

FARES PLEASE!

June 2018

\$2.50 incl. GST

News from the Ballarat Tramway Museum

A Long Way From Mount Pleasant



Restored Ballarat Tram 37 at the Sydney Tramway Museum, May 2018.
Photo: Mark Newton

Inside:

**The Story of Tram 11
Seville's MetroCento**

Ballarat Trams are Ballarat History



National Trust Award Win!

The Ballarat Tramway Museum are the winners of the 2018 National Trust "Greg Binns Award for Outstanding Community Contribution to Heritage". The award, named for Greg Binns OAM, is for outstanding work in preserving Ballarat's heritage.

BTM President, Paul Mong, accepted the award on behalf of the Museum, and spoke about the amazing contribution and efforts made by our volunteers to preserve the tramway system since 1971. Other Museum representatives at the awards were Helen and Neville Britton, and Pamela and Peter Waugh.

Greg was Senior Lecturer in Art at the Ballarat College of Advanced Education (now Federation University). He served two terms as President of the Ballarat Art Gallery Association. In 1986, he helped to train the Gallery Volunteer Guides and was still their "guru" at the time of his death in 2012.

Previous winners have included the Avenue of Honour/Arch of Victory Committee, Golden City Paddle Steamer Society, the Ballarat Genealogical Society, and the Ballarat Municipal Observatory and Museum. This award is a great honour for the BTM and recognises the efforts of all members since 1971.

Letter from a £10 Pom

You all do a great job in Ballarat and gave me a wonderful day out in June 2011 for my 70th. I was pleased to have a trip on 671 as I never managed a W4 trip in Melbourne.

Peter kindly sent me a copy of the advert, which I am sure will bring back memories to others. The advert is interesting as it mentions the office, being in Liverpool. Mine was in London, in Aldwych, run by a guy called Ernie Noble who was in the "Claims" office in the MMTB.

We arrived on the liner Fairsky. The £10 pom liners were the subject of a show sent here from Geelong for the World Ship Society. The Fairsky was a converted aircraft carrier.

On arrival we went to the Migrant Hostel at Fisherman's Bend. The next day (Thursday) I had an interview in HQ, given a job but told to go to the Hawthorn Training Centre but not to get a uniform. Suddenly on a Friday one of those old style telegrams arrived and I was told to go to 616. Some one had died and following a shuffle round I filled the vacancy in the Traffic Office.

We had to leave in 1976 for domestic reasons as three of my wife's family in Essex died one after the other. My son Andrew returned to Australia and ended up at the Gold Coast University Hospital and was involved in the Commonwealth Games. So was wife Sue in a volunteer role, dealing with the trams.

She thus kept the tram tradition, as my late father was also interested in trams. Old age eh! I am 76, but after years of fitness, have had both knee joints replaced and the hips are playing up now. This is the way things go, others are worse.

We watch Dr. Blake on the TV here, a shame they don't put some tram shots in. Cheers and many thanks.

Dave Menzies.

New members

The Museum welcomes the following new members:

- 946 David Margerison
- 947 Jo Margerison
- 948 Jack Margerison all of Ross Creek

Membership Renewals

Renewal notices for the 2018-19 year will be sent out on 1 July. If you have made a tax deductible donation to the Museum during the past year, your Receipt should be attached to you renewal form. Receipts for any late donations will be sent out with the next issue of *Fares Please!*

*The Track Gang, May 2018, having completed major repairs in Wendouree Parade, Alastair, Steve, Richard, Alan, Carl, Paul, Alan, Neville, Barry and Leigh.
Photo: Peter Waugh*



BTM President Paul Mong with Jenny Binns and Dianne Gow at the National Trust Heritage Awards, May 2018. Photo: Peter Waugh

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With the considerable rise in the cost of postage and the cost of each printed copy of *Fares Please!* at about \$2 it was agreed that persons who elected to receive it electronically could claim a discount of \$10. The Annual Report is posted to all members.

Payment can be made by EFT as well as by cheque, credit card or cash (at the Museum). To ensure your membership is processed please return the whole renewal form. A scanned copy by email to secretary@btm.org.au is acceptable.

