

FARES PLEASE!

October 2013

News from the Ballarat Tramway Museum

Tram No. 18 is turning 100!



On 2 November No. 18 will celebrate its 100th birthday

On 15 October 2012 tram No 18 is seen waiting in Wendouree Parade. It is about to be loaded on to a truck for a whirlwind trip to Melbourne so that the wheels can be re-profiled. This was the first step in a major restoration of the tram which is to commence after the birthday celebrations.

Photo: Neil Lardner

Ballarat Trams are Ballarat History

2. FARES PLEASE!

Around the Museum

Trams

Over the first weekend of October the long held wish to have all thirteen operable trams available for service at the one time moved a couple of steps closer. No. 13, fresh from a repaint and the fitting of new leaf springs took its first turn back in service.

No. 671 was returned to its trucks and has since spent a day back in traffic to ensure it is fit for the *Springfest* weekend in early November. The trucks had been sent away for remedial work by United Group in nearby Gregory Street, which was carried out free of charge, for which we thank them. The trucks are now in standard gloss black, as the gold paint previously applied had not weathered well.

Track

Track repairs were undertaken on both Wednesday 16th and Friday 18th October. Two of our short length rails that we had installed some time ago, when repairing sunken joints, had subsided and needed lifting and supporting under the base and then welding together. The original repairs were undertaken some time ago and our methods of installing these one metre long lengths have changed for the better as we have more knowledge of the stresses and strains put on them.

The work site was all the more interesting in that it was in the middle of intersecting roadways along our tram route. The works were at Windmill Drive North and Windmill Drive South. At the 'South' intersection Windmill Drive was closed and traffic had to use the 'North' section of the road, but at the 'North' intersection where the traffic is usually heavier, allowance was made for half the road to remain open when the works were undertaken there.

Richard Gilbert, Alan Snowball, Alastair Reither and Geoff Gardiner worked solidly on this project with the result being excellently welded rail joints and a smooth

ride for our passengers and less strain on the trams.

General

A welcome return by Deepthi Poulose to the weekday workforce. After spending a year with us in 2009 she returned to India for further studies, but is now once more based in Ballarat. Her first question on her return was "Why was the Ballarat Tramway preserved?" When she left us last time she was presented with a folder of photos of the museum and her involvement in it to show her various cousins and friends back in India. She explained that the tramway was old and run down and losing money heavily, so it was closed down, but a group of people came along who reopened it, but they don't get paid to do it, and still don't make any money out of it. This completely baffled them.

It is said of this hobby that if people understand it no explanation is necessary, if they don't understand it no explanation is possible.

So now we have two overseas ladies coming and going throughout the week, Deepthi from India and Shiori from Japan, and there is a need for the other weekday workers to at least pretend to be gentlemen. The occasional jammed finger is responded to with an "Oh, bother" – it can't last.

Membership News

The Museum welcomes the following new member:

844 Jim Sowersby of Mt Waverley

Membership reminders for those of you who have yet to renew are enclosed with this mailout. We look forward to hearing from you soon. Even if you are not in a position to assist in a material way, we value every member.

Annual General Meeting

All members are invited to attend the Annual General Meeting at the Museum, on Sunday 10 November 2013, commencing at 2.00pm.

3. FARES PLEASE!



Maintaining the fleet:

Alastair Reither washes No 671 prior to its return to active duty. A few minutes later the heavens gave the car a proper rinsing.

*Photo: Peter Winspur
13/10/2013*

Maintaining the track:

Right:

After repairing a broken rail joint Allan Snowball smooths the new concrete assisted by Geoff Gardner while Richard Gilbert deals with traffic management.

*Photo: Warren Doubleday
18/10/2013*



Left:

Allan Snowball puts the finishing touches on a second repaired rail joint. In the early days of the Museum it did not have the equipment to be able to perform these tasks.

*Photo: Richard Gilbert
18/10/2013*

4. FARES PLEASE!

The life and times of Ballarat trams Nos. 18 and 40

By Alan Bradley

Introduction

In 2013 Ballarat trams Nos. 18 and 40 reached their centenary. Both trams operated in Melbourne and Ballarat, and still carry passengers now for the Ballarat Tramway Museum. This article looks at the life and times of Nos. 18 and 40, and shows how they somehow survived against the odds to reach their 100 years.

