

# FARES PLEASE!

February 2025

\$2.50 inc. GST

News from the Ballarat Tramway Museum

## FIFTY YEARS OF OPERATIONS



### IN THIS ISSUE:

Fiftieth Anniversary  
Trammies Christmas  
Our Goal Achieved



# The Day We Went Maroon

*Top: Benjamin Boehle-Mitchell's photos of our maroon fleet trams, Nos. 41, 28 and 26 on 19 January 2025.*

*Bottom: It is interesting to compare the style and size of Nos. 28 and 41 side by side. No. 28 showing its traditional Edwardian tram design compared to No. 41 which shows its railways design and construction methods.*



*Cover Photo: Peter Winspur, Richard Gilbert and Gavin Young drive No. 40 through the banner to mark 50 years of operation of the Museum's trams.*

*Along with Graham Jordan they were the traffic staff on Boxing Day 1974.*

*Photo: James Sedakin, 21 December 2025*



## NEWS

### New Members

The Groszek family, Canadian:

1147 Christopher

1148 Jessica

Junior Supporters

5120 Samuel

5121 Hannah

5122 Daniel

149 Mr Steven McEnvoy, Croydon

### Meet the Board

For the first time since 2002 there were more candidates than available positions on the Board of Management and an election for ordinary board member was held at the Annual General Meeting. Tang Choong Kit (CK) was successful in being newly elected to the position. In his short time with the Museum, CK has shown great potential with an enthusiastic willingness to fit in and learn. Every member has been allocated a job in running the Museum.

Paul Mong continues as President and Technical Services Manager. This is a rather strange title for the person who is responsible for the Museum's tram fleet and infrastructure. Greg Rodgers is Vice-President and Training Manager. Carolyn Cleak has the unenviable role of Treasurer. The past few years with the construction of the new building and the replacement of the track have seen Carolyn working

almost full time. Peter Winspur is Secretary and Safety Manager.

Peter Waugh is the Facilities Manager, responsible for the running of the new facility. CK has taken over from Peter as Marketing Manager as well as looking after the new volunteers. John Towler is in charge of the shop. Sam Boon remains as Operations Manager assisted by Neville Britton. Neville also assists Paul in overseeing our storage and workshop facility at Bungaree. Ryan van der Zweep has the unenviable role of roster clerk as well as taking the minutes of Board meetings.

In addition to the elected Board, Richard Gilbert, as a past president, remains as a non-voting member. Richard the Museum's representative on the Council of Tramway Museums of Australasia (COTMA). Neil Blanchard has been co-opted as a non-voting member due to his role in running the Museum's IT and security systems.

The Museum's large archival collection is managed by Warren Doubleday, now assisted by an enthusiastic team of more recent volunteers, many of whom have archiving experience. Warren attends board meetings as required. The BTM is an Accredited Museum and this year is due for re-accreditation. The team will be very busy for the next few months in checking and updating the relevant documentation.

Greg King continues as Quarter-Master, Arthur Adams has taken the role of Event Manager, and Chris Phillips is Editor of "Fares Please" and the eNews.

## 4 FARES PLEASE!



Greg King and Peter Fitzgerald were unsuccessful at the election, but still remain as important contributors to the Museum. Greg drove the program to fit out our traffic staff with new uniforms as well as being a driver trainer. Peter is one of the most regular workers in the roles of Office in Charge, Museum Team Leader and Depot Starter. On some days he is all three at once!

Peter Winspur

### Around the Museum: Number 12

On Wednesday 11 December 2024 the newly manufactured Brill 21E truck arrived for No. 12. The previous week the workshops had been cleaned and surplus fittings taken to Bungaree, so that the tram body could be lifted. The tilt truck arrived about 2 pm and it took some time for the new truck to be offloaded. A few fittings had to be removed so that it could be placed on the rails without any damage occurring. It was then propelled by hand under No. 12 which was lowered back onto wheels for the first time in 90 years.

The truck was designed by Leyton Chan who created CAD files of every part from original drawings. Most of the patterns were made here in Ballarat as well as parts cast at Hasco Foundry. The side frames were cast by Beckwith Iron and Steel in Coburg and the rest of the parts were fabricated and machined by ICE and Harrybilt Engineering in Ballarat.



*The new truck is carefully lowered on to the rails off the tilt truck.*



*Will it fit? An eight person manoeuvre!*



*The body nearly ready to be reunited with its new truck.  
Photos: Chris Phillips*



Inver Engineering overhauled and line bored the electric motors. Once all the parts were fabricated and machined Harrybilt Engineering took on the massive task of putting the truck together.

