

# FARES PLEASE!

June 2021

\$2.50 incl. GST

*News from the Ballarat Tramway Museum*



*The Illuminated Night Tram— Photo: Jacqui Toohey*



## 2 FARES PLEASE!



*Juliana Addison, Member for Wendouree announces our \$1.2 million grant, 18 May 2021. Photo: Peter Waugh*



*The Illuminated Night Tram, for the 2021 Ballarat Heritage Festival. Photo: Peter Waugh*



It has been a very busy few months at Museum. We have had high passenger numbers throughout April and May. Our Illuminated Night Tram filled to capacity, our new display building is making great progress, the Tramway Museum at St. Kilda, South Australia, decided to return Ballarat tram No. 34 to us, and we received a huge government grant. Sadly, COVID reappeared, and caused the postponement of our 50th Anniversary Lunch, cancelled the last weekend of the Night Tram event, and closed the Museum for a couple of weeks. The details are below:

**The \$1.2 million grant**

In May the BTM was given a \$1.2 million grant from the State Government’s Regional Infrastructure Fund. The grant was announced at a trackside ceremony by the Member for Wendouree, Juliana Addison. This is the largest government grant ever received by the BTM.

The grant will fund the replacement of 600 metres of track, some dating back to 1905, and in urgent need of renewal. It will allow us to continue to operate our historic tram fleet in a safe manner, and for the benefit of the Ballarat community and our 30,000 visitors annually. BTM President Paul Mong said the project would “...generate 30 jobs for construction and also secure the future for our 60 dedicated volunteers. I would like to thank the State Government and our local member for Wendouree Juliana Addison for their ongoing support. It is great to see a local member who really cares

about the community and preserving Ballarat’s history, while also creating jobs.

**Tram 34**

The Australian Electric Transport Museum at St.Kilda, South Australia, were given two Ballarat trams when our network closed in 1971. One tram No. 21 was originally an Adelaide tram (see the article in this issue), but the other, No. 34, was a maximum traction tram built for the Hawthorn Tramway Trust.

The AETM have recently been given two Adelaide H type trams, which are complete and operational trams. To provide room for the new trams, the AETM have decided to offer No. 34 to the Ballarat Tramway Museum. This model of tram, with its four doorways, is a missing piece in our collection.

The BTM board was delighted to accept the AETM’s generous offer, and No. 34 will be taken to the Melbourne Tramcar Preservation Association workshop at Haddon for restoration. A detailed history of this tram will appear in a future issue of “Fares Please”.



*Tram 34 at the passing loop in Wendouree Parade,  
Photo: Peter Moses, 1969.*

The Ballarat Tramway Museum acknowledges the Wadawurrung as the Traditional Owners of this land and pay our respect to their Elders, past, present, and emerging.

## 4 FARES PLEASE!

---

### Membership

We welcome the following new members:

- 1013 Fiona Hassell of Mount Clear
- 1014 Gary Hassell of Mount Clear
- 1015 Anthony Hay of Mount Helen
- 1016 James Wilson of Ballarat North
- 1017 Liam Penrose of Eaglehawk
- 1018 Terry Boardman of Queenscliff, NSW
- 1019 Paddy Cossens of Brown Hill
- 1020 Jarrod Greene of Ballarat North
- 1021 Brenden Schonfelder of Tullarmarine

### Renewals

Renewals for the 2021-22 membership year will be sent out on 1 July. Membership rates will remain unchanged. If you have made a donation during the past year your Tax Receipt will be enclosed.



*Juliana Addison, MP. Photo: Peter Waugh*

### Anniversary Lunch postponed

Our 50th Anniversary Lunch, which was to have been held on 28 May, was postponed following the reintroduction of COVID restrictions in Victoria. At the time of publication, discussions about an alternative date are still continuing.

### The new building

Work has continued on the new building, and a team from BTM installed the rails prior to the slab being poured. The rails are from the line between Wangaratta and Bowser, laid in 1961 for the new North East Standard gauge between Melbourne and Albury. They were replaced with heavy rail in 2010 and these lengths were offered to museum groups by VicTrack.



