

FARES PLEASE!

JUNE 2026

\$2.50 inc. GST

News from the Ballarat Tramway Museum



*Our newest conductor, Todd Cooke, on his first day following his training.
Welcome to the team Todd.*

Photo: Peter Waugh



SEC TRAM EMPLOYEES AT WORK



*The primitive meal room for depot staff.
Photo: Bob Merchant*



*Long serving tramway employee, Lou Walker sorting out
his 'two bottle' tin towards the end of his shift.
Photo: Bob Merchant*



NEW MEMBERS

We welcome the following new members:

1178 Todd Cooke - Ballarat East

1179 Christina Rankin - Sebastopol

1180 Daniel Rankin - Sebastopol

1181 Patrick Jarvinen - Darley

WORKSHOP NEWS

Tram 34 - Is progressing well. The tram has been undercoated and work has continued overhauling the bogies.

Tram 12 - Internal saloon has been varnished and work has continued in completing body work in preparation for the tram being painted.

Tram 18 - Body work has been completed and components are currently being overhauled ready to be remounted.

Geelong 28 - Drop end floors completed and work continues on the body.

Tram 40 - A change over governor has been fitted and the old governor will be rebuilt and added to our stock of spare parts.

Bungaree - Further work has been completed on the traverser rails being welded and parts continued to be organised.

Workshop - Trams continued to be maintained, serviced and parts continued to be overhauled.

ARCHIVE NEWS

The museum recently received from Vic Solomons of the Sydney Tramway Museum 20 negative sheets from the former 'Trolley Wire' editor Bob Merchant. Bob was a creative photographer and liked to include scenes of tram employees at work. (See *photos on page 2*.)

MUSEUM NEWS

Coming in June a new display of model trams collected by notable tram enthusiast the late Norm Cross. The models are on loan from the Tramway Museum Society of Victoria.

WEBSITE REVISION

For just on 30 years, the Museum has its website on-line using the "html" format. During late March, we transitioned to a new version using WordPress, written for us by ASCET Digital of Ballarat. They have been managing the two large format screens in the Museum for a while. By using WordPress, it will allow the site to be maintained by others not skilled in the html language. We thank Cherie Brown of ASCET Digital for preparing the new website and for Warren Doubleday and Peter Waugh for changing over the photos and adding further information.



MUSEUM REACCREDITATION

During mid 2025 the Museum formally resubmitted its documents for the Reaccreditation as a recognised Museum. The Community Museum Accreditation Program is managed by the Australian Museums and Galleries Association (Victoria). Accreditation uses the National Standards for Australian Museums for guidance. The Reaccreditation process involved submitting an extensive questionnaire, and three significant documents – Forward Plan, Collection Policy and the Interpretation policy. Following a visit from the CMAP assessment team during August 2025, the Museum received the report on their visit and our documentation during December 2025.

CMAP commends the Museum for:

- its excellent volunteer engagement, and capacity to attract a diverse range of individuals.
- its outstanding achievement of completing its new museum building and associated facilities.
- its diverse and engaging interpretation strategies, which offer multiple options tailored to various audiences.
- developing display accessibility guidelines which significantly enhances the visitor experience for individuals with disabilities.
- proper use of storage materials, systems and digitisation set up.

The Museum thanks those who took part in the preparation of the necessary documentation and visit to enable our reaccreditation. The Museum has been an accredited Museum since 1998.

WEDDING TRAMS – A BACKGROUND

By Warren Doubleday

In the last issue of Fares Please! we reported on some memories of wedding tram events that have happened while running them. But when did they start?

The March 1979 issue of Fares Please! reported that following a suggestion by Dave Macartney the Society was hopeful of gaining extra business by providing trams for wedding parties either from Lake Lodge (now Pipers) or just for photographic purposes. Dave organized a press run with a newly wed couple and the photos were shown to the various photo studios around Ballarat. We also purchased an amount of bunting that could easily be affixed to the tram for the occasion.

Though we did not run that many wedding bookings they remained an occasional event.

Tram 671 was repainted during mid 2009 into the Pipers colour scheme following their sponsorship of the Museum. We produced a postcard size confirmation in Nov. 2014 card confirming that your booking was made. Our services were advertised in the 2016 edition of “Ballarat Bride” featuring a photo of the interior of tram 671.

During early 2017, Pipers commenced using No. 671 as part of their wedding receptions. The 2018-19 Annual report noted that the tram was used 17 times during the October to April wedding season. We continue the service on an as required basis carrying the happy couples, families and friends.



*A 1980'S WEDDING TRAM.
PHOTO DAVE MACARTNEY*

VISIT TO SYDNEY TRAM MUSEUM

By CK Tang

The day before Mother's Day, Cathy, David, Ben and I had the pleasure of visiting the Sydney Tramway Museum for what turned out to be a thoroughly enjoyable and memorable experience. Despite being a non-operational day, we were fortunate to receive what could only be described as an all access visit across the museum site. What was intended to be a casual visit quickly turned into an almost six hour exploration of the museum and its impressive collection.

Our visit commenced with a tour of the workshop facilities, including the substation area, where we were given an insight into the extensive restoration and maintenance work undertaken by the museum's volunteers. It was impressive to see the amount of effort and dedication that goes into preserving Sydney's tramway heritage.

