

FARES PLEASE!

June 2019

\$2.50 incl. GST

News from the Ballarat Tramway Museum

Winter



Photo: Peter Waugh

Inside:

**Tram 27: The Great Survivor
The Australian Tramway Album**





From the Workshop

Tram 33 has been lifted from its truck. The truck is now at Bendigo for wheel profiling and axle bearing work.

Tram 18 will have its numbers and logos added soon. Presently it is quite noisy as it has a new armature gear that may take time to bed in.

New canvas blinds have arrived for #13 and will be fitted soon.

The crash damage to Tram 661 has been assessed on behalf of the insurance company. Repairs are unlikely for about 12 months and it will be moved to long term storage. The Melbourne Tram Preservation Association at Had-don has generously offered to loan a tram from their collection. This will be a W2 class tram, No. 403.

Volunteers have been busy working on the flower panels from the Floral Tram. These have been removed and restored, and are now being prepared for storage for use in the future.

Retired engineer Gordon has serviced tram brake valves, windscreen wiper motors and is working on overhauling compressors. Some of his work is on display at the museum.

Work is continuing to build a new upstairs storeroom. Timber framing has been completed, and wiring and plastering will happen soon.

Track Replacement

The City of Ballarat has awarded a contract for track replacement from Carlton Street to Depot Junction, about 300 metres. The funding for this project has come from the State Govern-

ment's Pick My Project, with the balance from the City of Ballarat.

The track will be set in concrete and the council is allocating further funds for this to happen. Thanks to all involved in making this happen, also a special thank you must go out to Warren who has worked on this project extensively in the designing stage over the last 12 months.

Visitor comments

Some recent comments posted on Trip Advisor and Google:-

Thanks to the wonderful gentleman who treated my Perth friend to a special treat. A fantastic remembrance of her trip to Ballarat. Highly recommend.



... the gentleman who explained everything to me was so nice and calm. The way he described the history and how it works was really calm. Really appreciate his efforts. Special thanks to him.

My wife and I visited the museum and were shown around by a knowledgeable and enthusiastic volunteer. Well worth a visit to the

museum, and definitely worth a ride on the tram if you're at Lake Wendouree.

This short trip in an old world tram - is priced well and an enjoyable interlude whilst checking out Lake Wendouree - grandson loved it.

White Night

For the third year, the famous night of lights will illuminate Ballarat from 7pm until 2am on the first day of the Victorian school holidays.

Under the artistic direction of David Atkins OAM, White Night Ballarat will invite visitors and locals to journey around the city's iconic buildings and cultural institutions, streets and parks in celebration of reclaiming and reimagining Ballarat through projection, installations, performance and music. Last year's event drew crowds of more than 60,000 people to the Ballarat CBD, including over 15,000 from out of town.

Tram 12

The Museum has spent over \$100,000 on the restoration of Tram 12, with thousands of hours of volunteer labour. The target date for the completion of the restoration is 2021, the 50th anniversary of the Ballarat Tramway Museum

Work to be completed includes:

- ◆ Canvas on the roof
- ◆ Electrical wiring
- ◆ Painting
- ◆ Sign writing
- ◆ Manufacture of a new or second hand Brill 21E truck
- ◆ Brake equipment to be installed

We estimate the cost of completion will be about \$350,000. The Museum is calling for do-

nations for the project. All donations of \$2.00 or more are tax deductible. Please contact the Secretary if you are able to assist:

secretary@btm.org.au.



Adam at work on the flooring of Tram 12, June 2019.

Photo: Peter Waugh

New model display

There is a new display in the Museum, featuring model trams. Some of these are scratch built models while others are commercial models. It also has some of the model kits and toys available from the shop.

The Museum will be open during the school holidays, so it is a good opportunity to call in and see the display.

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In the workshop this month, Pamela, Leigh, Ken and Alan, working on various tasks. Photos: Peter Waugh



Ballarat tram No. 27: The great survivor

By Alan Bradley

Preamble

Each of the trams in our Museum collection are survivors. They survived the scrapheap after their service in Melbourne, spent decades in service in Ballarat, and have now passed their centenaries still carrying passengers.



Tram 27 as the 2015 Santa Tram in Wendouree Parade.

Photo: Peter Waugh

No. 27 was the great survivor of the Ballarat tramway fleet. It was involved in two serious collisions with trucks and required rebuilding. At least once it looked like it would be written off for scrap, but it survived into the era of preservation. Here is the story of No. 27.

