

FARES PLEASE!

APRIL 2025

\$2.50 inc. GST

News from the Ballarat Tramway Museum



*Paul Mong prepares 14 for its test run on 16 February 2025.
Photo: Peter Waugh*

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2025 BEGONIA FESTIVAL



No. 40 heads to St Aidans Drive whilst No. 671 returns to the Museum for another load. Photo: Benjamin Boehle-Mitchell



Four early twentieth century machines meet after the Begonia Festival Parade on 10 March 2025. Photo: Benjamin Boehle-Mitchell



NEWS

NEW MEMBERS

- 1147 Mr Christopher Groszek, Canadian
- 1148 Mrs Jessica Groszek, Canadian
- 1149 Mr Steve McEvoy, Croydon
- 1150 Mr Darron Couch, Mt Clear
- 1151 Mr Aston Brownbill, Ross Creek
- 1152 Miss Bernadette Cheesman, Wendouree Village
- 1153 Mr Jonny Riha, Warburton

REJOINED

- 864 Mr Felix Osborn, Black Hill

MUSEUM NEWS

Tram No. 14 officially returned to service on Sunday 30 March after a very extensive overhaul. The appearance of the tram for our visitors has not changed, but several safety features have now been incorporated into the tram.

1. Low voltage 24v DC lights with battery back up.
2. Saloon heater.
3. High speed traction circuit breaker
4. Low air pressure alarm.
5. Fault indication lights for the driver.

6. Stainless air pipes
7. New traction cables.
8. Overhauled compressor, resistance grid, controllers, brake cylinder and valves.
9. Rewound armature.
10. New bearings and axle boxes.
11. Truck overhaul and wheels turned.

MUSEUM SHOP

Our Tram Shop is stocked with a large range of souvenirs on a tram theme. These are not always easy to find, and our shop team scour the retail world for suitable items.

Some recent new items are a Melbourne A Class toy tram, BTM stubby holders, a three-toy tram set compatible with Brio, and iron-on Ballarat cloth badges featuring a large green and yellow tram. Two of these items were discovered by eagle eyed members and we were able to source them for our shop. If you see something that might be good for us to have in the shop, please let us know.

We have also commissioned a metal enamelled badge with VR 41, and these are now in stock, with other badges for 26, 27, 38, 40, and 407.

There is a large range of second-hand tramway and railway books that have been donated. If you are searching for a particular title, please let us now as we may have it.

Shop sales provide a significant part of our income, and your patronage helps the restoration work of the BTM. If you would like to volunteer in the shop, please let us know.



WHAT'S IN A NUMBER? WELL, ACTUALLY A LOT.

Richard Gilbert

Richard Gilbert draws on his interest in telephones to parallel Ballarat tramway history. All photos from Richard's collection.

In following our tramway interests, many of us also delve into other facets of history and technical interest. One such interest of mine is telephony. I have put together some notes that parallel telephone history with the Ballarat Tramways.

I recently unearthed a 1968 Ballarat telephone book and in following my interest I looked up some phone numbers from the past.



The telephone listing shown for the Electricity Supply Department (2 1851) was the administration centre for the S.E.C at the time including the tramways. This was at the former power station in Wendouree Parade. Further down the list the number for the Duty Inspector at the city office in Sturt Street is shown, (2 5795) and the Tram Depot in Wendouree Parade (9 1167) is shown.

The Ballarat 'local calls' manual telephone exchange was replaced by the automatic exchange in 1956 in line with the gradual conversion of telephone working throughout Australia to automatic. Big cities were generally the first to be upgraded to automatic working to relieve the ever-increasing burden of dealing with particularly local calls, as installation of telephones to private homes gained popularity from the 1950's. As a point of interest, the first automatic exchange in Australia was installed in Geelong in 1912. The last manual exchange in Australia, which was at Wanaaring in western New South Wales was converted to automatic working in 1992.

The telephone numbers for the Wendouree Parade administration centre and the Sturt Street office commence with the prefix '2' and the Tram Depot has the prefix '9'. This is because the Wendouree automatic exchange was brought into service around the time of the commissioning the Ballarat automatic exchange and the Tram Depot was subsequently connected to it. Commissioning the Wendouree Exchange freed up capacity at the Ballarat Exchange that had many new customers in the city area wanting to take up telephones from the 1950's.



Richard at the Merbein Exchange.