Tram No. 14 is progressing well, we are currently commissioning the tram, and it is planned to be handed over to operations soon. The overhaul has been extensive which included a rewind armature, new bearings, a rebuilt floor in the saloon; upgraded wiring and an external repaint.

Tram No. 38 has replaced No. 40 in the museum and No. 40 has had a major service and the compressor has been fitted with a new bucket placed in the piston. It is now available for service and returned to running duties in time for the 50th anniversary celebrations.



*On Tuesdays we have a regular Chinese tourist group visit the museum. CK and Matthew are looking after this group in January.*

*Photo: CK Tang*

A busy holiday period has seen our trams operating most days which increases the amount of service work needed. The weekday crew have been kept busy servicing the trams. With more conductors now available, No. 26 has seen a lot more service and is popular with our patrons.



*Alastair and Simon preparing the new troughing.*

*Photo: Benjamin Boehle-Mitchell*

The overhead crew has continued to construct new troughing that will replace existing depot troughing in number two and three roads.



*Two museum exhibits in service, Australia Day 2025.*

*Photo: Benjamin Boehle-Mitchell*



# OUR GOAL ACHIEVED

## Richard Gilbert.

Saturday 7 December 1974 saw two trams run out onto Wendouree Parade confirming our small but enthusiastic tramway preservation society had achieved a major milestone. From an idea promulgated by a few people, our ideas and persistence had evolved to the point where trams were back on the street.

Tram No. 27 was chosen to test the track, under the stewardship of Driver Clyde Croft and myself in the position of Conductor. The tram performed well and all the infrastructure held up. There had been a fair amount of preparation work undertaken prior such as track cleaning. We shovelled grass and dirt off the lakeside rail, which had become overgrown in the three years that trams hadn't run, particularly at the St. Aidans Drive end of the line. The overhead wiring was also inspected. With tram No. 27 returning to the Depot, No. 40 was prepared and taken out for a run. This being particularly important to us, the tram being the last to run in Ballarat and now to run on this first day.

After a successful run we retired to the Depot to celebrate our milestone of four years hard work in achieving this goal. But the real work was about to start.

On Thursday 24 December we carried our first passengers, 30 students from the Stawell Special School. Permission to commence public operations was received from the Ballarat City Council that day. That weekend (25, 26, 27 December) was the Boxing Day weekend and our trams were busy with tourists and locals alike wanting to experience a Ballarat tram ride once again.

The course was set for our future and the many milestones of development that we have achieved since. I'm so pleased to have spent those 54 years being quite active in the Museum and seeing us progress enormously.



*Stuart Lodington shovels grass from the tracks and Peter Rees checks the overhead brackets prior to the tram test runs, 7 December 1974.*

*Photo: Richard Gilbert*



## TESTING THE TRAMWAY, 7 DECEMBER 1974



*Richard Gilbert holding the red flag to stop motorists as No. 27 returns to the depot after the first trial run on 7 December 1974.  
Photo: Richard Gilbert*



*Clyde Croft and Richard Gilbert during the test run of No. 40. Photo: Richard Gilbert*



### Lunchtime Trams 1970

Today as you walk around the CBD in Ballarat there is a plethora of cafes, fast food outlets, bakeries and restaurants. At lunch time they are busy with workers, students and retirees enjoying meals.

Was it different in prior to 1970? Did people still go home for lunch? It appears in Ballarat this may have been the case as extra tram services operated between midday and 2.00 pm. Hence the storage of four trams on City Loop to cater for these services – one bogie car and three single truck cars. The SEC also provided periodic lunch time concession tickets as well for the regulars.

The new timetable issued on 13 January 1970 the following lunch time extra trips were scheduled.

### View Point Line

On the View Point line there were four lunch time services between the City and Macarthur Street [View Point Terminus] running every half hour - with the last service terminating at Martin Avenue before returning to the City. The trams departed from Main Road [Junction of the Victoria Street and Mt Pleasant lines] at 11.59, 12.31, 1.01 and 1.35 pm.

### Gardens Routes

At 12.02pm a bogie car off the Loop ran to Haddon Street [via Drummond North] it was followed by a single truck tram which operated to Carlton Street [via Sturt Street West]. Both cars then returned to the city and then the bogie car alternated between Carlton Street and Haddon Street until 2.00 pm.