Service in Melbourne

In 1916 Australian troops were fighting, and dying, on the Western Front. The first plebiscite on the issue of conscription was defeated. Prime Minister Billy Hughes was expelled from

the Labor Party due to his support for conscription. He took some of his MPs with him and formed another Government.

Public transport in Melbourne in 1916 was dominated by steam suburban trains and cable trams. Operating in the south-east suburbs beyond the cable trams was the Prahran & Malvern Tramways Trust (PMTT). In that year, 1916, the Hawthorn Tramways Trust (HTT) commenced operation in the territory of the Councils of Melbourne, Richmond, Camberwell and Hawthorn.

Duncan & Fraser of Adelaide built ten single-truck trams as HTT cars Nos. 1 to 10. Car No. 10 (the future Ballarat 27) was a “California combination” car, looking like our No. 26 does now, and was painted in the HTT’s battleship grey colour scheme. The HTT also ordered further single truck and bogie cars, some of which later ran in Ballarat.

The HTT operated two lines, to Burwood and Wattle Park, which crossed the lines of the PMTT at Glenferrie Road and Burke Road. There No. 10 would have encountered some of the PMTT cars that later ran in Ballarat.

In 1920 the newly-formed Melbourne & Metropolitan Tramways Board (MMTB) took over all of the trams of the municipal tramways trusts in Melbourne (including those of the HTT and PMTT). HTT No. 10 became MMTB “M” class tram No. 110 and was re-painted in the MMTB’s chocolate and cream colours. After the MMTB electrified the St Kilda Road cable lines in 1925 the “California combination” cars were found to be unsuitable for services into the city, and with more W2 class trams entering service they were no longer needed.

Transfer to Ballarat

Around the same time Ballarat and Bendigo needed additional single truck trams to replace worn out cars. Geelong needed more cars to meet the demand in a growing city. Of the 79

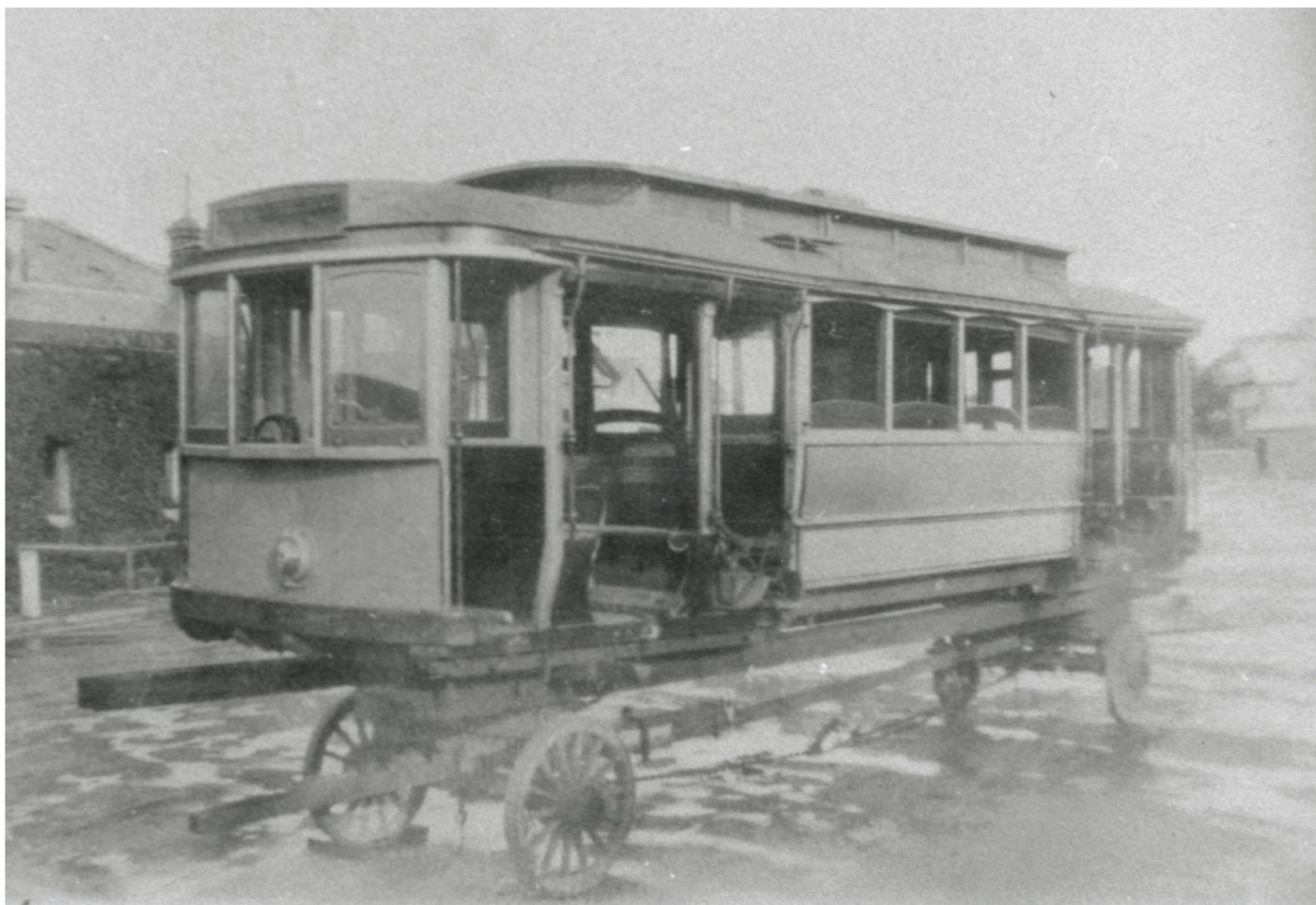
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“California combination” cars built by the PMTT and HTT, 34 saw further service in a provincial city rather than being scrapped. But what happened after that was a lottery. All but four of the Geelong cars were scrapped when the system closed.¹ The cars that went to Ballarat and Bendigo were more likely to survive into the era of preservation.

