

FARES PLEASE!

OCTOBER 2023

\$2.50 incl. GST

News from the Ballarat Tramway Museum

W7 No. 1029 JOINS THE FLEET



*Restoration work is complete and the tram is now at depot for testing and commissioning.
Photo: Benjamin Boehle-Mitchell, October 2023*

IN THIS ISSUE

BALLARAT'S FIRST CONDUCTRESS

W3 CLASS No. 661





PHOTO GALLERY



Interior views of W7 No. 1029. Photo: Neville Britton



Small group from the BTM at the Royal Mail Hotel on 19 September 2023 marking the anniversary of the closure of the Ballarat Tramway. Photo: Peter Waugh



MEMBERSHIP NEWS

NEW MEMBERS

- 1093 Lachlan Kyle of Wendouree
- 1094 Danika Waugh of Redan (From Junior Supporter)
- 1095 Roy Winslow of Ellenbrook, WA
- 1096 Alain Beckardi of Belgium
- 1097 Martin Wilk of Coleraine
- 1098 Graydon Rudd of Alfredton
- 1099 Peter Knife of Port Lincoln, S.A.
- 1100 Sam Goodchap of Brunswick East
- 1101 Mikelle Dingwell of Bendigo
- 1102 Keith Drury of Sailors Falls

MEMBERSHIP RENEWALS

Reminders to those members who have yet to renew will be sent out with the Annual Report in early November.

ANNUAL GENERAL MEETING

The Annual General Meeting will be held at the Tramway Museum on Sunday 19 November 2023, commencing at 2.00pm. The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting. All members are welcome.

LEGACY CENTENARY TORCH RELAY

During October Ballarat tram No. 38 stopped for a photo opportunity with the Legacy Centenary Torch Relay 2023. The Relay is a six-month campaign to pay homage and acknowledge veterans' families, saluting their

sacrifice. The torch is traveling 50,000km, around the world through 100 stops stopping at all 45 Legacy Clubs worldwide. Commencing in Pozieres, France on ANZAC Day 2023, the Relay finished at the Melbourne Shrine of Remembrance on October 13, 2023.



Photo by Simon Anderson Photography

GOOGLE REVIEWS

A recent review on Google:

"An incredibly well staffed and volunteer based initiative. Every detail of VIC trams in Ballarat and elsewhere has been lovingly and carefully documented for posterity!

Great knowledgeable people manning the areas and the entry is a pittance for a great museum, video, displays, and an included tram ride! Almost all trams are boardable so you can experience yesteryear. Refurbishments of the trams are top-notch and historically accurate!

Within/Near the beautiful Botanical gardens and right on Lake Wendouree. A must-see and stop, in beautiful Ballarat!"

FUTURE DATES

- 28 October—VR Tram Event
- 29 October—FX FJ Victorian State Titles
- 18 November—W Class Celebration
- 19 November—BTM AGM

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



BALLARAT'S FIRST CONDUCTRESS

BY ALAN BRADLEY

PREAMBLE

On 20 April 2023 a man named Dana Fuller emailed the Museum: "I will be in Ballarat soon on either Saturday 6th or Sunday 7th May and would like to visit the museum. My mother may have been the first tram conductress on duty on 28th September 1942 (or one of the first). I have some photos to view if you are interested (though the museum most likely have better ones). Will you definitely be open on these days? Thanks, Dana Fuller (NSW - son of Evelyn Fuller, who may have been Evelyn Rogers or Evelyn Jacobi at the time.)"

I met Dana Fuller at the Depot on Sunday 7 May and showed him around the Museum. He showed some photos and newspaper articles, most of which I had never seen before.

This article is the story of Evelyn Jacobi, the first tram conductress on duty in Ballarat. She worked for all three tramway operators in Victoria - the State Electricity Commission (SEC), Melbourne & Metropolitan Tramways Board (MMTB) and Victorian Railways (VR). Was this unique for a conductress?

WARTIME

Evelyn Annie Fuller was born in 1920 in Kerang (maiden name of Rogers) and spent most of her childhood in Ballarat. She was married at some time to a Kenneth Jacobi.