Background

In 1913 Australia had two Prime Ministers, Andrew Fisher and Joseph Cook, both of them former British coalminers. In that same year Australia launched its first Federal stamps and banknotes. Canberra was officially named as the future national capital.

Meanwhile the Federal Parliament sat in Melbourne's State Parliament. Melbourne's public transport scene was dominated by cable trams and steam suburban trains. Three separate isolated electric tramway systems operated in Melbourne: the Victorian Railways line from St Kilda to Brighton Beach; two lines in the Essendon area operated by The North Melbourne Tramways & Lighting Company Limited (NMETL); and a growing network operated by the Prahran & Malvern Tramways Trust.

The Prahran & Malvern Tramways Trust

The Prahran & Malvern Tramways Trust (PMTT) was formed as a body corporate to build and operate electric tramways in the municipalities of Prahran and Malvern. The PMTT opened its first line on 30 May 1910, and route extensions followed in 1911 and 1912.

The initial 20 trams were single truck, drop end California combination tramcars. The next four were bogie trams, with part saloon and part crossbench sections. They were fitted with sliding doors, which had an

unfortunate habit of closing while conductors were on the footboard collecting fares.

In 1913 three further track extensions were made and additional trams ordered, resulting in the fleet increasing from 24 to 63. The first of the new trams were eleven maximum traction, dropcentre bogie cars ordered in May 1913 from the Adelaide firm Duncan & Fraser. These were the first dropcentre bogie cars to run in Australia, and were given the numbers 25 to 35. No. 35 (the future Ballarat No. 40) entered service for the PMTT on 7 June 1913. These trams were seen as ideal both for the public and operationally, due to the low steps, short saloons, and lack of sliding doors in the drop centre section.¹

As originally built for the PMTT, No. 35 had open end doorways and trellis gates, and "two and two" seating at the bulkhead between the saloons and dropcentre section. The dropcentre had full-length crossbench seating. Another ten similar trams were built in 1914.

A further sixteen single truck, drop end California combination tramcars (Nos. 48-63) were ordered from Duncan & Fraser. No. 63 (the future Ballarat No. 18) entered service for the PMTT on 2 November 1913. Eleven days later, on 13 November 1913, No. 63 was one of a cavalcade of trams that took part in the opening of the Elsternwick extension along Glenhuntly Road, South Caulfield. No. 63 was typical of the "California combination" types built by the PMTT (there were 52 of them), with saloons in the centre, and open full-length crossbench seating at each end.

Nos. 35 and 63 were painted dark red and cream, with "MUNICIPAL TRAMWAYS" on the rocker panels. Originally they were fitted with hand brakes and magnetic

5. FARES PLEASE!

brakes. In 1919 the PMTT equipped its entire fleet with air-brakes.

During the Great War, the PMTT was still able to build several further extensions, and new trams to operate the services. By 1918 Nos. 35 and 63 operated over a large network of lines of 35 route miles (57 kilometres) of track that stretched from Kew and Mont Albert in the north, to Glenhuntly and Point Ormond in the south. But none of the services ran directly into the centre of Melbourne. Instead passengers around St Kilda Road and at Victoria Bridge transferred onto city-bound cable trams.

With the success of the PMTT, five other municipalities joined the Trust, and four other areas of Melbourne followed suit with their own plans for municipal tramways trusts. The first of them was the Hawthorn Tramways Trust, which commenced in 1916 and built two routes that crossed PMTT lines. Its single truck and bogie trams were even similar to the PMTT's.

The Victorian Government decided to centralise operation of Melbourne's tramways. The Melbourne & Metropolitan Tramways Board (M&MTB) was formed in 1919 to take over the cable tram system, the five tramway trusts, and the private NMETL tramways.²

MMTB takeover

On 2 February 1920 the MMTB took over the five tramway trusts. The PMTT handed over 106 trams built or on order (including Nos. 35 and 63).³ By 1922 the MMTB had 216 electric trams and 10 trailers, of many different designs. The fleet was painted chocolate and cream, and organised so that the ex-PMTT cars (the most numerous) kept their original numbers, and the other cars were re-numbered. In 1924 the trams were classified, from A to L for the ex-PMTT cars, and M to V for the remainder. Ex-PMTT No. 35 became MMTB C Class No. 35, and No. 63 became H Class No. 63.⁴

To bring order to this chaos the MMTB designed a standard type of tram, the W

class, which first appeared in 1923. During 1924-25 the C class saloon seating was rebuilt to resemble the W class, and aisles were cut in the dropcentre seats. The W class and another variation, the W1 class, gradually evolved into the iconic W2 class, of which over 400 were built.