In 1930 the Electric Supply Company of Victoria (ESCo) made its first purchase, five cars (all from that first group of HTT cars). These became Ballarat cars Nos. 24 to 28. One of them was No. 110 which arrived in Ballarat on 7 June 1930, and became Ballarat car No. 27. It was painted in red and cream ESCo colours (as

right-hand side of the motorman’s bulkhead and placing of waist level panels in drop ends. But this was unsatisfactory, as passengers could only enter on the front right-hand side (alright for some roadside track, but not centre of the road track). The doorways were the same width as the driver’s doors on No.26 – too narrow for passengers. Clearly something better was needed.

On 1 July 1934 the State Electricity Commission (SEC) took over operation of the tram system, and decided on a new image – green uniforms and green trams. In March 1935 No. 27 was the first car painted olive green with cream rocker panels (in the colours we see it in now).



seen now on Nos. 26 and 28).

No. 27 was converted to an early form of one-man operation involving the removal of the

Tram 27 after delivery to Ballarat Railway Station

Photo: George Netherway, 7 June 1930

Meanwhile the depot staff had been working on an improved one-man format. Each of the four corner doorways was widened, and waist level

panels fitted on each end. Closeable doors were fitted in each corner with windows to allow fare collection were fitted. This allowed any door to be opened when needed – perfect for Ballarat conditions.

In 1938 No. 27 was the second-last car converted to the new one-man format. Around the same time the rehabilitation work on the tramways was completed – with overhead wiring replaced, track and depot reconditioned, and new signalling system installed. The year after that World War 2 began. Wartime conditions brought petrol rationing, record passenger loadings and “brownouts.” No. 27 and the other cars were fitted with brownout headlight mask and white paint on the bumper bars.

The month after the end of the war the first bogie cars came to Ballarat, and some of the single truck cars became surplus. The remaining single truck cars were repainted in the new Bristol green and cream colours. In 1951, the year that bogie cars Nos. 38 to 40 arrived in Ballarat, No. 27 was repainted in Bristol green.

1954 collision

On 6 March 1954 the trams carried vast crowds for the visit of the Queen to Ballarat. But 1954 was also a bad year for collisions. On 16 April bogie car No. 37’s front cabin was sheared off during a collision with a semi-trailer. On 8 May No. 24 ran down the hill into the Buck’s Head Hotel and was seriously damaged. Then it was No. 27’s turn.

Around 9 pm on 4 November 1954 No. 27 was stationary at the Victoria Street terminus. Street lighting, even on a State highway like Victoria Street, was dimmer than it is today. The motorman had just changed the trolley pole and was seated just before heading back to the city, when an eight-ton semi-trailer hit the rear of the tram. The truck driver claimed he was momentarily distracted and saw the tram just

before impact. This was in the era before reflective tape and dash canopy lighting brought further night time protection for Ballarat trams.