World War 2 began in 1939, but initially was far from Australia. This all changed with the attack on Pearl Harbour in December 1941 and the beginning of the Pacific War. Early 1942 saw the fall of Singapore and fighting between Australian and Japanese troops in Papua-New Guinea.



Evelyn Jacobi in her SEC uniform

With Australia now under threat, more men enlisted. Earlier in the war tramways were a reserved occupation, but now tramwaymen were released into the armed services. To cover manpower shortages the SEC employed women as lift drivers, chauffers, meter readers, cashiers and clerks, and conductresses on the trams in Ballarat, Bendigo and Geelong.

When the MMTB first proposed the employment of conductresses the tramways union, the ATMOEA contended that women were "physically and psychologically unsuited to working on trams. But after being on the job for a while the union realised that there was no alternative if trams would continue to run full services.

To protect the rights of male conductors and ensure they were not dismissed in favour of cheaper female staff, the tramways union, the



Evelyn Jacobi with Joe Smerdon.

ATMOEA⁽¹⁾, insisted that female conductresses be paid at adult male rates - the first time this was achieved in Australia for any category of female worker.

The SEC News of September 1942 featured a picture of three uniformed women: OUR FIRST CONDUCTRESSES. "These three ladies, the Commission's first conductresses to complete their training period, are now on duty on the Ballarat trams. They are, left to right, Mesdames E. A. Jacobi, J. L. Wightwick and M. C. Browne".

Evelyn Jacobi commenced employment as a conductress from the Wendouree Depot on 28 September 1942. A photo of Evelyn and motorman Joe Smerdon was taken by the

13 shifts a fortnight. Mr. Wainwright promised to consider the request. There is unrest at some depots over the proposed increased hours.

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BALLARAT'S FIRST CONDUCTRESS—Mrs. K. Jakobi, who is the first conductress to go on duty on the Ballarat trams. She started work alone a day before the other women. There are now seven conductresses.

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Federal Officers' A resolution ister for T take over railways w itatives of t on the board tion has been ter.

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Evelyn Jakobi from the Sun, October 1942

Melbourne Sun. The inscription on the back reads: 28/9/42 My first day as a Connie. It was stamped SUN 28/10/42.

The Melbourne Sun of 28 October 1942 included this story: "BALLARAT'S FIRST CONDUCTRESS - Mrs K. Jakobi, who is the first conductress to go on duty on the Ballarat trams - she started work alone a day before the other women. There are now seven conductresses". Included was a close-up of Evelyn, cropped from the picture taken of her and Joe Smerdon.

During Evelyn's first few months on duty brownouts were still in force at night. Tram headlights were shaded to direct the light down, and bumper bars were painted white so that the trams were easier to see in the gloom. As passengers experienced difficulties locating their whereabouts in the darkened streets, conductors were instructed to call street names whenever a stop was made.

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A camp was set up in Victoria Park for 5,000 American troops. Evelyn claimed to have worked on the tram which brought the first load of American troops from the camp to the centre of Ballarat. Under wartime conditions the number of tram passengers soared from 2.7 million in 1939 to an all-time high of 6.4 million in 1943.

THE BIRTHDAY PARTY

The Melbourne Herald of 27 September 1943 announced on that evening Ballarat's tramway motormen would be hosting a social evening for the city's conductresses at Electra Hall, Camp Street. "The party, dancing cards and supper was arranged to mark the men's appreciation of the courtesy and efficiency with which the conductresses have done their first year's work. The Manager of the Ballarat Division of the State Electricity Commission Mr T.A. Farr will preside and prizes have been provided by Ballarat businessmen - representing a section of the passengers. The centre of the supper table will be occupied by a huge two-tier birthday cake, which will be cut by Mrs Evelyn Jacobi, the first of the conductresses to be appointed".⁽²⁾

The Herald reported:

"To the tramwaymen "C" for "conductress" stands also for

CHEERFULNESS. "Their mates and the public like it" said the President of the Ballarat Branch of the Tramwaymen's Union (Mr E.J. Ford) today.