3D Tram Tour of No. 14

Jolt Media, using some very sophisticated camera equipment have created a 3D tour of our Tram 14. This tram was built by Meadowbank in 1915 for the Prahran and Malvern Tramway Trust as Tram 75, then became Melbourne and Metropolitan Tramways Board Tram 75, moving to Geelong in 1928 to become Tram 29. When it arrived in Ballarat in 1936 it was re-numbered as Tram 14.

From the comfort of home, you can explore the inside of this historic tram on your computer. Other views allow you to see the tram in Wendouree Parade, and enjoy 360 degree views of the tram and the Gardens. Matt Salter from Jolt Media has done an excellent job in creating this computer tour. Matt has a special affinity for the trams, as his grandfather was an employee of the SEC Tramway for many years.

To take the tour, follow this link: <https://my.matterport.com/show/?m=snKRedefM3a>

Please feel free to share this link with anyone who maybe interested in Ballarat trams.

Track repairs

A three metre section of track south of the Depot Junction was replaced by the Track Gang over a three day period in May. Most of the track in this section dates from 1905, and negotiations are underway with the City of Ballarat to fund its replacement. The repair used a section of rail from the Geelong Tramway.

Cuthberts 939

Our new function tram has now completed 66 charters. These have included birthdays—18th, 21st, 60th, 70th and 90th events, PROBUS Club lunches, High Teas, and many other local groups. The Sunday High Tea held on the first Sunday of the month has been popular, with June, July and August sold out.

If you are wanting to hold an event on the tram, please book early to ensure that the dates you need are available. Our function manager will be able to assist you with planning, so please contact us for advice. The tram carries a maximum of 24 passengers in luxurious comfort through the magnificent Ballarat Botanical Gardens.

Enquires: marketing@btm.org.au

Keeping up with the trams

The Ballarat Tramway Museum is very active on social media and this has proved to be a great way to communicate with members and supporters. Keep up to date with the latest news and information through:

Facebook: <https://www.facebook.com/btm.org.au/>

Instagram: <https://www.instagram.com/ballarattramwaymuseum/>

eNews: https://www.btm.org.au/enews_form.html

Pinterest: <https://www.pinterest.com.au/ballarattramwaymuseum/>

School holidays

The trams will operating everyday through the Victorian School holidays, from 30 June to 15 July.

Fire Hose

The workshop has now been fitted with proper fire hoses and reels, with a full pressure water supply. This complements the electronic fire detection system installed two years ago. The BTM is very aware of the need to protect our priceless and irreplaceable heritage tram collection.

TRAM 11

By Len Millar

One of our trams doesn't actually live at our "City" Depot off Wendouree Parade. It lives under cover at our rural site, without motors but nevertheless "preserved". Tram 11 was built for the Prah-ran and Malvern Tramways Trust way back in 1915, by the Meadowbank Manufacturing Company in suburban Sydney, NSW. It commenced service for the Trust as its No. 65. Four years later, in 1919, it became the new Melbourne and Metropolitan Tramways Board's "J" class No. 65. It clocked up 429,913 miles (1,739,796 km) of service on the Melbourne system, until 1928 when it was sold to the Melbourne Electric Supply Company Limited for use on their Geelong tramway.

As Geelong No. 28, it entered service on August 6, 1928, and 218,026 miles (341,632 km) later it was taken out of service on December 12, 1935. Eight days later the now State Electricity Com-

mission's tram departed for Ballarat. The tram was then re-numbered 11.

Within three months its drop-end platform doors were altered to the local one/two-man operation



Tram 11 entering Bridge Street from Main Road, January 3, 1944

Photo by Wal Jack

layout, whereby the four corner doors could be locked independently to cater for service with or without a conductor and some tram stops were on the tram's off-side. Examples of this oddity in Ballarat were the central plantation section of Sturt Street, the outer end of the Sebastopol line and when trams were travelling clock-wise around Lake Wendouree.