By dialing '2' the caller is connected to the Ballarat exchange and dialing '9' connected the caller to the Wendouree Exchange. Not that the 'caller' needed to know that and the four numbers following the 2 or 9 are the actual Subscribers phone number off that exchange. Commissioning the Sebastopol Exchange for the same reason saw the prefix '5' introduced.

As virtually 70 years have passed, the ever-increasing demand for communications services has seen the introduction of the prefix '3' to give the Ballarat area a wider scope for better switching of the network.

So now we have '31' and '32' for the Ballarat Exchange, reflecting the many more subscribers connected, and '39' for Wendouree and '35' for Sebastopol.



A typical busy manual exchange of the type that was at Ballarat. This is the West Wyalong Exchange.

Our current telephone number at the Museum is 5334 1580. The 53 was provided to allow more capacity and better switching of the network. The 53 is placed ahead of all numbers in the western part of Victoria from Bachus Marsh to Serviceton.

The 4 following the 3 (34) allows access to many local exchanges radiating from the outskirts of Ballarat and in our case the digit (1) gives access to the exchange in the Alfredton area, leading to our actual phone number being 580.

So, there you are, 'What's in a number' – yes, a lot!



*Tram 39 at View Point, 1971.
Photo: Richard Gilbert*



SPRUNG BY THE BOSS!

BY GARY DAVEY

About 20 years ago, when I still lived in Melbourne, I attended a garage sale in the Eastern Suburbs. There I discovered a box of files, which on examination, originated from the Ballarat Branch of the SEC and most of the contents related to the day-to-day operation of the Ballarat Tramways. I bought the box, filed the contents, and promptly forgot about them. During a search for information to satisfy a research request on another subject, I rediscovered the files. I related this discovery to your editor and this article, the first in a series, is the result.

One of the files is titled "Discipline, General and Monthly Employee Returns". About half of its contents relate to mundane employee related matters, but the other half document disciplinary matters relating to the Traffic Staff of the Ballarat Tramways during 1961 and 1962. They make fascinating reading.

Motorman/Conductor W G Stickland Number 46 observed entering a hotel whilst on duty

At 3.47 pm on 1 Sept 1961 the Ballarat Tramways Superintendent (TS), Mr Les Denmead, observed Motorman/Conductor Stickland enter the Camp Hotel on the North Side of Sturt Street, he walked across from the direction of the City Loop minus his bag & cap. The TS then waited outside the hotel, beside the doorway, and at 3.54 pm he observed Stickland leaving the hotel and walking back towards City loop. The city loop was in Sturt Street at Grenville Stret and was used to store trams between the peaks. As the TS did not know if Stickland was on or off duty, he returned to the city office, checked the roster and found that Stickland was on duty and due to leave the loop at 3.59pm.

Inspector Maxwell was instructed to get Stickland relieved from duty at the earliest opportunity and advise that he has been to report to the TS immediately thereafter.

At the subsequent interview Stickland was advised of the observations of the TS and was asked to provide an explanation. Stickland claimed that he had visited the next-door butcher's shop to pick up some meat that he ordered, but the butcher advised that the meat would not be available until the next day. The TS replied "are you serious? I saw you enter and leave the Hotel" and then stated "I cannot believe you but as a further check I will contact the butcher".

Inspector Maxwell was then instructed to visit the butcher's shop and investigate Stickland's claim. Maxwell did so and when he returned, he advised the TS that, he had asked the butcher if a Trammie entered his shop to pick up meat he had ordered and was then told that it was not ready, but he would pick it tomorrow. The butcher advised that no Tramway man had been in his shop that day and he would not make anyone wait until the next day for his order.

Then TS interviewed Stickland again and advised him "that apart from my observation, the butcher confirmed that he had not entered his shop". Stickland then stated, "My sister ordered the meat, but he might not know her name but may know her as Nancy". Stickland was then advised that the TS would see him again shortly. The TS then visited the butchers' shop and interviewed the butcher. The butcher said, "no Trammie without hat or bag, or no woman named Nancy or Stickland had ordered meat" and advised that he had a small shop and received few orders. The TS then inspected the order book to confirm all this.

Stickland was then interviewed again and advised that he was suspended from duty



immediately and that the matter would be referred to a higher authority. Stickland was then invited to name the time and day when he could be further interviewed. Stickland then said: "I am sick of all this questioning and being called a liar and besides I start annual leave on Monday". The TS then advised Stickland that he would hear from him in due course.