CONSIDERATION. "They are very helpful to old people and little children", said a driver.

CHARM. Although men have an advantage in handling the crowds, the conductresses have a way with them", said another motorman."⁽³⁾

The conductresses' party was reported in the Ballarat Courier, the Melbourne Age, the Mel-



Evelyn Jacobi in Ballarat

bourne Herald, and even the Army News (Darwin, NT). The Age reported as follows:

"Mrs Evelyn Jacobi, the first conductress appointed, in cutting the birthday cake, said all the women liked the job, but some did not believe they would continue once the husbands were home again. "We are unanimous" said Mrs Jacobi, "in saying that the men in the job, far from showing any prejudice, have been wonderfully helpful and comradely. The public, especially the menfolk, young and old, are always courteous". Mrs Jacobi criticised women passengers. They would help more, she said, if they would only have the fares ready and wouldn't sit cross legged, so that their toe-



*US Marines in Victoria Park, c.1943
Photo courtesy of Graeme Day*

caps tore the conductresses' stockings. "Most of us have given up stockings on that account". She added: "In handling crowded trams, our motto is the bigger they are the better we like them. A big crowd on a tram is always good company".⁽⁴⁾

The Courier's headline was "Doing Men's Jobs Like Men: Tramway Men's Tribute to Conductresses". Evelyn Jacobi was President of the organising committee. The Courier reported her comments but called her "Maddame Pioneer". "The pioneer" said: "I speak for all the girls when I say that we feel immensely proud to know that the men of the service, although they may have first regarded us as intruders in a field sacred to the lordly male, now admit that we can do the job as well as they can".⁽⁵⁾

The Courier reported: "The conductresses now number 23, the pioneers, who have just achieved their first anniversary of service being Mesdames, E. Jakobi, Wightwick and Browne". The SEC News Christmas-New Year 1943-44 featured a report and photos of the event, and stated: "Mrs E. Jakobi, the first conductress to issue a passenger ticket n Ballarat, officiated at the cutting of the splendid birthday cake".

During the war everyday items like food and clothing were rationed. Due to a shortage of coupons some conductresses were forced to work without stockings and felt the effects of cold weather. The Herald reported: "Ballarat tram conductresses have given up wearing stockings because of the damage caused by toecaps when women passengers sit cross-legged. Melbourne conductresses find that suitcases, especially ones with battered corners, are the chief stocking wreckers". (Herald 28 Sep 1943)

The union applied for further coupons to be issued to conductresses employed by the MMTB and SEC, but the request was refused.

TRAMWAY SERVICE IN MELBOURNE

During early 1944 Evelyn left Ballarat and began working as a conductress for the MMTB, based at Hanna Street Depot (later renamed South Melbourne Depot).

With the end of the war in 1945 and the return of male employees, the conductresses in Melbourne were sacked (much to the disgust of many of them). Ironically the booming post-war economy led to many male conductors leaving for higher-paying jobs, so within three months the MMTB began to re-hire some of its former conductresses. Meanwhile in Ballarat the resignation of conductresses fitted in "very conveniently" with the return of ex-servicemen, and the last conductress ceased duty in August 1946.

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Evelyn Jacobi on a VR tram

Evelyn soon returned to work as a tram conductress, this time on the VR trams at Elwood Depot (on the line from St Kilda Railway Station to Brighton Beach). Her experience is best summed up in this 1950 article in the Sun News-Pictorial with the headline "South Yarra Wife in a Peak Cap":

"Mrs Evelyn Jacobi, one of several married conductresses on the St Kilda-Brighton railway tram route, once tried her hand at work in a Melbourne factory. She lasted a day.

Trams, she thinks, are "different". She could work on them year in and year out (in fact she has) and never tire and this is in spite of the fact that her job as a "connie" takes in early shifts, late shifts and broken shifts.

The people she meets, she thinks, make the job worthwhile.