Notes on the tram collated by the late Wal Jack show that the tram's roof was "tarred" in the last week of March. The original dark green panels and aprons were re-painted on June 26, 1948, into the final "Mid-Bristol Green". On April Fool's Day 1949, the roof was painted silver, then on March 17, 1950, two red tail lights were fitted to each end apron. Then whole tram was re-painted in October 1958, and No. 11 was the first Ballarat tram to have its internal ceiling painted with "Colorflek" – a much cheaper treatment compared to workers having to laboriously scrape back the old varnish. No. 11 ran 806,745 miles (1,298,330 km) around Ballarat's streets until it was taken out of service in February



Melbourne J 65 following the 1923 Deepdene collision with steam locomotive F182. Photo Richard Simpson from the Richard Gilbert Collection.

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1971, just prior to the system's closure on September 19.

No. 11 was on the move straight away, being trucked to the Daylesford Historical Museum in Vincent Street South, almost next to the Post

Office. The roof and one side had weather protection, but the elements had some affect to other parts of the tram.

The Ballarat Tramway Preservation Society reached agreement with the Daylesford custodians, and with the help of members Gary Davey, Peter Winspur, Barry McCandlish and John Wayman, No. 11 was trucked to our then off-site factory premises at Sebastopol on August 10, 1977.

Just over two years later on November 29, 1979, it was back in Wendouree Parade and was pushed into our Depot. The lighting system was fixed and the No. 1 end drivers' cabin re-painted. Despite the fact that the tram was received without its motors, a skid-shoe trolley pole was fitted (for only four months), then a wheeled trolley-pole was fitted and the tram became our illuminated Museum Display Tram. The former display tram, 26, was moved into the workshop to be restored.

No. 11 was our "go to" venue for visitors to the Museum for some 13 years, until Tram 39 as-



Off the rails, Albert Street, c. 1971. Inspector Arthur Maxwell, Depot Foreman Stan Lakey and crew looking at the tram

sumed the role. To rationalize space in the Depot, No. 11 made the road journey out to our off-site property, and lives in happy retirement in one of the sheds there.

Records show that this 103 year-old tram travelled 1,454,684 miles (2,341,087 km) on the rails in Melbourne, Geelong and Ballarat – as well as some train and truck mileage. As built, the tram had 36 seats and there was space for 54 standing passengers. In its final SECV form, seating was reduced to only 28 seats. It has a Brill 21E 6'6" (1.98 metre) truck, is 30'8" (9.35 metre) long and weighs some 11.9 tonnes.

This single trucker has had quite a varied life, on several systems – and awaits its future snug in a good weather-proof shed.



No. 11 at Depot 1995 - Photo Warren Doubleday

Alternative Tram Energy

Ideas for using alternative energy to provide power is not a new thing. Back in the 1880s there were different ideas for the way the tram networks would operate in the future. At the International Exhibition in Antwerp in 1885 there was a competition between the various means of motive power: electric, steam and compressed air. Some of these ideas reached Ballarat:

“The whole of the shares in the Ballarat Tramway Company have been more than subscribed for, and a start with the work of construction will be made immediately. Horse trams have been decided on, but it is possible the gas may yet be the motive power.”

(1887 'Country News.', *Advocate*, 26 March, p. 20.)

The idea of gas powered trams did not get very far, and the Antwerp competition was easily won by electric traction. A battery powered electric tram was built in England for the Australasian Electric Tramways Company using the American Julien design. Made by the Midland Railway Carriage & Wagon Company Limited for Elwell-Parker Limited of Wolverhampton, who manufactured and fitted the motor and all of the electrical equipment, it was tested in Wolverhampton on 15 December 1887. It was then sent to Australia and was given test runs in Sydney, Melbourne and Ballarat.

“The Julien electric tram car was tested on the Drummond-street line this afternoon, and was pronounced a success. Mr. R. T. Moore, the manager of the Ballarat Tramway Co., during the course of a brief address, said that within a period of three months electric tramways would be in full work in Ballarat. The electric system would embrace a circuit which would take in both Ballarat East and Sebastopol.”