The TS then contacted Mr Mawby, The Tramway Superintendent, responsible for both SEC Tramway systems and based in SEC Head Office, on Friday evening at his home and received certain instructions. The TS then contacted Inspector Maxwell to find Stickland and tell him to report to the TS office at 10am on Saturday morning 2 September. This was duly done by the Inspector, and he assured the TS that Stickland would attend as "it was worrying him, and he wanted to get it off his chest". Stickland did not turn up as arranged, further the Inspectors on duty over the weekend, did not see or hear from him.

The next enclosure on the file is dated 25 September 1961. It states, according to usual procedure you are advised a Motorman/Conductor was dismissed from Tramways Traffic on 22 September 1961. He was guilty of entering a hotel whilst on duty and in uniform, also his service generally was unsatisfactory. (W G Stickland No 46). The original report is annotated one year service, service generally unsatisfactory.

REFLECTIONS

Looking at this over 60 years later, I was surprised at the lengths that the Tramway Superintendent went to investigate Stickland's excuse, especially as he had seen Stickland enter and leave the pub. Motorman/Conductor Stickland certainly was thirsty, he ordered and drank his beer in seven minutes.

There is no record of the Tramways union being involved in this case. This is not



Tramway Superintendent Les Denmead, Inspectors Maxwell, Dunstan and Wellard at the Sturt Street, 1971. Photo: BTM

unusual, as the ATMMEA (Australian Tramway & Motor Omnibus Employees Association) had a policy for many years that, if you were caught, entering a hotel, drinking or being drunk on duty, you were on your own. I suppose that was the situation in this case.

I asked my father, Bruce Davey who was an M&MTB Inspector based at Camberwell depot in the 1960s, if he had ever observed a Trammie in uniform enter a hotel. He said he saw it twice, and in both cases, instead of reporting the incident, he had a "quiet word" with the culprit. He didn't report it because both Trammies were good men with years of service and he was confident that it would never happen again, and to the best of his knowledge, it never did.

Interestingly a copy of the notice of Stickland's dismissal was sent to the Bendigo Tramways.



KEEPING THE TRAMS RUNNING

BY WAYNE KELL - PITMAN 1968 TO 1971

At about 5.40 am the circuit breakers on all roads were switched on and the trolley wheels of all the trams required for service that day were connected to the overhead. The compressors would then pressurize the tanks for the brakes, prior to the trams being driven from the depot.

The brakes on the small trams on No. 1 Road were then adjusted, one tram at a time. They were then moved up to the front gate once they had been done. This was done by the shift worker on the midnight to 8 am shift, but when the 6 am to 3 pm shift worker arrived he would assist, by applying and releasing the brakes. This enabled the job to be done quicker, as he no longer had to climb in and out of the pit each time to check the adjustment. On occasions a motorman would offer his assistance.



Foggy June morning 1970 and trams lined up after having their brakes adjusted.

Photo: Chris Phillips

The motormen would start arriving at about 5.40 am, and the first tram out left at about 6 am. The motormen were unaware of which route they were on until they checked the list that was prepared by



*Wayne Kell - Pitman and No. 32
Photo: BTM Archives*

the duty inspector and displayed on the wall of the motorman's room.

In the depot was a large blackboard with all the routes painted on it and the midnight to 8 am shift worker would fill in the trams designated to be on each route for the day. At the bottom of the board was also a space for all trams not fit for service to be listed.

The first tram out was always the front tram on No. 1 Road, once this road was cleared of serviced trams. We could then move the small trams housed on No. 4 Road over to No. 1 Road as these would be serviced that day. This had to be done with minimal disruption to the trams leaving the depot at regular intervals.

When the transfers were completed one of the bogie cars from No. 0 Road was driven over the pit, then the 6 am to 3 pm shift worker could commence servicing the trams. Motormen were continuing to arrive and take their designated tram. Initially small trams were taken for the early morning runs and then the bogies.



This process continued until all the designated trams had left the depot by about 7.40 am. The depot day shift staff including the foreman, were not rostered on until 8 am, however the foreman was on call 24 hours a day, seven days a week.

After all the trams had left the depot for the morning peak, those not required for service during the morning and afternoon quiet times were parked on the City Loop in Sturt Street near Grenville Street.

The only motormen we saw during the day were those leaving their cars in the car park and then catching a tram to begin their shift or those finishing their shift.



No's. 41 and 38 rest on Number 3 road whilst a single truck car sit above the maintenance pit.

Photo: Campbell Duncan, BTM Archives.