*Window detail in Tram No. 34. Photo: Neville Britton*



*The original museum building in May 1972, and the new one in May 2021.*

*Photos: Warren Doubleday and Paul Mong*







*Tram 32 at the opening of the Lydiard Street extension, 30 August 1937*

*Photo: George Netherway*

tram. These conversion works (including being re-painted into a dark green and cream livery) were completed by November 23, and the tram took up running in service around Ballarat. No. 32 had its moment of fame when, on August 30, 1937 it became the car that opened the 915 metre extension of the Lydiard Street North line from Gregory Street up to the Ballarat Cemetery at Norman Street. The accompanying photograph was taken by one of our foundation members, George Netherway, and shows the City of Ballarat Mayor J. Pryor leaning out of the driver's cabin centre window cutting the ceremonial ribbon.

Just after World War 2 ended No. 32 was given a new colour scheme – “Mid”-Bristol green and cream – in August 1947. Then No. 32 became the subject of a trial of the use of white reflective “Scotch-lite” adhesive tape on the aprons

of the tram. The tape was stuck on in vertical strips for some distance up from the bottom of the aprons, and two triangles appeared in the bottom corners of the aprons. The project was topped off with two horizontal strips of the tape at the outer ends of the bumper bars and the outer ends of the four foot-boards.



*Tram 32 with the experimental reflective tape*

*Photo: Wal Jack, October 1956*

## § FARES PLEASE!

---

With the street lighting as it was in those days, Ballarat's trams fitted with these reflective tapes would have been seen earlier at night by motorists. Oddly, the trial was not considered a success, and the tram did not run in service with the tapes. In 1952, with more and more traffic accidents occurring at night, battery-operated red lights were installed in the bottom outer corners of the tram fleet's aprons. The white strips and triangles of reflective tape were applied four years later!

built first, in concrete. The works were completed and trams re-commenced through services into the City and out to the Gardens on June 19, 1955.

On March 30, 1959, local tram aficionado, the late Wally Jack, took a photo of Sebastopol-bound No.32 entering the double track in Lydiard Street south of the railway station – while No. 12 patiently waits to proceed north on the single track up to the Cemetery.



*Tram 32 isolated on Barkly Street during bridge works, 19 June 1956. Photo: Wal Jack*

In early 1955 the Barkly Street bridge over Canadian Creek needed to be replaced. This meant the Mount Pleasant line was cut off for several months. Tram services on the line were maintained by No. 32 and another single truck tram which were left on the isolated section. At busy times the Grant Street loop would have seen the two trams passing each other. The single track tram line over the new bridge was

Traffic accidents - especially at night – were still on the increase, so in 1960/1961 the SEC painted yellow zebra stripes on the bumper bars and above and below the drivers' cab windows. Further, all the trams were fitted with dash canopy lighting. These assemblies comprised four white and two red lights located behind a strip of metal below the drivers' cab windows.



*Trams 32 and 12 in Lydiard Street, 30 March 1959*

*Photo: Wal Jack*



*Tram 32 as the Santa Tram, 23 December 1967*

*Photo: Dave Macartney*

A switch above the driver's head controlled which lights were showing at each end – four white lights at the front of the tram and two red ones at the rear. The SEC was nine years ahead of the Melbourne and Metropolitan Tramways Board for ensuring that trams were clearly visible at night. Auxiliary lighting didn't "happen" on Melbourne's trams until 1970.

On December 23, 1967 our long-term member, Dave Macartney, snapped No. 32 in Wendouree Parade - painted up as the new Myer "Santa Tram". No. 32 ran through until closure of the SEC's Ballarat tramways in 1971, and two years later was transferred to Maryborough, where it sat under an awning on the site of the proposed Wildlife Park.