The booming 20s...and Depression

The booming 20s was an era of railway and tramway track laying, completion of the suburban rail electrification, grade separation projects, and building of new railway and tramway rolling stock. Work began on electrification of the cable tram lines. After the electrification of St Kilda Road cable lines in 1926 the ex-PMTT trams ran into the city, a task for which the single truck cars in particular were not suited.

As more W2 class trams entered service, the single truck cars were withdrawn from city operations. Some were needed for suburban services such as Footscray and Point Ormond, a few converted for use as service stock, and the rest became surplus. In December 1929 the Collins Street cable lines were electrified, and the former PMTT services from Victoria Bridge ran through to the city. By then No. 63 was in storage, and the Great Depression had started. Depression conditions delayed any further work on conversion of the cable tramways.

At the same time the Electric Supply Company of Victoria (ESCo) was operating its two tramway systems in Ballarat and Bendigo. The systems were in poor condition, with the original flimsy trams running on deteriorating track. In 1929 the various councils in Ballarat and Bendigo agreed that the State Electricity Commission of Victoria (SEC) would take over the operations of the ESCo, including the tramways, in 1934.⁵

In 1930 the ESCo purchased surplus single truck trams from the MMTB to allow some of the earlier cars to be scrapped. They were successful, so in 1931 more surplus

6. FARES PLEASE!

cars were purchased, five of them for Ballarat. The five cars purchased for Ballarat were all ex-PMTT single truck cars: three J class, one B class, and H Class No. 63. All of the other PMTT single truck trams were scrapped by 1932.⁶

No. 63 was transported to Ballarat by rail, arrived on 21 July 1931, and was loaded onto a horse jinker for the trip to the depot. Initially it was painted in the red and yellow ESCo colours, with only minor changes from its Melbourne condition. The Ballarat system was much smaller than the Melbourne system. The main feature was wide Sturt St, where the trams ran on either side of the plantation with its trees, statues and fountains. The longest line was that to the Borough of Sebastopol, an old gold mining area, where the unemployment rate during the Depression was one of the highest in Victoria.

In 1934 the SEC commenced a rehabilitation program of its Ballarat and Bendigo tram systems. This included relaying of track using unemployed labourers (important during the Depression), stringing of new overhead wire, and purchase of further second-hand rolling stock. Part of the funding came from unemployment relief moneys.

The rehabilitation program included the conversion of the ex-MMTB California combination cars to a standard “one-two man type”. Unlike Bendigo and Geelong, Ballarat had long lengths of roadside track, and needed a tram design where passengers entered and could pay the motorman on the left or right side. The final design had panels fitted to the dropends, and lockable doors in each corner. No. 18 was converted to this “one-two man type”, and was painted in the SEC’s new green livery.

The CW5 experiment

Meanwhile No. 35 (now also painted green) was still in service for the MMTB. Over 400 W2, W3 and W4 class trams had been built. In 1934 a new wide bodied class of

dropcentre tram was designed for the Elizabeth Street electrification. As a means of providing new trams “on the cheap” during the Depression, the bogies and controllers of the remaining 39 maximum traction cars were intended to be used under the new bodies. Had this plan proceeded, the entire remaining maximum traction cars would have been scrapped.

Five C class cars were scrapped to provide equipment for the first five of what became the CW5 class cars. But the CW5 cars were unsatisfactory, being underpowered, poor handling, and prone to derailments. The remaining 120 members of the new class were fitted with new bogies and control equipment, to become the W5 class. The CW5 cars were banished from city traffic, and in 1955 converted to standard W5s.

The remaining 34 maximum traction bogie trams were reprieved and remained in service, spread throughout different depots. In 1936 No. 35 was based at Camberwell Depot, where it ran mainly on the Burwood and Wattle Park lines. Its stablemates included three other C class cars, nine E class cars, and all five of the CW5 class.⁷

War and peace

World War 2 impacted on both Ballarat and Melbourne. Due to petrol rationing, and increased traffic from the Army Camp in Ballarat and munitions factories in Melbourne, tramway patronage soared to record levels in both cities. By then passengers at peak periods crowded onto running boards and bumper bars. Due to fear of Japanese invasion, both cities were subject to “brownout” conditions at night. Ballarat 18 and MMTB 35 both had dimmed internal lights, blackout cowls on headlights, and white strips painted on bumper bars to assist visibility.