The “Ballarat Courier” reported: “The impact jarred the driver’s back against the driver’s seat but did not injured him.” The impact tore away one side of No. 27’s rear compartment. The “Courier” reported: “It will now join the tram of the same type which crashed through the Buck’s Head Hotel in May, in the tram sheds repair shop.”²

“Electric Traction” reported in December 1954 that four cars were out of service in Ballarat. “Single track cars damaged are Nos. 16, 24 and 27, all of which are to return to service in due course.” But in April 1955 it was reported: “Three trams are to be scrapped: No. 16 now derelict behind the depot, No. 37 damaged in a collision, and either No. 24 or No. 27.” In July 1955 “Electric Traction” reported that No. 27 was back in service and “full of life.”



Tram 27 at the SEC depot following an accident in the late 1950s.

Photo: Unknown

Early in 1956 the Geelong system closed, and three bogie cars were transferred from Geelong to Ballarat. To make way for them Nos. 16, 24 and 37 were scrapped – but No. 27 had lived to fight another day.

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1963 collision

On the morning of 19 January 1963 No. 27 was involved in another collision with a truck. According to the accident report:

“I was the motorman on tram No. 27 on my trip to Sebastopol from Depot. I approached the intersection of Mair and Drummond Streets. I looked right and saw a large stock transport almost into the intersection, travelling east in Mair Street. I applied the air brake to the full emergency position while still watching the progress of the truck which was travelling fast. On seeing that the truck was travelling too fast to be able to avoid a collision, I stepped out from behind the controller, still leaving the brake in the on position. The tram continued on, colliding with the centre of the trailer, which completely swept away the front cabin and lifted the tram off the rails turning it around at a right angle facing east in Mair Street.”³

No. 27's front cabin was torn off by the impact.

“Electric Traction” in May 1963 reported:

“Cars Nos. 20, 28 and 39 have been returned to service following accidents, and single truck car No. 27, which was involved in a serious collision with a semi-trailer carrying stock in Drummond Street in mid-January, which completely demolished its cab, is presently undergoing repairs.”

Once again the SEC depot staff showed their skill in repairing major accident damage. No. 27 re-entered service at the end of July 1963. A careful look at the ceiling at the No. 2 end of the tram shows the two roof ribs near the conductor's box, as evidence of the heavy rebuilding after the 1963 accident.

The “million mile tram”

On 3 July 1968 the Department Tramways Superintendent wrote: “This is to advise you that tram No. 27 completed one million (1,000,000) miles of service running in Ballarat at 3.10 pm on Saturday, 29th June 1968.” This was in addi-



Tram 27 at the corner of Sturt and Drummond Streets, the hospital corner, after completing 1,000,000 miles...or had it? 29 June 1968. Photo: Mal Rowe

tion to the 270,731 miles it ran in Melbourne. Almost as worthy of mention, for the Superintendent, were the permanent side advertisements “Electricity makes life easier” and “Nothing beats Briquettes for warmth.”⁴

No. 27 was deemed to have reached its million Ballarat miles at Hospital corner, on a trip from the depot. With signs on the front and side announcing its milestone, it carried members of the Tramway Museum Society of Victoria. Depot Foreman Dan Irwin said that in its lifetime No. 27 had worn out about a dozen set of wheels, had 110 sets of armature bearings replaced, and a couple of motor changes. The tram had been repainted every six years. The small trolley wheel had been replaced about 40 times.⁵

However this was “fake news.” As Dave Macartney has shown in “The numbers game”, No.27 was wrongly credited with an extra 98,505 miles due to errors in the mileage figures kept by the SEC. The main error came when transferring mileage figures from one monthly sheet to the next 100,000 miles high in March 1957. At the time of the much-publicised one million miles in 1968, No.27 was in fact just passing the 900,000 mile mark!

Comparing the five cars that arrived in 1930, at the beginning of 1953 No. 25 had the highest mileage, followed by 28, 26, 27 and 24. No. 24 ran into the Bucks Head Hotel in 1954, and No. 25 was transferred to Bendigo in 1960.