Mrs Jacobi must be one of the most experienced tram conductresses in Melbourne. In 1942 she was one of the first three tram conductresses employed on trams in Ballarat. She was just married then.

Eighteen months on the trams in Ballarat were followed by another 18 months with the Tramways Board in Melbourne, working from the Hanna St Depot.

The Board's married women conductresses at this stage were no longer wanted so Mrs Jacobi decided to try a quiet life - taking the whole day to keep her half house in order instead of doing her chores between shifts.

She was soon bored with this regime, and did not know what to do with the time which began to hang heavily on her hands.

It was then she took her present job. The St Kilda-Brighton trams, she thinks, carry the nicest passengers in Melbourne. They are courteous, friendly and seldom pay their fares in pennies.

Women conductresses, she thinks, have the edge on men in dealing with difficult customers.

A smile or a quip solved most situations, she said. Few of the girls had to raise their voices or attempt "strong-arm" tactics. The velvet glove usually worked.

She's a good cook, this tall, slim, very capable young woman. At present, she and husband Ken have a bed-sitting room, with use of kitchen, in South Yarra.

They eat at home mostly, or at the depot. Ken is a clerk at Elwood depot, and his shifts, most of the time, coincide with his wife's.

Exception is the early morning shift, for which Evelyn has to rise at 4 am and bike four miles to the depot.

This oddly enough, is her favourite shift. She finishes around one o'clock, has the afternoon to shop and cook, and sneak a quick nap.



Like most women who have outside jobs, Evelyn has an objective. It's a house, with a gleaming kitchen all to herself, and garden. Until she and Ken have a home of their own, she is content to work, in spite of his protests."

AFTER THE TRAMS

Sometime during the 1950s Evelyn left tramway employment and was divorced from Ken Jakobi. She later met George Fuller (from Newcastle, NSW) at the Blue Mountains. They married and had Dana (their only child) in 1958.

Evelyn was very proud about being the first tram conductress in Ballarat. She always kept a framed photo of herself in SEC uniform on display in the house.

Evelyn returned to Ballarat to visit her mother during the mid-1960s. An article from the Ballarat Courier (date unknown) titled BALLARAT'S FIRST TRAM CONDUCTRESS RETURNS took up the story:

A woman who made history during the war years when she began to work in a sphere in which women had never worked locally, is revisiting the city after being away for years.

She is Mrs Evelyn A Fuller (who as Mrs Jacobi became Ballarat's first tram conductress in 1942). Mrs Fuller now of Toronto, on the shores of Lake Macquarie, Newcastle (NSW) is visiting her mother Mrs E. Rogers, of Doveton St North.

Although she was one of seven women signed on as conductresses in 1942, Mrs Fuller was the first to go on duty.

Tram conductresses were brought into the tramways service because of the shortage of male labour during the war.

Mrs Fuller was also on the tram which brought the first load of American marines to

town from their camp in Victoria Park.

She is believed to be the only remaining woman who worked in all three Victorian tramway services - the SEC controlled Ballarat trams, the Melbourne Tramways Board in Melbourne, and the Victorian Railways trams in Melbourne.

She said yesterday that after running catering a business in Newcastle for some years she decided one worker in the family was enough and retired. With her husband and family she is living on the shores of the lovely Lake Macquarie.

Although she spent years working on trams, her own son saw his first tram in Melbourne when they were on their way to Ballarat.

The Courier also recorded: "The first tram ticket issued by Ballarat's first wartime tram conductress is still in existence in Ballarat, in the keeping of Mr W. Curnow, of the Ballarat Water Commission. The conductress, Mrs Evelyn Fuller, formerly Mrs Jacobi, is at present on holiday in Ballarat from her home in NSW. The first ticket was sold to Mr Curnow's father-in-law, Mr Kelly, who asked Mrs Jacobi to autograph it".

Meanwhile the VR tram services from Elwood Depot had finally closed in 1959. In September 1971 tram No. 40 operated the official last tram in Ballarat. Joe Smerdon (who was Evelyn's driver on her first day as a conductress) was pictured in the Ballarat Courier with other tramway employees on No. 40 as it ran the last section from "Hospital Corner" to the depot.