At about 5.30 pm there was changeover, the 'hour car' was sent out. One of the bogie cars returned to the depot and a small tram was sent out, which was then returned to the depot one hour later, not to be replaced. This car had been serviced and washed that day. Since it had been out of service, it was able to be claimed to have been cleaned by the night shift worker. Other bogie cars were changed over to small trams after the evening peak. [The service going from a

20-minute headway to a 30-minute headway after 7.30 pm.]

One evening a small tram was returned to the depot, and every globe in the tram's interior had been removed.



No. 39 and another bogie car await servicing on 'O' road.

Photo: Campbell Duncan, BTM Archives.

One of the duties of the afternoon shift worker was to do minor maintenance on the tram including replacing faulty globes and broken trolley ropes. It was not efficient to keep trams from service the next day for such minor repairs. Any such repairs were reported on your nightly report sheet including which trams had been cleaned. This was then deposited in the foreman's office when your shift was finished.

Dan, the foreman, asked me why I had replaced so many globes in one tram. I told him that they had all been removed. He no doubt contacted the Inspector and/or the motorman to find out what had happened. Students from a particular school had removed them and a letter was then sent to the principal informing him of the incident and if it were to reoccur, then the tram allocated to pick up those students would be cancelled.

10 FARES PLEASE!



No. 20 after the accident in Victoria Street. Photo: Ballarat Courier

Wayne said that the driver did not work again. Normally two young ladies would travel together on that service and would sit on the right hand side of the car at the front. This night, only one travelled and she sat on the left hand side.

On the rare occasions when a tram broke down or was involved in an accident the foreman was contacted at home after hours. The evening of the 16 September 1970 is a good example when No. 20 was demolished by a brewery truck in Victoria Street. The incident would have everyone on attendance – Foreman, Works Superintendent, Leading Hand, Inspectors, as well as police and ambulance.

Another incident I recall. I was on night duty and at about 7.30 am the Foreman and the Works Supervisor arrived at the depot and collected a variety of metal plates, angle iron, hand jacks and other tools. They told me a small tram had derailed down at Sebastopol.

I was due to knock off in about 15 minutes, so I decided to go and watch the process. I hadn't been employed there very long, and I knew the tram had come off the rails and was in the dirt and that it would not be an easy exercise.

When I arrived the Leading Hand and Senior Mechanic had also been called. The tram was totally off the tracks. Soon after I arrived, I was asked if I could help. Since all the wheels were in the dirt the tram was not grounded, so I was given a wooden pole which had a piece of metal attached to its base and a cable from it was clamped to the trams bumper. My job was to press this against the tracks to obtain an earth for the tram motors and keep it safe from the other workers. After about an hour of using the various pieces of angle iron, the jacks and the tram motors they finally succeeded in manoeuvring the tram back onto the tracks. I was glad I went down as it was an interesting experience, observing the skill required to complete the operation. I consider my small role a vital part of the process, nobody got an electric shock. I was also paid overtime, which I did not expect.

These incidents are examples of the different departments within the tramway system working together as a team, to provide a safe and efficient transport system.



Brewery truck wheels and No. 20's roof in Victoria Street.

Photo: Ballarat Courier



No. 41 jacked up and its bogie has been slipped out for repairs. No.33 is waiting its next run on number three road. Photo: Campbell Duncan



A cold wet day in 1971 and No. 11 has come to grief on the Sebastopol line. Inspector Arthur Maxwell and Depot Foreman Stan Lakey are supervising the rerailing assisted with a bogie car. Photo: Ballarat Courier



KEEPING THE TRAMS RUNNING IN 2025



Don fitting a thrust collar onto one of 1029's axles.



Geoff fitting new brake cylinder bucket on piston for No. 28



Karl fitting a motor into Brill 21E truck for No. 14



Karl greasing rub plates on No. 40



Karl trial fitting new bearing shell into a suspension bearing cap for No. 1029.

All photos by Tony Smith.



RYAN'S TRAVEL NOTES

PT.1

RYAN VAN DER ZWEEP

On 8 December 2024 TransPerth opened the new Ellenbrook railway and one of the new stations is at Whiteman Park, the home of the Perth Electric Tramway Society.

During a family holiday to Perth in January I was fortunate to be able to squeeze in a couple of tram-related diversions (read: escaping the in-laws).

After a lunch by the river in South Perth I caught my first glimpse of a real Perth tram in the flesh - single truck car B 15, now cosmetically restored and housed in a weatherproof pavilion along with information panels outlining the history of trams in Perth, and a genuine tram gong (albeit distinctly W class sounding) for curious visitors to enjoy.



Beautifully restored cosmetically and housed in a weatherproof pavilion, Perth single trucker B 15 is now on permanent display near the Como Jetty in South Perth.

