.”

By Chris Phillips



When I was quite young, I found this cartoon in a booklet called the Australian Tramway Album published about 1950. It is a cartoon by Emile Mercier who was an Australian cartoonist known for his iconic cartoon regularly published in the Sydney Sun newspaper from 1949 to 1968. I always wondered why the destination sign read “The Gap” and did it exist?

In January 1960, I had my first big holiday, when my Mum, two little sisters and I travelled to Sydney to stay with my paternal grandmother in Mosman. For an eleven-year-old from rural Morwell to go to Sydney was an amazing adventure. Especially as my youngest sister was only two, family outings were limited. However, my grandmother who was working suggested that I could safely ride the ferries to Circular Quay and back, which happened a couple of times a day. On arri-

val at Circular Quay, I watched in awe as the Bondi trams, coupled P sets departed from the road opposite the Quay.

One Sunday, we packed up a picnic and set off for the beach, walked to Mosman Ferry terminal and sailed to Circular Quay, thence by train on the Underground. My grandmother announced we would walk to catch a tram at Queens Square to Watsons Bay. Emerging into daylight we walked across the park and waited beside a balloon loop. Queens Square had the tightest curve on the Sydney system and shortly after our arrival a R1 class tram came squealing around the curve and we boarded with many other passengers.



*Queens Square terminal and the tight balloon loop.  
Photo Len Stone and Vic Solomons Collection,  
City of Sydney Archive*

First impressions were significant – front middle and rear entrances, tip over seats and you could see the driver from the saloon. As the journey got underway I was stunned to see people getting on and off the tram on both sides! I remember passing Rushcutters Bay Depot as we changed crew here. The next highlight was at Rose Bay we saw boats putting out markers for an incoming Ansett Airlines Flying boat arriving from Lord Howe Island. Then we started climbing some very steep hills with many curves, quite a contrast to the tram journeys I had made in Melbourne. After climbing Heart Break Hill, the views over the harbour were



Tram near The Gap, 1949

Source: Keenan, D.R., *The Watson's Bay Line*

Source: *Wikimedia Commons*

[http://www.woollahra.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0009/28368/Imagery-Trams.pdf](http://www.woollahra.nsw.gov.au/__data/assets/pdf_file/0009/28368/Imagery-Trams.pdf)

spectacular and we stopped and noticed the driver alight and collect something out of a box on a post. We had entered a single-track section and started to descend around very sharp curves, through cuttings on reserved track. All too soon my grandmother announced we would get off at The Gap! It did exist! I now know it as the Gap Loop and well remember getting off and walking up to the top of the cliff to look at the ocean and watch a police rescue activity in action.

The day at the beach was great, but I was to be disappointed, a friend of my grandmothers turned up and drove us back home via Bondi Beach where I watched coupled toastrack P class cars, shuffling back and forward. A return trip on the tram would have been wonderful, but at least I saw the famous Bondi Trams “Shooting Through”.

Twelve months later, we returned to Sydney for a second visit, this time with Dad as well, but the Bondi and Watsons Bay trams were gone.

We assumed the system was completely closed. When we left Sydney on the last Saturday of January 1961 we were in for a surprise. Driving down Elizabeth Street we spotted a couple of R1 class trams at the terminus. Four weeks later the system closed.



*“The Gap”, a famous sea cliff on the Sydney's South Head Peninsula, near Watson's Bay.*

*Photo: Adam J.W.C., 2007  
Wikimedia Commons*



*R1 Class 1965 descending from Park Loop towards Gap Loop on the scenic Watsons Bay line.  
Photo by James Rush Printed with permission*



*The Gap Loop on the Watsons Bay Line. The driver of R1 1972 is collecting the staff for the run to the terminus just behind the Norfolk pine trees.*

*Photo James Rush, Printed with permission*



## The new G Class trams

By Rohan McMaster

This month's article is moving away to a different tramway, this month we are going to focus on Melbourne, and the new G class tram in particular. The Department of Transport (DoT) introduced designs of the G class, the first new tram for Melbourne in nine years. The G class, like some of the other fleet, is a Flexity 2 tram designed by the French company Alstom. It consists of three sections. There was no F class tram; strangely this was because the G class is Melbourne's seventh generation of tram, and G being the seventh letter of the alphabet.