“Meanwhile, in November 1954 27 had one end torn out, and didn’t run again for six months. During 1959 and 1960 the same car was out of service for a variety of reasons, which would seem to eliminate any chance of its being the highest mileage car, as 26 and 28 were steadily logging up miles through these years.”⁶

Dave Macartney’s research also showed that the official individual mileage figures for each

car only covered the period from 31 May 1931 to July 1970. While making an estimate for car mileages before 31 May 1931, and after July 1970, the only Ballarat cars likely to have reached one million miles were Nos 26 to 28, which all arrived in 1930. Dave’s estimate of the Ballarat mileages at time of closure for those three cars are:

Car	Period of service	Miles (km)
26	May 1930 to September 1971	1,023,121 (1,646,549)
27	June 1930 to September 1971	987,283 (1,588,874)
28	June 1930 to April 1971	1,032,341 (1,661,387) ⁷

Regardless of the error, No. 27 had a commemorative plaque placed inside the saloon (which it still has). Its remaining service for the SEC was relatively incident-free. While No. 28 was damaged in a collision in April 1971 and did not run again during the last few months of service, No. 27 ran until the end of services in September 1971.

Museum service

In September 1970 State Parliament approved closure of the Ballarat and Bendigo tram systems. Enthusiast groups sought to preserve trams and original sections of track – and various individuals and groups wanted their own tram. After No. 40 ran the last trip for the SEC on 19 September 1971 the Ballarat fleet was dispersed from Sydney to Perth and numerous places throughout Victoria. Six trams from the SEC fleet were allocated to the newly-formed Ballarat Tramway Preservation Society (BTPS): No. 14 (donated by the Ballarat City Council), Nos. 26 to 28, and bogie cars 38 and 40.⁸

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To be part of the original BTPS fleet was another lucky break for No. 27. Richard Gilbert explained that it was due to advice from SEC tramway staff:

“The SEC gave us the single truck trams because they were the same class and could be maintained easily by sharing components. They didn't want to give us the ‘30’ trams, 31, 32, 33, because the brake rigging on them was more finicky to deal with, they felt. It wasn't as efficient in braking, they weren't as good a design of tram as 26, 27, 28.”⁹

In July 1972 No. 27 was transferred to the BTPS depot. It was towed along Wendouree Parade to a point opposite the temporary access track, and then turned at right angles. It was winched across the road, over the gutter and

two years No. 27 waited in the depot while work proceeded towards passenger carrying services.

No. 27 was involved in many of the Society's milestones. On 12 October 1974 it was the first tram driven from the depot to the end of the access track. After the access line was built across Wendouree Parade, on 7 December 1974 it was the first tram to run across the new Depot Junction curve, and then run a trial on Wendouree Parade. On 1 February 1975 it took part in the official opening of the museum's passenger carrying service, still in its 1971 SEC colours.

During 1981 and 1982 No. 27 ran in the Australia Day Melbourne Pageants – its first time back in Melbourne for over 50 years. During



*Tram 27 in Flinders Street, Melbourne, for the 1981 Australia Day Pageant.
BTM's Treasurer Carolyn Cleak at the controls. Photo: John Phillips*

then onto the temporary access track, to complete a very unglamorous transfer. For the next

the Pageants it ran from Spencer Street, along Flinders Street and Wellington Parade, past

several Melbourne landmarks – Flinders Street Station, Fitzroy Gardens and the MCG. Had it continued through Richmond and Hawthorn to its old HTT stamping grounds, No. 27 could have travelled to the Wattle Park and Burwood lines – now extended well beyond the points where they terminated in 1930.¹⁰

Nos. 26 and 28 were out of service for a number of years – No. 28 to repair the 1971 accident damage, and No. 26 for conversion back to “California combination” form. Ironically No. 27, which had significant accident repairs during the SEC years, was a mainstay of the Museum service during this period. It finally reached its one million Ballarat miles on 27 December 1983 with Gavin Young at the controls, thus joining Nos. 26 and 28 as million mile cars.¹¹

In 1984 No. 27 was repainted in the 1930's SEC colour scheme (olive green with cream rocker panels). In 1995 it was refitted with a brownout headlight mask and white paint on the bumper bars for “Australia Remembers”, to commemorate the 50th anniversary of the end of World War 2. But a 1930s “PAY AS YOU ENTER” sign was found, and it showed that the correct green was deeper than that applied to No. 27. The correct 1930s colour scheme was applied in 2010.