Then in 1986, No. 32 came in to our possession, and placed on the Depot's Road 7. It was acquired principally for its mechanical components – but who knows? One day "down the track", No. 32 might have the preservationists' "magic wand" waved over it and it may be restored to its original Melbourne form as an open end "California combination" car in the original M&MTB livery of chocolate and cream. Given the popularity (on warm, sunny Ballarat days) of our existing open end single trucker, No. 26 - it could be a "winner"!

## 10 FARES PLEASE!

---



*Tram 32 at the Maryborough Wildlife Park.  
Photo: Warren Doubleday, 30 December 1980*

the technically-minded, No. 32 is 10.01 metres (32'10" long, 3.25 metres (10'8") high and 2.72 metres (8'11") wide. During its operating life it weighed in at 12.2 tonnes (12 tons) and was equipped with a Brill 21E 2.286 metre (7'6") wheelbase and two General Electric 37kW (50hp) motors controlled by Westinghouse TIC controllers.

Tram 32, you are under secure cover. Maybe, one day, you may live and operate again in your original Melbourne form and livery – perhaps proudly housed in our new Museum and display hall currently under construction!



*Tram 32 back in Wendouree Parade  
Photo: Peter Winspur, 7 April 1988*

Like our much-used “Trojan horse” No. 33, 32 has different electrical equipment to earlier “M” class trams – AND it’s 0.305 metres (1'0”) longer. Back in 1986 the body of No. 32 was accepted by another tramway museum if and when they could house it. We removed mechanical equipment. That move didn’t happen, and on February 2, 2001 No. 32 was shunted on to 5 Road, pending removal to off-site storage two weeks later. For

### **Acknowledgements:**

“The Golden City and its Tramways” by Alan Bradley, 2005

“Destination CITY” (Third edition) by the late Keith Kings, 1971.

“The Ballarat Tramways” by the late Keith Kings, 1971.

Various notes by the late Wal Jack.

Ballarat Tramway Museum records.

## Loreto College



*Mollie and Amity at work with Ken Wilson.  
Photo: Peter Waugh*

Our trams used to rumble past Loreto College everyday from 1887 to 1971. Over the last few months we have had three senior students from Loreto College working in the tram shed on Tuesdays. The students are studying VCAL (Agriculture and Building Construction). As part of their studies they are required to do three hours of volunteer work in the community. They were delighted when the Museum offered to give them experience in the workshop. They are working on the restoration of the Forest City traffic signal lights which we are hoping to repurpose. The signal lights have been in storage since the network closed in 1971, so it has been a difficult process to disassemble them.

## Red Trams and Zs



*New trams? Photo: Virginia Fenelon*

The appearance of a bright red tram and a Z class tram on the building hoardings on the new Museum site created interest in the tram community this month. However this does not signal a new collection policy for the BTM, but rather shows the limitations in the computer generated architectural drawing programs.

### New handles

Greg King has been busy and has made and donated new controller handles for No. 38 and 40, plus the RC-2 handles for No. 1029 and 836. He has also been busy and arranged for new replica uniforms for the tram crews. The hats have already arrived, and the new jackets and trousers have been measured and are currently in manufacture.

### From the archives, July 1905

#### The Challenge of Electricity

The management of the Ballarat Electric Tramway Company has engaged a number of young men to act as conductors, &c., in connection with the new system, which will soon be in full swing. Orders for the supply of uniforms for the employes have been received by various local tailoring firms.

The company intends to make every endeavor to extend its operations in the way of the electric lighting of churches, business premises and private residences. The gas company is consequently on the alert, and it is probable that the competition between them for public patronage will be very keen.

*1905 'COUNTRY NEWS.', The Age, 26 July, p. 11.*

### The Illuminated Night Tram



*Sam and Neville at work on the lights:  
Photo: Peter Waugh*

The City of Ballarat sponsored the Museum to operate an illuminated tram on Friday, Saturday and Sunday nights in May, as part of the Ballarat Heritage Festival. The materials, including a neon “Visit Ballarat” sign were supplied by Sugar Republic. Another feature was a recreated vintage advertising sign installed on the roof racks. Tram 18 was selected to be the tram for the event

Operations Manager, Neville Britton, assisted by Sam Boon, began the complicated task of installing the lighting. The lights needed to be powered by a 12 volt battery system which has been installed under the seats. Several days work went into attaching the metres of LED lighting around the edges of the tram. Others, including Alastair and Chris helped with the metres of supplementary power cables which had to be fitted under the tram to ensure adequate power to all parts of the circuit.