The MMTB continued building new, sliding door trams throughout the war, and the last of the maximum traction bogie cars were withdrawn from service. The Ballarat, Bendigo and Geelong systems had handled

7. FARES PLEASE!

their record tram patronage with an all-single truck tram fleet, but the SEC showed interest in the maximum traction cars. The ex-Hawthorn cars were purchased between 1945 and 1948. Ex-PMTT C class No. 26 went to Geelong in 1948.

In 1951 the last nine maximum traction trams (all ex-P. & M.T.T. cars) were offered, and the SEC purchased some for Ballarat, Bendigo and Geelong. C class No. 35, and two E class trams, went to Ballarat.⁸ No. 35 was transported to Ballarat on 13 June 1951 on the “Yellow Express” road transport, still with its Melbourne number and blackout paint from the war. It was stored in the back of the depot for another six months, until being overhauled and repainted. The only real modification made in Ballarat was removing one of the dropcentre seats to make way for prams. It entered service as Ballarat No. 40 on 17 May 1952.

The bogie cars proved their worth during the 1950s with occasional heavy loadings: the annual Begonia Festival (beginning in March 1953), the rowing at Lake Wendouree during the 1956 Olympic Games, the Royal tours in 1954 and 1958, and football finals crowds. But with the end of petrol rationing in 1950, and a more mobile society, came more cars on the road. Ballarat tramway patronage declined especially during evenings. As tramway revenue declined, the costs of maintaining the aging tram fleet increased, and losses soared.

The SEC closed the Geelong system in 1956. Five bogie cars from that system went to Bendigo, and three to Ballarat. The increased number of bogie cars saw the scrapping of some single truckers in poor condition. In February 1956 No. 18 was placed in storage outside and remained there for four years. Its operating days looked over. But in August 1960 it returned to service. Late in 1964 No. 18 was repainted gold for the centenary of the Borough of Sebastopol. It was then repainted white to become Ballarat’s first “Santa tram”, spon-

sored by Myers. In 1969 No. 18, repainted a bright red, became a “Santa tram” for the second time.

The road toll

Ballarat was a provincial city, with a lower motor traffic volume than Melbourne, but still had its share of accidents. While the side of the road trackage was seen as obsolete, the serious collisions between trams and motor vehicles took place on centre-of-the-road tracks.

In Drummond Street North and South, collisions occurred mainly between trams and vehicles (including trucks) where the cross streets met. Serious collisions occurred there in 1944 and 1954, resulting in two trams being scrapped. Trams in Victoria Street coped with heavy vehicle traffic on the main highway to Melbourne, and turning the trolley pole at the terminus was hazardous for crews. A motorist was killed in 1963 after driving his car into tram No. 12, stationary at the terminus.⁹



Albert Street, Sebastopol, late 1960s

Photo: Peter Bruce

8. FARES PLEASE!

Ballarat's worst collision occurred in September 1970, when single truck tram No. 20 (Ballarat's only B class tram) collided with a semi-trailer. Its wooden body was demolished, but somehow there were no serious injuries.

Both No. 18 and No. 40 suffered accident damage during their service in Ballarat, but none of the damage was serious, and both returned to service.

Ballarat tramway closure

In 1962 the MMTB withdrew its last single truck trams from passenger service. In the same year the SEC announced its intention to close the Ballarat and Bendigo tramway systems, as it had with the Geelong system. However it took several years and many political battles before State Parliament approved closure of the Ballarat and Bendigo systems. The Ballarat closures proceeded first, on 22 August, 5 September and 19 September 1971.

The final day of service, 19 September 1971, saw all-bogie operation, which was unheard of for a Sunday in Ballarat. No. 18 and the other single truckers sat in the depot for all of the last day. No. 40 was chosen to be the official last tram, and around 200 people were estimated to have crowded on board on that last journey. It was driven

from the Sebastopol terminus by the Mayor of Sebastopol, who handed over to the Mayor of Ballarat at the Municipal boundary. At "Hospital Corner" the Mayor and other passengers left, and the final section to the depot was reserved for tramway employees. No. 40 ran into the depot after midnight.