Reflections

Ballarat No. 27 (formerly HTT No. 10 and MMTB No. 110) reached its centenary in

2016, with a few battle scars along the way. It has now run more miles, or kilometres, in museum service than any other car in the Museum fleet, followed in order by Nos. 33, 14, 18, 26 and 28.

Since the Museum commenced passenger-carrying operation in 1975 No. 27 has been steadily adding to its Ballarat miles (and kilometres) – and long may it continue to do so.

References

1. *Four cars were transferred to Ballarat in 1936, and became Ballarat Nos. 11 to 14.*
2. *Ballarat Courier*” 6 November 1954
3. *Statement by motorman in accident report.*
4. *Department Tramways Superintendent to SEC Engineer and Manager 3 July 1968*
5. *“Tramcar No.27 on way to its second million” in Ballarat Courier 1 July 1968.*
6. *Dave Macartney, “The numbers game” in “Trolleywire” August 1984.*
7. *Ibid*
8. *The BTPS later adopted the name Ballarat Tramway Museum.*
9. *Interview Alan Bradley with Richard Gilbert 1996*
10. *The Wattle Park line had been extended from Warrigal Road to Elgar Road. The Burwood line had been extended from Warrigal Road to Middleborough Road, East Burwood (but now terminates at Vermont South).*
11. *Dave Macartney, “The numbers game.”*
12. *The 1930 to 1971 mileages were taken from Dave Macartney’s article “The numbers game”, and the BTM kilometres from the BTM 2017-18 Annual Report.*

Running totals for the cars that arrived in Ballarat in 1930.¹²

Car	Miles (km) 1930 to 1971	Miles (km) for BTM	Total Ballarat miles (km)
26	1,023 121 (1,646,549)	16,565 (26,662)	1,039, 686 (1,673,211)
27	987 283 (1,588,874)	34,990 (56,318)	1,022,273 (1,645,192)
28	1,032,341 (1,661,387)	14,665 (23,604)	1,047,006 (1,684,991)

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Len Millar heading north in Tram 27, October 2018. Photo: Peter Waugh



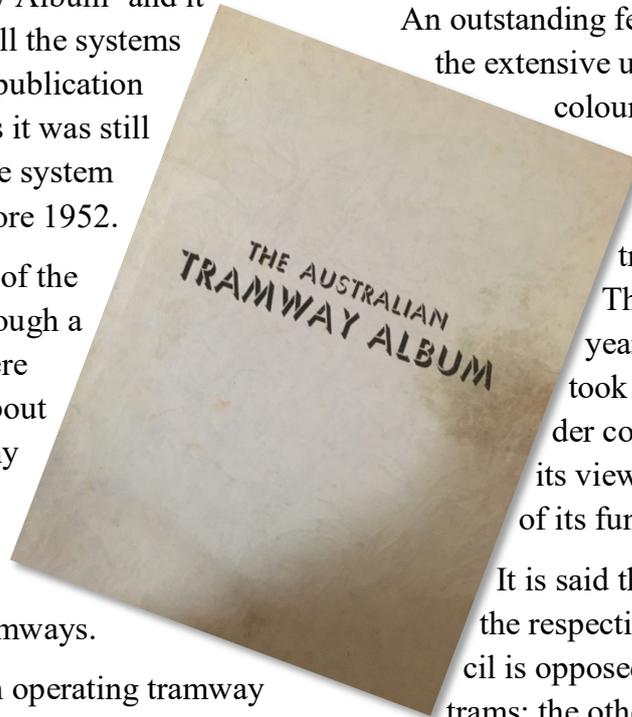
661 outside the depot as work continues to remove the floral decorations. May 2019. Photo: Peter Waugh

THE AUSTRALIAN TRAMWAY ALBUM

By Chris Phillips

In 1950 probably the first publication about Australian trams was published. It was titled 'The Australian Tramway Album' and it was a brief summary of all the systems in Australia. There is no publication date in the booklet, but as it was still referring to the Kalgoorlie system operating it has to be before 1952.

I found my father's copy of the book whilst shuffling through a pile of magazines that were about to be thrown out about 1959. It became one of my most treasured possessions as a child and it was responsible for my interest developing in tramways.



The booklet looks at each operating tramway system at the time. I have copied the following notes about the Ballarat system contained in the booklet.