(1888 'VICTORIA.', *The Mercury*, Hobart, Tas. 19 October, p. 3.)

Details of the tram were given in a report of trials on Toorak Road, South Yarra:

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“A trial of the Julien electric car was made Tuesday afternoon on the Toorak tramway line... The electric car, which in appearance is like the horse tramcar, and carries passengers, outside as well as inside... The speed attained uphill when heavily laden with passengers was not much above a brisk walking pace, but that fact was attributed to several disadvantageous conditions, such as the stiff working of the car-wheels, on account of their newness, which



Julien Electric Tram in Toorak Road, 1888
Photo: State Library of South Australia

caused one of the bearings to become heated, the tightness of the tramway gauge, and the dirt which clogged the tram lines over a portion of the route. It was stated that on a road the Julien electric car is capable of attaining a speed of 20 miles an hour, that it will ascend a gradient of 1 in 15 with a full load of passengers, and that 80 per cent of the power required to charge the accumulators with electricity is used in propelling the car. The electric apparatus is under the body of the vehicle, which is lighted inside and outside by electric lamps. The trial was considered satisfactory.”

(1888 'Trial of Electric Trams.', Kerang Times and Swan Hill Gazette, 5 October, p. 3.)

“Science”, a weekly newspaper in New York described a single deck Julien car in 1889:

“It has a sixteen-foot body mounted on a rigid truck with a six-foot wheelbase, which carries two ten horse-power electric motors, the truck being entirely independent of the car body, and may be removed if necessary. The weight of the car, with motors, gearing and battery in position, is between six and seven tons. The motors are geared direct, one to each axle, and are accessible from the car floor by trap-doors. The battery consists of 108 cells, which are placed in six trays of nine on each side of the car under the seats; these trays are placed in the car by dropping the side panels”.

“The chief difficulty encountered in the operation... was the handling of the batteries, but recent improvements have entirely overcome this difficulty. First, a flexible connector was devised, by which it is possible to couple up cells with great rapidity. Next a battery rack was constructed large enough to store batteries for ten or twelve cars. This rack makes it possible to remove the batteries from a car and replace them by another set in two to three minutes. When the car enters this rack, its panels are dropped down on either side and thus form bridges over which the batteries are withdrawn from and replaced in the car. While this change is being made, a competent person inspects the regulators of the car. The motors, gearings, and connections are only inspected once a day, and that at the end of the day's work”.

(Science: a weekly newspaper of all the arts and sciences. Vol. XIV, No. 344, September 6, 1889, Pg. 1.)

After the deaths of the directors of the Australian company in a railway accident in 1889, the battery tram scheme disappeared from history.



The Storage-battery System.—Car of the Julien Electric Traction Company, as run on the Fourth Avenue Road, New York.

Seville's MetroCento (Tramway)

Our Manager Museum Services Warren Doubleday recently visited the Spanish city of Seville. The city runs a short tram line, known as "MetroCento" which has some similarities to that of Ballarat. Initially in 2007 it was 1.4km long, just slightly longer than our tram line. It was extended to be 2.2km long in April 2011. The tram line connects the historic centre of the city to a railway station, three underground Metro stations and two major bus interchanges.

stalled currently in Newcastle NSW.

When the tramway was first built, it had overhead for the full length, pending the development of on-board battery systems. However, the overhead had to be taken down to allow for the passage of the multi-story floats of the Easter Parade that passed through the historic centre of the city. In the non-heritage part of the city, sadly there is a clutter of overhead poles – the pole engineers get their revenge!



As such it is a people mover, a bit like BTM during the Begonia Festival and Springfest. This is what tramways do best and it is a busy line. It operates four tramcars built by the Spanish manufacturer CAF.

The first trams in Seville were mule-hauled from September 1887 (the same year that Ballarat horse trams commenced) to 1899 and then electric from 1899 to May 1960. The track gauge was 1000mm. Some original track and one tramcar on display in a street setting were seen.

In the historic part of the city, the tramway does not have overhead, but charging stations at the tram stops. It lifts up the tram's pantograph and then recharges its on-board battery while stopped. This is similar to the system being in-



Trams in Seville, with and without overhead wires and poles.