Preservation

With closure of the Ballarat tramways imminent, in May 1971 the Ballarat Tramway Preservation Society (BTPS) was formed to preserve a section of the track beside Lake Wendouree. The Ballarat City Council eventually gave permission for the BTPS to retain the section of track in the Botanical Gardens Reserve. A fleet of four single track trams and two bogie trams (including No. 40) was allocated to the BTPS.

After closure the other trams in the Ballarat fleet were dispersed to Perth, Adelaide and Sydney, and numerous locations in Victoria. The Borough of Sebastopol wanted a tram, and No. 18 was chosen due to its role in the 1964 centenary celebrations.

On 30 September 1971 (eleven days after closure) No. 18 was driven from the depot, along Wendouree Parade, Macarthur and

Drummond Streets, to the corner of Sturt Street, thus becoming the last tram driven under its own power in the city area. From there it was towed by tractor along the Sebastopol line, then derailed and towed along Vickers and Beverin Streets to Victory Park, Sebastopol. After a formal handover to the Mayor of Sebastopol, No. 18 was enclosed in a roofed, "vandal proof" shelter with wire mesh fencing which would protect it for years to come. At least, that was the intention.



No. 18 is towed along Albert St to Victory Park Sebastopol on 30th September 1971 Photo: "The Courier"

9. FARES PLEASE!

Meanwhile No. 40 and the other six trams in the BTPS fleet were sitting in the old tram depot, while the BTPS depot in the South Gardens Reserve was under construction. On 18 July 1972 the two bogie trams, Nos. 38 and 40, were towed from the old depot on the Wendouree Parade track, derailed and then moved across parkland to the new depot on temporary track. The old depot was demolished shortly afterwards.

While No. 18 began its lonely retirement at Victory Park, the BTPS began the long task of preparation for tramway operation, which was achieved in December 1974. On 1 February 1975 the museum tramway operation was formally opened by the Mayor of Ballarat and the Chairman of the SEC, who drove No. 40 through a ribbon to launch the service.

No. 40 continued in museum service for the BTPS, which was later renamed the Ballarat Tramway Museum. Late in 1979 No. 40 returned to Melbourne for the annual Cavalcade of Transport, which was held on Australia Day 1980 along Flinders Street and Wellington Parade, rare territory for No. 40 during its operating days in Melbourne.¹⁰ On its return to Ballarat the bogies were completely rebuilt, new tyres fitted to the driving wheels, and the tension rods on the body tightened. All of this work kept No. 40 out of service for five years.

Meanwhile, after display at Victory Park for over a decade No. 18 was in poor condition. While the roof was covered, the wire mesh fence provided little protection from the elements, and stone throwing through the fence had broken many of the windows. In September 1982 the Sebastopol Council approved the BTM's request to move No. 18 to its depot and restore it to operating condition. The move took place on 2 November 1982. The "Ballarat Courier" headline was "Back on the rails after a terrible retirement".¹¹

No. 18 was mechanically sound, but new windows and window frames were needed.

It was repainted in early 1960s colours. No. 18 returned to service on Boxing Day 1984, and on 23 March 1985 was officially re-launched by the Mayor of Sebastopol. Since then No. 18 has performed very reliably in service.

In February 1985 No. 40 returned to service, but was in and out of service for various reasons after that. It had not been repainted since SEC days, so in 2003 work commenced on a complete repaint inside and out. No. 40 returned to service on 19 September 2006, the 35th anniversary of the closure of the Ballarat system.

On 16th October 2012 No. 18 was taken to Preston Workshops for wheel profiling, its first return to Melbourne for 81 years. The Melbourne tramway system had changed greatly since 1931. The cable trams were long gone, as were single truck trams. The fleet consisted mainly of all-electric trams, many of them low-floor and articulated. Pantographs had replaced trolley poles, and smart cards had replaced conductors. A private operator, Yarra Trams, had replaced the MMTB and its successor, the Public Transport Corporation.

Reflections

Nos. 18 and 40 were lucky to reach their centenary. Both would have been scrapped in Melbourne if not purchased for further service in Ballarat, and both dodged serious accident damage. If the Ballarat trams had ceased operation before 1971, it is doubtful that a section of track would have been retained.