Under the heading 'Geelong, Ballarat, Bendigo, S.E.C. (Vic)

"Especially since their acquisition some twenty years ago by the State Electricity Commission, the history of the three provincial tramways has been so interwoven that they are regarded as one entity. The Geelong system was opened formerly by the Melbourne Electricity Supply Company, the others by the Electricity Supply Company of Victoria.

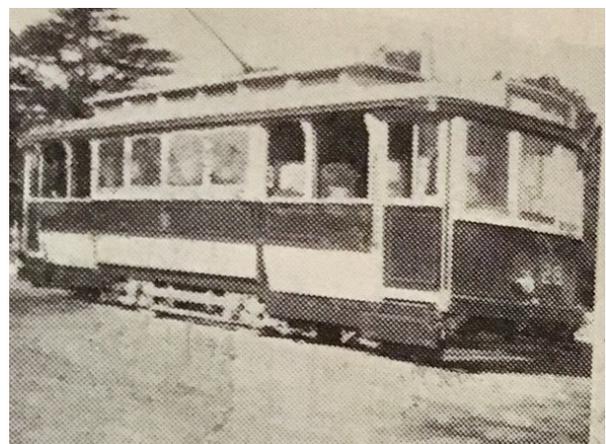
The S.E.C. set about rehabilitating the lines, doing so with the thoroughness which has characterised its operations throughout. No new cars were built but a large number was pur-

chased from the M & M.T.B. and a few from Adelaide. Some dissatisfaction has been expressed locally concerning the 'dumping of Melbourne's cast-offs', but the fact is the Commission obtained good cars cheaply and made a fine job of rehabilitating them. Single-truck cars were universal until 1945, since when several bogie vehicles have been acquired.

An outstanding feature of all three systems is the extensive use of Forest-City automatic colour-light signals on single-track sections.

The future of the provincial tramways is currently in doubt. The S.E.C. franchise expires this year, and the Commission, which took over the lines more or less under compulsion, makes no secret of its view that street transport is not one of its functions.

It is said the tramways will be offered to the respective cities. Geelong City Council is opposed to the continued use of trams; the other two cities are strongly in favour, but it is doubtful whether either could assume the financial obligations involved"

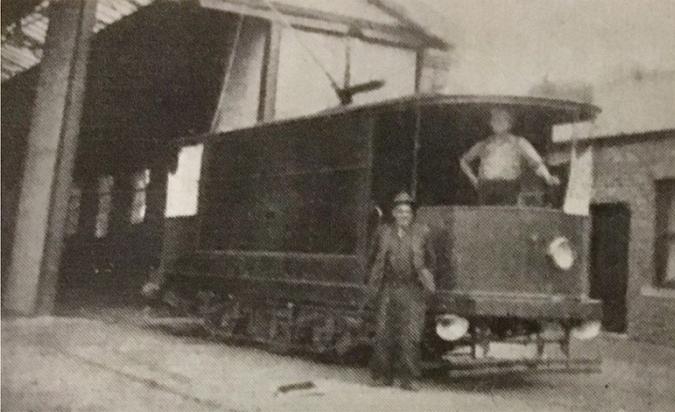


Ballarat

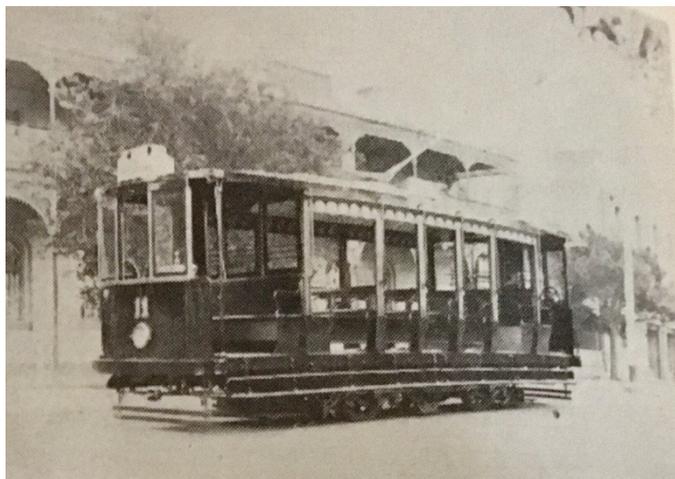
"Financially the most successful, the Ballarat system has always had a prosperous air. Horse cars, both single and double-decked, provided

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an efficient service until displaced in 1907 (?) by electric cars. Second-hand vehicles were obtained from Sydney, including the city's three experimental cars and horse cars were motorised (?!!). a peculiar feature of the alterations was that all these cars were lengthened and converted from saloons to combination cars.