### Lydiard Street North to Grey Street

On the Lydiard Street North to Grey Street line there were two lunch time extra services departing the City at 12.01 pm for Lydiard Street North and thence to Grey Street on the Sebastopol line and a second trip at 1.00 pm. The trams then returned to the City Loop for the evening peak.



### Social Changes

By 1970, the need for the lunchtime extra services would have been declining as fewer women were choosing to stay at home for domestic duties and less workers and students were going home for lunch. Thus it was surprising that with the timetable change of January 1970 the SEC persisted with running the extra services, or was it done to balance crews workloads and tram movements. The extra trams on City Loop were still required for the extra school runs. This may have been a consequence of the depot being so far from the centre of the system.



*No. 21 has just returned from View Point and will run to Main Road before running another service to View Point, 28 January 1969.  
Photo: Chris Phillips*



*City Loop with the spare cars awaiting either their lunch time duties or extra school runs and evening peak duties.  
Photo: BTM Archives*



## A TRAMWAY CHRISTMAS

*By Gary Davey*

In December 1974 I worked as a Conductor Driver for the M&MTB at Camberwell Depot and was also active in the Tramway Museum Society of Victoria.

I have always kept a detailed daily diary and recently whilst cataloguing my photo collection, I had to refer to my 1974 diary and consequently became aware of a very tramway focused week of my life which fellow tramway enthusiasts may find interesting and while others may find it impossible to comprehend.

**Day 1: Sunday 22 December 1974**  
About 07.30 the Late Colin Hirst and I started the day by driving to Through Road, Burwood, from where the Late Keith Kings gave us a lift to Bylands Tramway Museum where we spent the day laying sleepers for the construction of the depot fan. Arriving home about 20.00.

**Day 2: Monday 23 December 1974**  
I was rostered on 107 table as a driver at Camberwell Depot commencing work at 05.46 finishing at 14.38. The first half was three trips to Burwood Terminus and two to Spencer Street. Second half, three trips to Elgar Road and two to Princes Bridge, a big day. After work I drove to Malvern Depot and worked with Doug Prosser preparing T Class 180 for it's restoration debut as part of the TMSV Golden Sunset Tour.

**Day 3: Tuesday 24 December 1974**  
Drove 107 table commencing at 05.46. After work it was back to Malvern Depot for a test run up and down Coldblo Road to ensure that our previous days labours had been effective.

**Day 4: 25 December 1974 Christmas Day**  
The M&MTB had a policy that, as far as possible, single men were rostered on for work on Christmas Day, so again 107 table and a 05.46 start. I finished at 14.53, and as I lived seven minutes drive from the depot, I was home in time for a late Christmas lunch. I grew up in a Tramway family so this was considered normal. As my parents were trammies they were not rostered on.

**Day 5: Thursday 26 December 1974, Boxing Day.**  
I was rostered off, so I participated in the annual TMSV Golden Sunset Tour commencing from Malvern Depot utilising L104 and VR 52 as the tour cars. It also featured a trip along Coldblo Road Malvern Depot in recently restored T Class 180, and a photo session at Brunswick Depot with W3 657, The tour also visited the old Essendon Aerodrome Terminus and West Maribynong. While all this was happening, BTPS commenced public service in Wendouree Parade the same day but my attendance at the Golden Sunset tour unfortunately prevented me from attending.

**Day 6: Friday 27 December 1974**  
Another day driving Table 107 with a 05.46 start.



Day 7: Saturday 28 December 1974  
Again I drove 107 table but on Saturday it started at 0516 and finished at 14.01. Afterwards Doug Prosser and I drove to Bylands Tramway Museum to work on the restoration and conversion of former cable trailer 256 into a horse tram, arriving home after 22.00.

The next day, Sunday, my day off, I went back to Bylands and moved and stacked rail for the construction of the depot fan.

With my 70<sup>th</sup> birthday hovering soon I wonder how 50 years ago I did all this. But, after all, I was a keen young tramway enthusiast.



*T 180 and VR 52 pose for photos, Malvern Depot, 26 December 1974.  
Photo: Gary Davey*



*Testing T 180 at Malvern Depot,  
23 December 1974.  
Photo: Gary Davey*



*Laying sleepers for future depot  
fan, Bylands, 28 December 1974.  
Photo: Gary Davey*



### **VOLUNTEERS: PAM WAUGH**

*By Paul Nicholson.*

A familiar face around the museum is Pamela Waugh who's one of the BTM's most versatile volunteer workers. Pamela is the wife of another of the museum's familiar faces, Peter.