In 1978 Evelyn appeared on the Mike Walsh show, again claiming to be the first conductress. Despite wanting to return to Ballarat for a visit, health issues prevented this. Evelyn died in 1994, aged 73.

The following year, 1995, saw "Australia Remembers" marking the 50th anniversary

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of the end of World War 2. The Ballarat Tramways Museum produced a leaflet "Ballarat's Trammies at War!" with the main picture showing the first three conductresses on duty, including Evelyn.

REFLECTION

Evelyn always claimed that she was Ballarat's first tram conductress on duty - and newspaper records indicate that, indeed, she was.

World War 2 saw many women enter the workforce for the first time, whether in munitions factories or as tram conductresses. Their work was often unacknowledged but came at a time when it was most needed by the nation.

Dana Fuller saw the Museum's display of the work of tram conductresses. Tram No. 27 was on display in the first SEC colour scheme that it would have carried when Evelyn worked in Ballarat. On being shown VR 41 Dana asked: "Would Mum have worked on this tram?" Yes, she would have, given the relatively small fleet at Elwood depot.

All three of the depots where Evelyn worked (Wendouree Depot, South Melbourne Depot and Elwood Depot) have been long demolished and subdivided. The Ballarat Tram Museum's track in Wendouree Parade is the nearest reminder of the trams that Evelyn once worked on.

Dana Fuller should have the last word: "Thanks so much for your time a few weeks ago. It was fascinating to see the museum and to hear you describe and explain some of the history. I wish my mother could have been able to see the museum".



*Dana Fuller at the Museum with VR 41
Photo: Alan Bradley 2023*

REFERENCES

1. Australian Tramway and Motor Omnibus Employees Association
2. Melbourne Herald 27/09/1943.
3. *ibid*
4. The Age 28/09/1943.
5. Ballarat Courier 28/09/1943



TRAM No. 661

BY LEN MILLAR



*W3 Class No. 661 at the Batman Ave. terminus, July 1965.
Photo: Dick Jones*

Our tram No. 661 has had a somewhat chequered history since it was built by the Melbourne and Metropolitan Tramways Board in 1932 at its Preston Workshops. It has had the odd collision with motor vehicles over the years, has had only two owners and has been festooned with flowers (made out of the bottoms of plastic drink bottles) and is currently stored offsite under cover, with a bent frame!

No. 661 was one of the 16 trams built in the 1930s as the M&MTB's "W3" class.

They were the Board's first drop-centre cars with all-steel framing, and had some other attributes. They were slightly lighter than the older "W2" class cars, and were fitted with a new design of bogie. These had wheels from scrapped "S" and "T" class trams. They had 838mm (33") diameter wheels against the 673mm (26.5") wheels under the "W2" class cars. To maintain the same step heights of the "W2", and given the larger diameter wheels and the high-set body, the "W3"s

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had slight ramping of the drop-centre's floor. Each of the eight wheels had two brake shoes, which yielded quieter running, smoother braking, and less tendency for the wheels to slip. Brake shoe consumption per year was reduced by a half. Unlike the earlier "W2" bogies (which had the brake cylinder attached to the underside of the floor), the "W3" had two brake cylinders mounted on the outer top edge of each side of each bogie.

No. 661 "lived" mainly at two depots in its Melbourne days – at Hanna Street (later South Melbourne) during the 1930s, and at Glenhuntly Depot - until the "W3"s were taken out of traffic in April 1969.

Records show that our tram was purchased by the Ballarat Tramway Preservation Society (now the Ballarat Tramway Museum) for the princely sum of \$150. In

Melbourne recorded 1,654,071 kilometres (1,027,792 miles). We can only wonder how many million passengers it carried during its 37 years in Melbourne's streets!