Photo: Warren Doubleday, 2018

The 2019 Floral Tram Project

The Floral Tram will run again in 2019, after a short break of eighty years! First created in 1938, the Floral Tram was one of the highlights of the Ballarat Floral Festival. The reinvented tram will take to the tracks at the Ballarat Begonia Festival, but this time will be covered in flowers made from recycled plastic bottles and bags, rather than the original crepe paper.

Pamela Waugh came up with the idea after being inspired by seeing photos of the 1938 and 1939 trams. She saw the potential of the project to generate interest and support for the Museum, as well as creating an awareness of the problems of plastic packaging for the community generally.

Pamela spent months researching, experimenting and designing ways of creating beautiful flowers out of plastic rubbish. She wanted to make flowers from plastic that would normally be thrown away or placed into recycling bins. These flowers would also need to be waterproof, light weight, able to be joined together or stapled or glued to a backing board and durable enough to cope with wind and rain while travelling along Wendouree Parade at speed.



Pamela and Peter Waugh talk about the project on Ballarat's community radio station, VOICE-FM.

Photo: VOICE FM



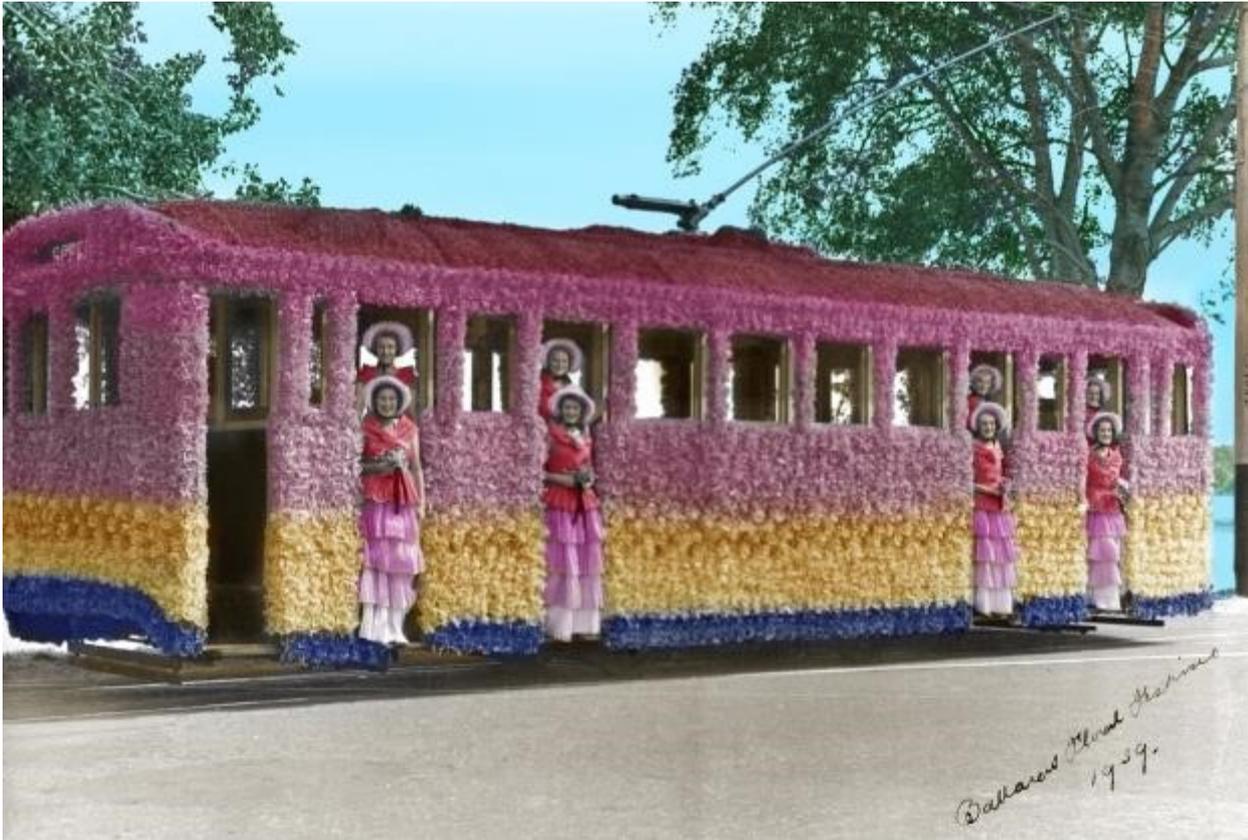
The 1939 Floral Tram, photo courtesy of Peter Sparkman.