No. 18 is the only remaining former MMTB H class tram in operating condition. Dave Macartney measured No. 18 and found that, contrary to various official lists, it was the same length as the ex-MMTB J class cars in the BTM fleet (Nos. 13 and 14).¹²

No. 40 is one of two remaining former MMTB C class trams. The other is ex-PMTT No. 26, which operated in Melbourne, Geelong, and then Bendigo. It

10. FARES PLEASE!

is retained by the Bendigo Trust as Bendigo No. 5.

Nos. 18 and 40 outlived their former owners, the PMTT, MMTB, ESCo and SEC, and even their builders, Duncan & Fraser, which have long passed into history. They begin their second century in operating service, but in a more relaxed museum operation, a fitting task for a pair of centenarians.

Some technical data:

	Ballarat No. 18	Ballarat No. 40
Builder	Duncan & Fraser	Duncan & Fraser
Trucks	Brill 21E 6 ft 6 in (1981 mm)	Brill 22E 4 ft 0 in (1219 mm)
Motors	2 x 45 HP WH225	2 x 65 HP GE201
Seating capacity – Melbourne	36	56 – original; 48, modified
Seating capacity - Ballarat	28	44
Length	30 ft 8 in. (9.43 m) ¹³ .	44 ft 4 in. (13.50 m.)
Date entered service (PMTT)	2/11/1913	7/6/1913
Melbourne miles (kilometres)	435,016 (700,090) ¹⁴ .	866,236 (1,394,071)
Date to Ballarat	21/7/1931	13/6/1951
Converted 1-2 man operation	31/12/1935 ¹⁵ .	N/A
Ballarat miles (kilometres)	748,841 (1,208,110) ¹⁶ .	376,387 (605,720)

Bibliography

Destination City: Melbourne's electric trams.

Norman Cross, Dale Budd and Randall Wilson. Sydney, Transit Australia Publishing, 1993.

Prahran and Malvern Tramways Trust: Melbourne's foremost municipal tramway.

Ian A Brady. Sydney, Transit Australia Publishing, 2010.



References:

1. "Prahran & Malvern Tramways Trust", p. 67
2. The Victorian Railways retained operation of its two tramway lines.
3. The PMTT built a total of 110 trams, of which the four bogie trams with the sliding doors were sold in 1916 to the Hawthorn Tramways Trust.
4. In 1928 the MMTB's classifications were simplified. Single truck drop end California combination cars all became A class, and bogie maximum traction combination cars became C class.
5. The SEC also took over the Geelong tramway system in 1930.
6. The exception was H class No. 56, which survived until 1939 as a locomotive for rail-hardening equipment.
7. Wally Jack notes.
8. The E class, which were similar but not identical to the C class, were built for the PMTT in 1914
9. Details of that fatality are found in the article "Beyond the control of the management" in "Trolley Wire" February 2008.
10. When No. 40 was based at Camberwell Depot the Burwood and Wattle Park services both terminated at Batman Avenue. The Burwood line was re-routed along Flinders Street in 1965.
11. "Ballarat Courier" 4 November 1982.
12. The latest edition of "Destination City" lists the H class as 9.73 metres in length, and the J class as 9.43 metres.
13. Measurements by Dave Macartney.
14. Melbourne mileage figures from Wally Jack notes.
15. The date is unclear. Wally Jack's notes state the conversion occurred on 31/12/1935; the body card gives the date as 31.12.1935 and the rest of cards for the tram gives the date as 31/12/1936.
16. Ballarat mileage figures taken from Dave Macartney's article "The numbers game" in "Trolley Wire" August 1984.

Left:

No. 18 suffered a few battle scars after a collision, but lived to fight another day.