Pamela says she's happy acting as general assistant around the museum and accepts responsibility for many of the less glamorous but equally essential support tasks that are vital to our operation. She prides herself in getting on with the job in a quiet but methodical manner. Pamela is actively involved in the ongoing fitting out of our wonderful museum. Currently, she's managing a recent grant of \$200,000 for the provision of more activities and displays plus easier access to our trams – most of which are now more than 100 years old. She says she's happy working on the necessary detail while others focus on the bigger picture.

Pamela, 66, is a retired school assistant principal. Her 45-year career at various schools in the Ballarat area followed the completion of a Bachelor of Education degree majoring in librarianship, music and drama. She retired in 2011 after a teaching career that commenced in 1978.

Pamela and Peter have been married for 48 years and together they have two sons and two grandchildren.



*Pamela Waugh. Photo: Peter Waugh*

Asked about something museum volunteers might not know about Pamela, she spoke of her love of wool spinning. And she showed us her brightly coloured socks – all her own work!

Pamela Waugh demonstrates the diversity of experience and background among our volunteers – something that certainly ensures the success of our operation.

### **C. K. TANG**

CK is currently a student at Monash University, completing a degree in Business Management. Alongside his studies, he has gained extensive managerial experience through his involvement with the family businesses.

His interest in trams began at a young age when he first came to Australia in 2009 at the age of six. As a child, one of his ambitions was to be a tram driver, and joining the Ballarat Tramway Museum has allowed him to fulfil that dream.



CK has a deep passion for history and a strong dedication to preserving heritage. During his free time, he enjoys sailing, golf, and flying, all of which provide a sense of adventure and balance. He hopes to contribute his knowledge and experiences whilst serving on the board of the Ballarat Tramway Museum.

CK as Volunteer Manager is keen to hear from any members who would like to join the team at the museum.



min Boehle-Mitchell 2025

*A veteran car and two veteran trams, VR 41 and Geelong 2, meet at Depot Junction. It was the first time these two trams have run in public service together. 26 January 2025. Photo: Benjamin Boehle-Mitchell*



## 120 YEARS AGO



*Crowds are gathering for an Eight Hour Parade as Nos. 13 and 14 make their way across Lydiard Street c.1905. No. 14 has Grenville Street on its destination sign. Note the absence of motor vehicles and the variety of horse drawn conveyances.*

*Photo: Ballarat Rodent, Facebook.*

### Hall v Electric Supply Company of Victoria, 1905

On 27 November a van owned by Alfred G. Hall was being driven through Lydiard Street North when the vehicle came in collision with an electric tram and was somewhat damaged. The horse was seriously injured.

Before Judge Chomley in the County Court on Thursday, Hall sought to recover 30 pounds damages from the Tramway Company. The Plaintiff in evidence, stated that he was driving between the tram lines and a gutter about three feet deep. When the tram approached the horse become restive, and a witness put up his hand as a signal to the

motorman to stop. The car came at a high rate of speed. The horse afraid of the gutter, pushed its head against the tram, and the stanchion on the dummy (\*) and knocked it down. Senior constable Stallard stated that he had often seen the trams going down Lydiard Street going at 30 mph. John Ray, coachbuilder deposed that the accident reduced the value of the horse by 30 pounds. The defence was that the tram was travelling according to regulations when the horse, which was restive, plunged on to the dummy. Judge Chomley gave a verdict for the defendant company, costs to be fixed.

\* The report was written by a Melbourne reporter who was familiar with cable trams and probably not electric trams

*From the Melbourne Argus, Friday 9 March, 1906*

# FIFTY YEARS AGO

Paul Nicholson, one of our Foundation Members, took these photos on the opening day 26 December 1974. Trams featured are Nos. 14, 27, 38 and 40.



# 50 YEARS OF OPERATIONS - 21 DECEMBER 2024



*A stunning view of Museum tram No. 33 crossing the bluestone culvert approaching the St Aidans Terminus during the celebrations of 50 Years of Operations.*

*Most of our patrons probably don't notice our trams cross a waterway, with the glorious name of Monastery Drain.*

*Photo: James Sedakin.*



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.

Editors:

Chris Phillips [christram26@gmail.com](mailto:christram26@gmail.com) 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:

The Secretary, 100 Gillies St. N, Lake Gardens, Vic, 3350 Phone 61 3 5334 1580

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)