The project was officially launched on 1 June, and the response has already been overwhelming. Several schools have asked to be involved, as well Community Houses, a kindergarten, a community recycling scheme, and many individuals, including two whose mothers were involved in the original project.

The Museum has already held two public workshops to teach and share techniques of making the flowers. Instruction sheets for making the flowers yourself at home can be downloaded from the website. Our Pinterest site will also include ideas and examples to inspire your creativity.

You can help the project by collecting the materials to make flowers and dropping them off at the museum: grocery plastic bags, plastic bottles with lids, vegetable plastic bags, vegetable net bags and lids all sorts (wine bottle lids are excellent).

You can also make the flowers at home and bring them into the museum. Workshops are held twice a month, on the first Tuesday (11.00am) and second Sunday (1.00pm) starting on July 3.



The 1939 Floral Tram, recoloured by Peter Sparkman 2018.



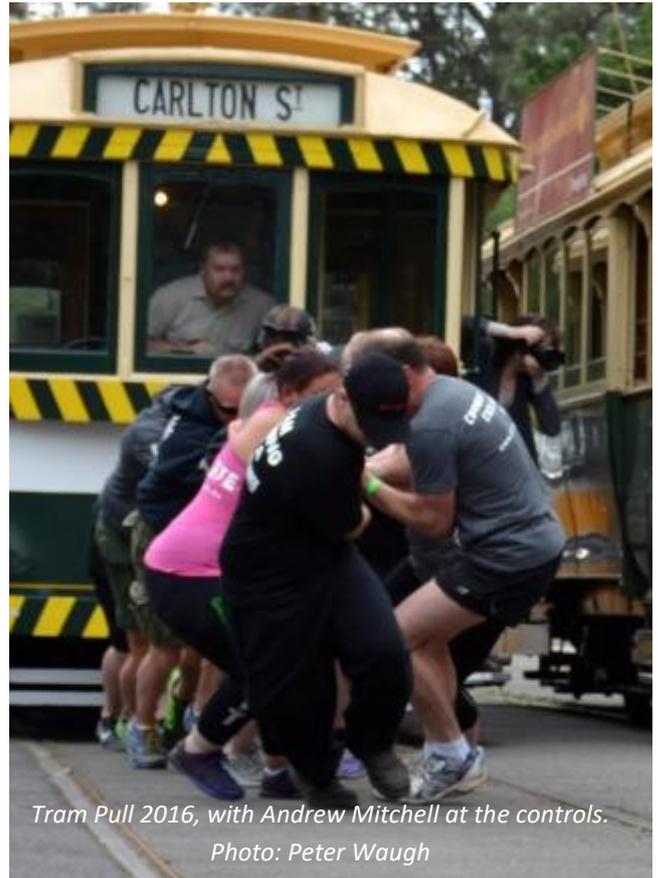
Plastic flower making at the Museum for the 2019 Floral Tram. Photos: Peter Waugh

Forty Years On By Andrew Mitchell

I joined the Ballarat Tram Preservation Society as it was then called in the May school holidays of 1977 as a 15 year old. My father umpired baseball for many years across the road at the Prince of Wales Park. We used to go as a family, Dad umpiring, Mum scoring, and me chasing the foul balls and getting the bats ready for the players. One day I decided I would check out what was in that green shed across the rad. To my surprise, here were the trams that I used to ride on the Lydiard Street North line up till the age of nine with Mum. I decided to join up as this would be a great thing to do to keep me busy.