One of the attractions of Ballarat is the wide main thoroughfare – Sturt Street – with attractive lawns and gardens placed centrally. Tram tracks run on either side, with loading platforms set in the garden area, and necessitating ‘wrong side’ loading. In consequence all one-man cars are fitted for front-end loading from either side.”

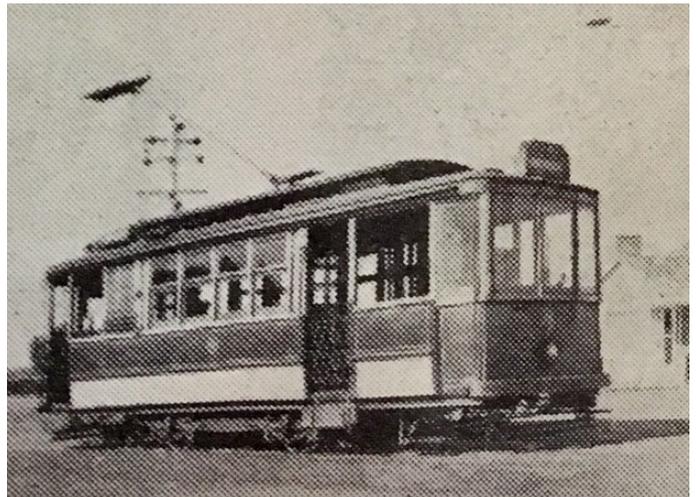


Photos in the Review

In the article most of the photos are of Geelong and Bendigo cars. The Ballarat cars represented are 28 and 29 in the early S.E.C. livery, our scrubber car and the well known photo of the original number 12, which we are currently restoring.



At the time of publication trams were operating in Sydney, Newcastle, Melbourne M&MTB, Melbourne VR, Geelong, Ballarat, Bendigo, Brisbane, Adelaide, Perth, Fremantle, Kalgoorlie, Hobart and Launceston. The only major systems that had closed by then were the steam tram systems at Rockhampton, Parramatta, Broken Hill, Maitland and the electric systems at Leonora and Port Adelaide.



References

‘The Australian Tramway Album,’ Edited by J Richardson, Traction Publications, 1950?



Model trams

Many members of the Ballarat Tramway Museum continue their interest in trams at home with model trams. The Museum has a display of some of these models.

Model trams and trains come in different sizes. The most common scale in Australia is OO, each foot of real train is reduced to four millimetres of model, a ratio of 1:76. The first model trains built to this size were by the German company Bing in 1921. They were powered by a wind up clockwork motor.



A "HO" scale tram on a layout built by Alastair Reither.

Photo: Roger Gosney

A closely related size is HO gauge, which is 3.5 millimetres to the foot, or 1:87. HO models can operate on the same tracks as OO. Other common sizes are O gauge, which can be 1:43, others 1:45 and some 1:48. These models are much bigger than OO or HO models.

N gauge is a small scale model; 1:148, and 1:160. There is also a big scale, called G (from the German word for big—"gross") which is 1:22. This is often used outside.

Models can have a motor, others do not move. Tram models can be bought complete, others can be bought as kits you can put together and paint. Some modellers build every part, known as scratch building.



Club 40 member, Danika, made this model of the 2019 Floral Tram.

Some models can be very expensive, and putting together the kits can be quite complex. There are also cheaper models made from paper too. The Museum has a range of these models on display and for sale at the depot.

More about tram modelling

1. Tram models on a garden layout—a film clip from 1965: <https://www.youtube.com/watch?v=up0ge24mj9I>
2. Download a complicated paper tram model from here: <http://www.papercraftsquare.com/ckd-tatra-kt8d5-dp-kosice-tram-free-vehicle-paper-model-download.html>
3. Download a simple paper tram model here: <http://www.brusselpapertrams.be/downloads.html>

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Tram 27 at Lydiard Street on the last day of the Gardens line, August 1971. Photo: Chris Phillips

Trams 27 and 33 have Wendouree Parade completely blocked, on the turn out into the SEC depot.

It appears 27 has derailed, and 33 is being used to tow it back...or are both trams heading down to the lake for a quick dip?

The exact date of this photo is unknown, but probably c.1970. From the N. J. Simon Collection.



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