The G class will be a fleet of 100 trams ranging in numbers from 7001 and up. This continues on from the E classes Nos. 6001-6100. The G class is based on the Flexity 2 Design and is to be built in Dandenong. The cost will be \$1.85 billion. They will replace some of the A, B and Z class trams which have high floors and are not accessible for some people.

The original G Class trams were a fleet of six trams built for the Prahran and Malvern Tramway Trust, They were built in Adelaide in 1913 by Duncan and Fraser (who also made Ballarat's horse trams). They were a straight sill tram—level floors with no steps, and had five doors on each side. This was an open summer design, almost like a toast rack tram.

The Melbourne and Metropolitan Tramway Board later numbered these G class trams from number 48 to 53. The tram bodies were sold in about 1930. One was found at Mentone and taken to the Tramway Museum of Victoria at Bylands where the tram was scrapped. The location of the other five is unknown. I have not found any images of the original trams.



*The new G Class—artist's impression from Yarra Trams.*



**Ballarat Tram  
Biscuits**

**On sale at the  
Museum**

**\$5.00**



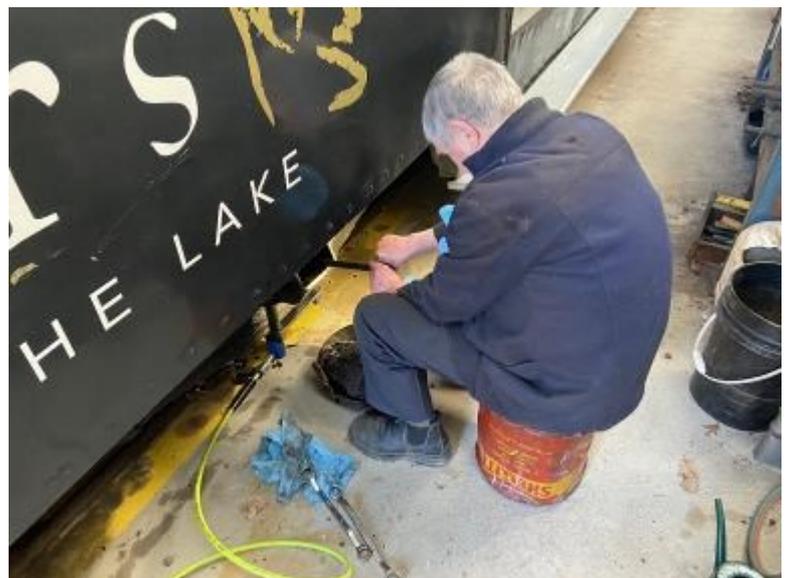
## Getting ready to run again



*Tony Smith Checking the oil levels in one of W2 407's motors*



*Tony Smith checking refitted driver's seat in No. 13*



*Above: Mick Duncan checking the condition of the axle bearings on W4 671 utilising the MTPA's lifting gear*

*All photos: Tony Smith and Mick Duncan*



**TRAMWAY CELEBRATION DAY**  
 — A FESTIVAL OF VINTAGE TRANSPORT —  
*The 50+1 | The New Museum | The New Track*  
**SUNDAY 2nd OCTOBER 10am–6.30pm**  
*South Gardens Reserve, Lake Wendouree, Ballarat*



**Fun**  
 FOR ALL THE FAMILY...



...WITH TRAM, MINIATURE TRAIN, STEAM TRACTOR AND PADDLE STEAMER RIDES,  
 DISPLAYS OF VINTAGE CARS, TRUCKS AND BUSES, MODEL RAILWAYS AND A WHOLE LOT MORE!  
**FREE ENTRY** Gold coin donation for rides  
 For more information: [www.btm.org.au](http://www.btm.org.au)

Note: Event and program subject to the COVID-19 restrictions in force on the day

**SPONSORS**



Board



**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.

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

For further information regarding the Museum, its activities and publications please contact:

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E-mail: [info@btm.org.au](mailto:info@btm.org.au) Web page: [www.btm.org.au](http://www.btm.org.au) Facebook: [www.facebook.com/btm.org.au](http://www.facebook.com/btm.org.au)