No. 661 (and "W4" class No. 671) arrived at our off-site storage (at the time) in Sebastopol in June 1976. At 12:35pm on 28 April 1986 it was moved to our depot at the south end of the Botanic Gardens. The bogies were oiled, trolley poles and wheels re-fitted and the brake rigging re-connected. The air-compressor was successfully tested on 25 May and on 11 October it operated out along Wendouree Parade. On 6 March 1982 the tram was withdrawn from traffic for re-painting from its M&MTB green and cream livery to the Board's 1920s chocolate and cream livery. A month later the route number boxes were removed.



*Tram No. 661 crosses the railway line at Elsternwick.
Photo: Ian Brady April 1958*



The made a return to Melbourne on 5 April 1989 where, under the auspices of “Yapper Tours”, it toured over a large part of the Melbourne system including the new routes to Bundoora and East Burwood – where “W3” had never previously travelled. Unfortunately it could not visit the then-new Port Melbourne and St. Kilda routes – which required pantographs. “Yapper Tours” (comprising three Malvern Depot drivers) ran six tours – and on December 12 BTPS members enjoyed a tour that left Hawthorn Depot at 8:40am and meandered around several suburbs on lines that it used to run on regularly. It even ventured out on to the then-new lines to Bundoora and East Burwood.

The 1930’s M&MTB methodology of supporting or attaching the motors on a mount in turn attached to the channel that the bolster fitted into was not ideal. In 1969 in Melbourne, one of the mounts on W3 656 failed, with the motor coming up through the saloon floor. One can only imagine the surprise and consternation of the conductor and passengers! We had been watching the mounts under No. 661 during its operation in Melbourne, and by the time it returned to Ballarat on 7 July 1990, cracking had become apparent in one of the channels. A new section of channel was welded into the existing one and holes drilled to reattach the motor. Repairs were quickly undertaken and the tram was ready for service again by late September 1990

But wait! There’s more! The June 2018 edition of our “Fares Please” magazine announced that we were going to delve back into the Ballarat tram system’s history –



Warren Doubleday drilling new holes to mount No. 661’s motor, 1990.

by creating a new Floral Tram. Back in 1938, the State Electricity Commission decided to decorate No. 23 (formerly Adelaide “A” class No. 69) with wax paper flowers for the annual Flower Festival. A year later, No. 29 (ex-M&MTB “R” class No. 152) was given the flower treatment. Others followed.

Members Pamela and Peter Waugh came up with the idea of a new Floral Tram, after being inspired seeing photos of the 1938 and 1939 trams. Pamela researched possible ways to create beautiful flowers – out of all things – the bases of plastic drink bottles! Cheap and easy to create and fix to backing boards, they were waterproof AND durable! On 1 June 2018 the project was officially launched, with an over-whelming response from Ballarat’s citizens. Several schools, community houses, a kindergarten, a community recycling scheme and many individuals “put their hands up” to participate. Some 12 months were required to create the many thousands of flowers of many colours, glue them to the boards, and then attach the boards to the sides and ends of No. 661.

Our new Floral Tram was officially

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Tram 661 on tour in Melbourne, turning into Batman Avenue.

Photo: Peter Winspur, 19 December 1989

launched two weeks before the March 2019 Begonia Festival by Ballarat City Mayor Samantha MacIntosh. No. 661 “colourfully” went into traffic on the Saturday of the Labor Day long weekend, but then in mid-afternoon on the Sunday – calamity!

No. 661 was rounding the curve heading north to St. Aidans Drive. It collided with a four-wheel drive utility, which cut across in front of the tram (to get into a parking space). The car was pushed into one of our power poles. Fortunately the passengers and crew of the tram and the family of four in the utility were shaken, but there were no major injuries. Geoff Gardner had just taken over driving the tram and I (as conductor) was standing in the rear drop-centre doorway, but fell out onto the ground. Police and an ambulance attended. The sad part of the calamity was that the front third of tram’s frame was “somewhat” bent.

The utility’s owner’s insurance company paid us for the initial quote provided by Bendigo Tramways Workshop. After No.

661 was transported to Bendigo a new higher quote was provided. The decision was regrettably made by the BTM Board to not continue with the repairs – so the tram



Cr. Samantha McIntosh (Mayor of Ballarat) and Pamela Waugh, at the launch of the 2019 Floral Tram, 2019.