The first person I met was Peter Winspur and the first job I was given was cleaning the truck on No. 27. There was always plenty of things to do including painting floors, roofs, and many other tasks. I rode my pushbike to and from Ballarat North every weekend to help at the depot. On the way I would stop at the Forest Street railway gates and assist Olga with the operation of the gates. Sometimes she got into trouble for not having the gates closed to allow the trains through on time. I can remember trains stopping at the old Wendouree platform.

As well as being an assistant conductor, conductor and driver, I also served on the board for a number of years. I still enjoy being in-



involved and look forward to seeing the museum preserve and maintain the trams and look forward to the next chapter.



1981, the 10th Anniversary: Photo Andrew Mitchell



Running 33 out in the early days.
Photo: Andrew Mitchell

The Fund Raiser Vault

Each edition of “Fares Please” will have an exclusive sales offer for members. Sometimes these may include rare items and memorabilia. In many cases they will only be available in limited numbers so you may need to act quickly if you want to take advantage of the special offer. Sales will be used to fund the ongoing restoration of Tram 12.

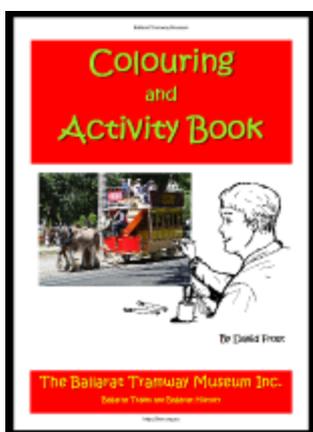
June’s Special Offer

Collector’s Ticket Pack

Our special collector’s pack contains genuine SEC Tramway parcel tickets, special event tickets for the MG car club, original Ballarat Tramway Preservation Society membership card, and four vintage postcards. Cost for this June promotion is just \$8.00 from the depot, or \$10.00 posted. For orders or more information, contact : marketing@btm.org.au

School Holiday Bargain

Come into the Museum shop and pick up a school holiday bargain—our very own Colouring Book featuring Ballarat’s historic trams, plus we will give you some pencils, a badge, a couple of postcards and a child’s free ticket to ride the tram, all for just \$8.00.



We also have a large range of tram badges, toy trams, nano-block trams, fold your own paper trams, tram straws, novelty tram magnets and more! Also books and DVDs too.



Leigh at work, a never ending job. Photo: Peter Waugh



Juliana showing visitors the collection. Photo: Peter Waugh



*Lunch about to be served on Cuthberts 939.
Photo: Peter Waugh*



Trams

Trams come in all kinds of different shapes and sizes. They are all rail vehicles which travel along a track. The word “tram” was first used in Scotland to describe the wagons used to move coal in the coal mines. It comes from a Flemish word, *trame*, meaning a cross beam, or narrow beam. This refers to the wooden tracks that the wagons rolled along. Later harder wearing iron and steel rails were used. This combination of wheels and tracks has a lower “rolling resistance”. This means that bigger loads can be moved with the same amount of power.

While trams were used in mines and factories, the first passenger tramway in the world used horse power to move its trams 211 years ago. This was the Swansea and Mumbles Railway in Wales, UK, which opened in 1807. The first tramway in Australia opened in 1836 from Norfolk Bay to Port Arthur, Tasmania. Instead of horses, it used four convicts from the gaol to push a tram along a seven-kilometre track. The



The Convict Tramway, Port Arthur

first public tramway in Australia began in Sydney in 1861, a horse tram which closed after a few years. Ballarat’s horse powered tramway

opened in 1887. The problem with horses was that they had to be fed, looked after, rested, and their manure disposed of.

Another possibility for powering a tram was gas. The world’s first gas trams operated in Melbourne between Alphington and Clifton Hill between 1886-1888. They were used in other parts of the world including Germany, Poland and England, but had all stopped by 1930. Gas was considered for use in Ballarat in 1887, but the idea did not get any further.