However, levels of frustration arose when parts of the lighting system did not work properly. In some cases this was because the actual LED cables were faulty, in other cases because the cables had been installed the wrong way round, and in one spot a screw had cut through a cable.

After several late nights, the job was done, and this amazing tram was ready for the first trip.

After the first weekend, Neville and Sam decided to strip all the cabling and lights, and start over again. With a better understanding of how it should work, and with hours of experience now in fitting coloured lights, several more days were spent on a new design. This allowed for outlining the shape of the whole tram. After several hours researching on the internet, Neville was able to work out how to program the controller so that the tram was not just illuminated, but now had sequences of flashing colours and light chasing patterns. The Mark II version of the tram was ready for the second weekend.

With COVID restrictions in place, numbers on the tram were limited, and the free tickets were available on line for pre-booking. We ran six trips every night, half hourly, leaving from the tram depot. While we only carried two thirds of our capacity on the first weekend, all other weekends were booked out, with a waiting list for places. As well as carrying passengers, many people turned up just to watch the spectacular tram drive past.

Sadly, the reintroduction of the COVID lockdown at the end of May, meant the final weekend of the event was cancelled. Further discussions with the City of Ballarat will lead to the return of the tram on Saturday nights as part of the Ballarat Winter Festival in August. We will be advertising the event when times and dates are confirmed. See our Facebook page or website for details.

Our team are hoping that with the experience of equipping the tram with the lights, that we will be able to run an illuminated tram again in future years. Extra LED lighting cables will mean that more of the tram can be lit up, making for a truly spectacular event.

## A brief history of Tram 21

By John Whiting

Tram 21 is unique amongst the trams that the State Electricity Commission ran across the tramway networks of Ballarat, Bendigo and Geelong. It represents a break in the trend of acquiring second hand tramcars from Melbourne, to instead look further afield to Adelaide. Although the Geelong and subsequently Bendigo networks operated four Birney tramcars that formerly ran in Port Adelaide, No. 21 is the sole survivor of only three single truck, drop end open combination trams that were purchased from the Municipal Tramways Trust of Adelaide, for use in Ballarat.

No. 21 was one of 70 A Type trams to be built by Duncan and Fraser in 1909, as the first fleet of electric trams to operate on the Adelaide tramway network upon its gradual conversion from horse drawn traction to electric traction. Numbered 10, it continued to run in Adelaide until it and Adelaide A Types 92 and 69 were sold to the SEC in 1937, where they were renumbered 21, 22 and 23 respectively. These numbers had previously been allocated to the three purpose built, straight sill enclosed cross bench trams – the ‘Sebastopol Cars’ - two of which had been withdrawn in 1935 and the third converted into the track scrubber in 1934.

When they arrived at Ballarat, 22 and 23 ran in their dark red Adelaide colours and numbers for about a year. They were painted and renumbered with only minor alterations to their Adelaide form. No. 21 was received without a truck and one was cobbled together from parts. It was converted to the driver only configuration by enclosing the drop ends. The working lives of 21’s sister cars in Ballarat were fairly short lived, 22 being withdrawn in 1945 (to effectively be replaced by Ballarat’s first maximum traction bogie car, which also took the number of 22) and 23 in 1951. 23 had a claim to

fame in 1951 as it was painted and decorated in a gold livery to acknowledge the centenary of the discovery of gold in Victoria. The BTM replicated this livery on maximum traction tram No.18 on loan from Bendigo Tramways for the 150th anniversary of the discovery of gold in Victoria in 2001. In 1938 No. 23 became the first Floral Tram to operate in Ballarat as part of the Floral Festival, although at this point the SEC had not yet renumbered the tram to 23 or painted it into the SEC livery. The BTM still plays an important part in the Begonia Festivals, and for the 2019 festival decorated W3 661 again created a Floral Tram, with flowers made from recycled plastic bottles .