Photo: Arthur Adams

was returned to our off-site covered storage shed. So – one day – No. 661 will be repaired and the flower boards will be re-attached. And the Begonia Festival crowds will be able to see our wonderful “Floral Tram”. One day!

To date, as of the date of the accident, No. 661 has travelled up and down Wendouree Parade some 11,000 kilometres. But I point out that we have owned 661 longer than the M&MTB did. Preservation rules!

ACKNOWLEDGMENTS

- Warren Doubleday, BTM’s Manager of Archives;
- Peter and Pamela Waugh, BTM
- “The Golden City and its Tramways – Ballarat’s Tramway Era” by BTM member Alan Bradley;
- “Destination CITY” (Third Edition) by the late Keith S. Kings.



OCTOBER 2023



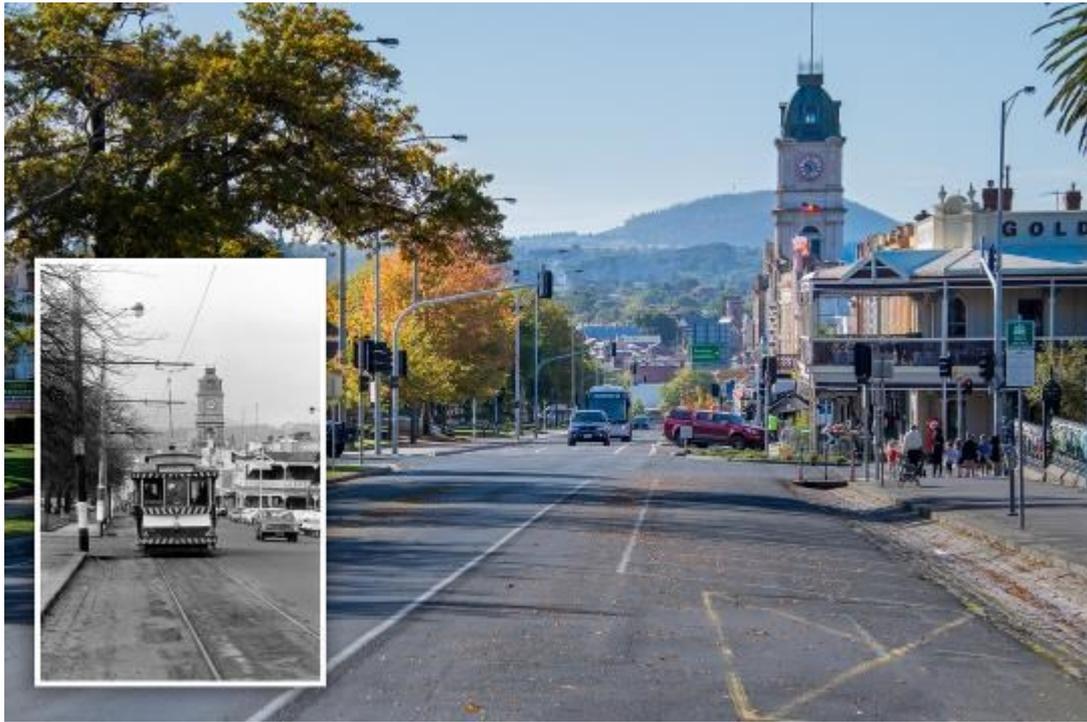
*The 44th AEHF FX FJ Victorian State Titles will be held next to the Museum on 29 October.
Photo: Peter Waugh*



Landscaping work along the new access track, October 2023. Photo: Peter Waugh



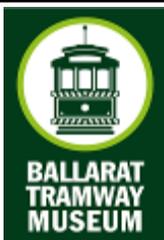
NOW AND THEN



Our new touch screens at the Museum have interactive Ballarat tramway maps. One map features a collection of “now and then” photos. Sturt and Lydiard Streets are shown here. Make sure you try the maps on your next visit.



Board member



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