Photo: Ryan van der Zweep)



The conductor assists passengers to board SW6 891 at the new railway terminus on the tramway.

Photo: Ryan van der Zweep

A few days later I ventured to Whiteman Park with in-laws, nieces and nephews in tow. While the kids enjoyed the playground, I enjoyed a tram ride. Driver Noel Forster was in charge of ex-Melbourne SW6 891, and after introducing myself I was invited into the cab to get a firsthand look at the track extension to the brand-new Whiteman Park suburban railway station.

Entirely funded and constructed by the WA government, the extension to the Whiteman Park tramway uses surplus rail, (dual gauge) sleepers and ballast from the Midland suburban line, plus brand new overhead wire and support poles, and gives a superb ride for passengers.

It's well worth visiting Whiteman Park just for the novelty of experiencing a seamless transfer from suburban train to tourist tram.



AN EXTRA PENNY FARE

*Electric Supply Company of Victoria
versus Mr F. H. Tuthill, Solicitor*

When travelling on an EScO tram in the early days, it was possible to prepurchase at a discount price tickets for 2^d of the standard fare of 3^d. A condition of this discount was that the ticket could not be used on a holiday.

On 13 March 1907, the defendant Mr. F.H. Tuthill travelled on a section of the complainant's line and tendered a ticket in payment of his fare. The conductor refused to take the ticket, stating that as the day was a holiday the ticket was not available. Defendant refused to pay the threepenny fare demanded, and he completed his journey and left the tram without paying.

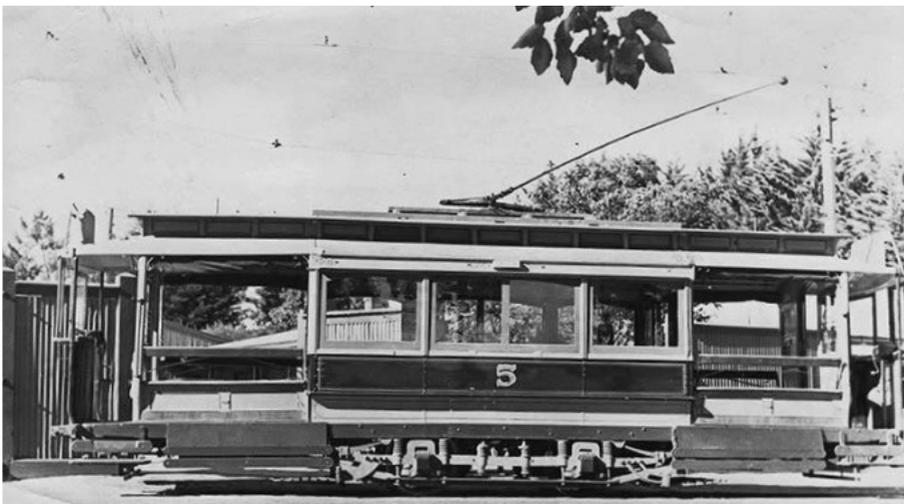
In Mr Tuthill's defence he argued that the holiday was a gazetted half-holiday and not a whole holiday and that the exception on the ticket did not operate to exclude the effects as a full discharge of the fare. The company argued that being a holiday it was expected that the trams would be crowded and thus the discount fares were not permitted on holidays. [The magistrate] thought that the conductor was right when he insisted when he insisted on the exception endorsement on the ticket.

The company proceeded against the defendant at the Court of Petty Sessions, and he was fined one shilling [10 cents] and ordered to pay Four pounds, four shillings [\$8.40] in costs.

Mr Tuthill decided to appeal the decision to a higher court.



Bendigo Independent Friday 31 July 1908,
page 4 [http://nla.gov/nla.news-
article227835752](http://nla.gov/nla.news-article227835752)



*An ex Sydney C class tram modified by Duncan and Fraser for EScO
at the Ballarat Tram Depot. Photo: Graeme Ross Jordan*

SUMMER AT THE MUSEUM



We do allow dogs on the trams, but foxes! Photo: Chris Phillips



*Another fine sunny day sees W7 1029 at St Aidans Drive Terminus
Photo: C K Tang*

TWO CLASSIC MUSEUM TRAMS



Six years of design development at the Prahran and Malvern Tramways Trust. No. 40 (ex Melbourne C class) compared to L 103. Two motored maximum traction car versus a four motored drop centre tram. The W class design which followed when the MMTB was established was an austere version of the L class.
Photo: Tony Smith



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