*Ballarat Tram No. 21, at the Tramway Museum, St. Kilda, South Australia. Photo: John Whiting*

No. 21 was one of the three last single truck trams to operate in Ballarat, running in on the evening of Saturday the 18th of September 1971, twenty four hours before Ballarat’s tramway network closed. Four days later it and maximum traction bogie tram No. 34 were sent to the Adelaide Tramway Museum, where they formed part of the cavalcade of five trams for the inaugural run of the museum on Saturday 23 March 1974. No. 21 continues to be preserved by the Adelaide Tramway Museum, as an example of an Adelaide A type that was sold for further use in Ballarat and the A type that had the longest operating life in revenue service.



### The trams we did not get

The Birney Safety Car was a small, lightweight tram which did not need a conductor, and was cheaper to build than a standard tram. These trams were used on the Melbourne, Geelong, and Bendigo tram networks, but not in Ballarat.

handle. A conductor was not needed for the safety of passengers and made it cheaper to run the tram.

Eight Birney came to Australia, four for Adelaide, two for Melbourne and two for Geelong. The Adelaide trams and Geelong trams were later sold to Bendigo. The Melbourne Birney trams, named as X-Class trams, operated on the Footscray network.

The design of the Ballarat tramway network made the Birney cars unsuitable for use. They were designed so that passengers could only



*Two Birney trams in Bendigo. Photo: Kel Cowan, 1954, from the Ian Saxon Collection*

The trams were designed by two American engineers, Charles Birney and Joseph Bosenbury in 1915. About 6000 were made, mainly by J.G. Brill and Company, up until 1930. They were single truck trams, 8.5 metres long and could carry 32 passengers. They were about 1/3 the weight of a standard tram, and they were able to be mass produced easily.

The trams were “safety cars” because they would not start until the door was closed and the step lifted up. They had a “dead man control”, which would stop the tram automatically if the driver released pressure on the control

enter and exit from the front left-hand door. The tram lines in Ballarat were laid out so that trams needed exits on the left side for most of the lines, but in Sturt Street, Wendouree Parade and the south end of the Sebastopol line, the passengers needed to exit on the right-hand side. For this reason, the Birney trams were not used in Ballarat.

Seven of the original eight Birneys have survived. The Bendigo tramway has restored examples in service, the Tramway Museum in Adelaide has one, and the TMSV at Bylands, has an X-class in its collection.

# TRAMWAY CELEBRATION DAY

— A FESTIVAL OF VINTAGE TRANSPORT —

*Celebrating 50 years of the Ballarat Tramway Museum*

**SUNDAY 19 SEPTEMBER 10am–6.30pm**

*South Gardens Reserve, Lake Wendouree, Ballarat*



...WITH TRAM, MINIATURE TRAIN, STEAM TRACTOR AND PADDLE STEAMER RIDES, DISPLAYS OF VINTAGE CARS, TRUCKS AND BUSES, MODEL RAILWAYS AND A WHOLE LOT MORE!

**FREE ENTRY** Gold coin donation for rides

For more information: [www.btm.org.au](http://www.btm.org.au)

Note: Event and program subject to the current COVID-19 restrictions of the day

**SPONSORS**



**BALLARAT  
TRAMWAY  
MUSEUM**



City of BALLARAT



**coles**



## 16 FARES PLEASE!



*Tram 32 in Sturt Street, August 1971. Photo: Peter Moses*

*Tram 32 at Sebastopol, April 1956. Photo Ben Parle*



*Board mem-*



**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](mailto:info@btm.org.au) Web page: [www.btm.org.au](http://www.btm.org.au) Facebook: [www.facebook.com/btm.org.au](http://www.facebook.com/btm.org.au)