Photo: S.E.C. Early 1960s



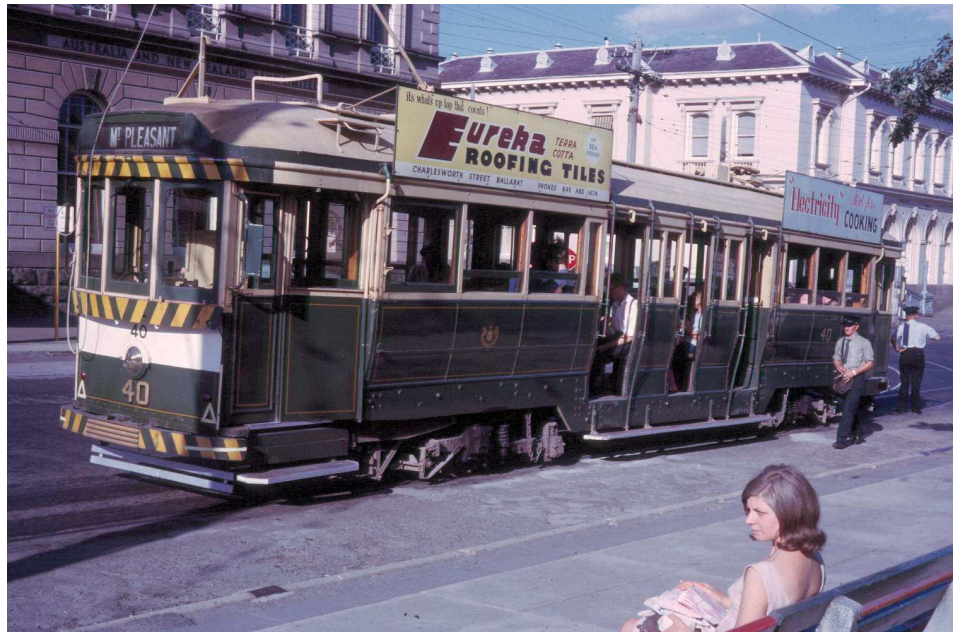
Tram No. 40 in Ballarat

Left: In 1962 No. 40 heads north through the Grey Street loop while No. 38 waits for it to pass.

*Photo: Wal Jack
23/11/1962*

Right: No. 40 in Sturt Street at Lydiard Street in January 1966. By 1971 the gold numbers had gone. Note the *Eureka Roofing Tiles* advertisement. This sign was carried on No. 33 until recently when a replica was created.

Photo: Peter Moses



Below: Still going strong. Geoff Gardner arriving at Depot Junction on 29 September this year.

Photo: Peter Winspur



Below: Two Centenarians

Still together. Nos. 40 and 18 resting at the Museum.

Photo: Warren Doubleday 19/8/2013



12. FARES PLEASE!



Tram No. 18 in Ballarat

Left: In Main Street at Bridge Street in 1951.

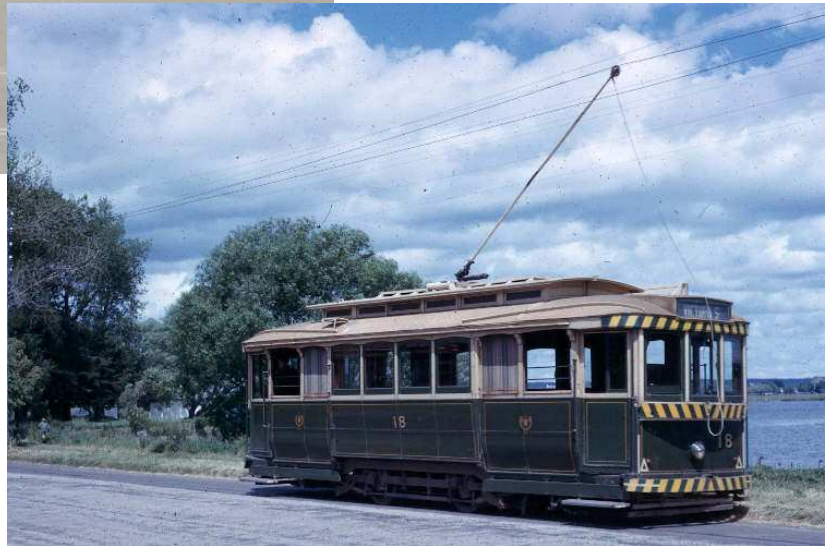
Photo: Wal Jack 1/2/1951

Right: No. 18 in Wendouree Parade near Forest St. in 1962.

*Photo: N. J. Simons collection
23/11/1962*

Below: No. 18 and No. 21 pass at the Depot Loop in Wendouree Parade in 1970.

*Photo: Carolyn Dean
3/11/1970*



Fares Please! is published by the Ballarat Tramway Museum Inc. (A0031819K) six times a year in alternate months commencing in February. It is distributed to members and friends.

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

The Secretary, P.O. Box 632, Ballarat, Vic, 3353.

Phone / Fax 61 3 5334 1580.

E-mail: info@btm.org.au

Our web page: <http://www.btm.org.au>