One of the world’s first battery operated trams was tested in Ballarat in 1888 and plans were made to replace the horses. Bendigo used them for a couple of months in 1890 but were never successful as the batteries would lose their



Cable Tram in Melbourne 1885

charge, and Ballarat dropped the idea. Modern technology has changed, and battery power is being used again including the Nanjing Battery Tramway in China operating since 2014.

With a cable tram, the tram is pulled along by moving steel cables. These cables are in a slot in the road, and the tram driver, called the gripman, uses a lever to grab the cable for the tram to be pulled along. The power for moving the cables was generated in big power houses, with big drums to wind the cables. The world’s biggest cable car system was in Melbourne from 1885 to 1940. San Francisco used cable trams because

they could easily travel up and down steep hills. Cable systems were very expensive to build and needed a lot of repair to the cables.

Steam was used for power for trams in many places. A small steam locomotive pulling a car-



A Kitson Steam Tram in New Zealand

Photo: Bernard Spragg

riage along the street was Australia's first successful tramway in Sydney in 1879. The engines, because they were on the street, had all the moving parts covered. Bendigo replaced its battery trams with steam trams, which were made in Ballarat. The steam trams were actually tested in Skipton Street. Toby the Tram seen in Thomas the Tank Engine is a steam tram. The steam engine could also be built into the tram itself, called a tram engine; these were used in Rockhampton, Queensland and Paris, France.



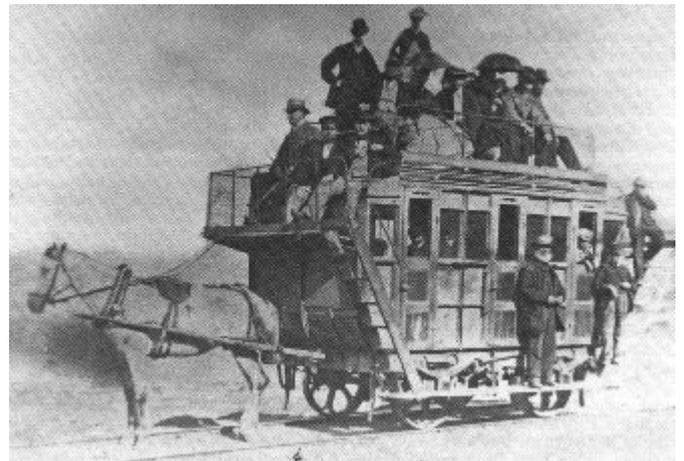
A Siemens Nexus train in Melbourne.

Photo: By Zed Fitzhume CC BY 2.0,

The world's first electric tram, a converted double decker horse tram, was tested in Sestroretsk, near Saint Petersburg, Russia, in 1880. It was invented by a Russian engineer, Fyodor Pirotsky. The electric power came through the rails. One person who met Pirotsky, was a German businessman, Carl Siemens. Siemens took the ideas back to Germany and in 1881 his company opened the world's first electric tramway in Berlin. The Siemens Company still exists, and made the Siemens Nexus trains for the Melbourne suburban train system in 2002.

The first tram to use overhead power from wires was the Mödling and Hinterbrühl Tram which started in Vienna in 1883. Ballarat's horse trams were replaced with electric trams using overhead wires in 1905.

Other power for trams included petrol engines, used in Karachi and Stockholm. In Galveston, Texas, they used diesel engine trams, as electric overhead wires would be easily damaged in a hurricane. In Portland, Victoria, the tourist cable car, is powered by a hidden diesel engine. In France, the city of Nantes used trams powered by compressed air between 1880 and 1917. In China in 2015, scientists demonstrated a tram powered by hydrogen fuel cells.



The first passenger tram in the world, the Swansea and Mumbles tram in Wales.

Modern trams are very different to those wooden trams pushed by convicts through the Australian bush over 180 years ago. I wonder what trams will look like in another 180 years?

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Tram 32 heads north over the railway crossing at Lydiard Street, c. 1971.
Photo: Chris Phillips



Building the shed extension c. 1982
Photo: Andrew Mitchell



Tram 18 on display in Sebastopol, before its return to BTM.
Photo: Andrew Mitchell

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:

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