From there, we moved into the display hall, where several familiar vehicles immediately caught our attention. Among them was Ballarat 12, which naturally drew plenty of interest from our group. Also on display was Z2.111, which prompted Cathy and David to reminisce about their days driving and conducting Z2 class trams in Melbourne.

We then continued into the next shed, where we encountered Ballarat 37 alongside Variotram 2107.

Following a short lunch break, we boarded R1 class 1979 for a trip towards the crossing. We proceeded to the Sutherland terminus, where Cathy, David and I were each given the opportunity to drive 1979 from the museum to Sutherland and back. It was an excellent experience driving a Sydney tram, although there was certainly some adjustment required, particularly with the brake valve operating in the opposite direction to what we are accustomed to in Melbourne.

Special thanks must go to Matthew Geier and Daniel Nguyễn for their hospitality and for making the day so enjoyable and informative.



*No. 12 at Sydney Tram Museum
Photo: CK Tang*



TRAMCARS BUILT FROM BITS AND PIECES

Recently when searching through our archives on Victorian Collections I came across Wal Jack's list of rolling stock of the Electricity Supply Company of Victoria's Ballarat Rolling Stock list. Further research and cross checking revealed that all the original 18 trams contained parts of former Sydney tramcars.

The saloons came from twelve North Sydney cable car trailers, three 'C' class trams and the three experimental tramcars imported from Stephenson's of New York.

NORTH SYDNEY CABLE TRAM SYSTEM

The north shore of Sydney harbour has very steep topography, due to its sandstone origins which does not erode easily. Thus the first roads were incredibly steep and offered a challenge to all forms of wheeled transport. Nevertheless settlement took place along the ridges and getting up and down to the main ferry terminal at Milson's Point was challenging. The gradients were far too steep for steam or horse trams, so the answer was cable trams.

The North Sydney cable tramway linking Milson's Point ferry wharf with the heights of St Leonards opened for traffic on 22 May 1886. The adoption of this new form of tramway traction enabled the NSWGT to provide a tramway service down the steeply

graded road to the ferry. The line was 2.2 km in length, initially, with a depot and winding house in Ridge Street, North Sydney. The maximum gradient of the line was 1 in 13. In 1893 the line was extended 1.2 km to Falcon Street, Lane Cove. To increase safety on the line, the grip cars were fitted with air brakes in 1895. The air was compressed to 32 psi by an eccentric on the axle of the grip car.

The trailers for the line were built by a variety of builders, including John Stephenson of New York [1 - 4], Thomas Wearnes of Glebe [5 - 8], J Morrison [9 - 10], Benjamin Carne [11 -18], Hudson Brothers [19 - 23]

The North Sydney cable tram system was replaced by electric trams in February 1900. Seventeen of the trailers were retained in North Sydney to be used as trailers for the electric trams, whilst the other six were transferred to the King Street cable tramway on the south side of the Harbour based at the Rushcutters Bay depot.

By the end of 1903, 202 new 'E' class trams had been delivered and some of these trams were allocated to North Sydney to replace the 'C' and 'D' class trams and the trailers. The E class trams were single truck closed cross bench cars which were single ended and permanently coupled into pairs.



*Cable car 9 and trailer 17 at Lane Cove Terminus.
Photo Powerhouse Museum Object No; 2008/165/1-38*

During the 1904-05 financial year twelve of these trailers were offered to EScOV for rebuilding by Duncan and Fraser. [Our No. 12 currently under restoration is believed to one of the trailers built by Benjamin Carne.]

FIRST ELECTRIC TRAMS IN AUSTRALIA

In 1888, the colony of Victoria staged the extravagant 'Centennial International Exhibition. The exhibition ran from 1 August 1888 to 11 March 1889. One exhibit available to the public for part of this period was a working electric tramway provided by Thomson-Houston Electric Company of Boston.

This exhibit was so successful that it won a first prize, an award of merit and a special mention in the relevant judging sections. Visitors were amazed with the 'smoothness and noiselessness with which it runs'.

After the exhibition, the equipment was sold to the Box Hill and Doncaster Tramway company where it commenced operation on 15 October 1889. Whilst the exhibition tramway was in operation in Melbourne, the NSWGT started to consider electric traction for Sydney. At one stage Thomson-Houston considered the possibility of transferring the equipment to NSW.



SYDNEY'S EXPERIMENTAL TRAMCARS

The NSW tramway authorities made the decision to electrify a test line between Randwick Workshops and Waverley. On Thursday 26 June 1890 the three experimental trams arrived on *RMS Zealandia*. The trams were straight out of the John Stephenson catalogue, being 'single truck, end loading cars mounted on Thomson-Houston trucks with 32-inch wheels. At the time only high-speed motors were available, so the trams were originally fitted with double reduction gears, driven by 2 x 10 hp motors.

The test line was an initial success and operated for two years when the decision was made to electrify the new tramway along Military Road, North Sydney, between Ridge Street and Mosman. This early tramway was interesting as the trolley poles were initially mounted on the side of the trams but later was converted to centrally mounted poles in 1901.

As advancements in technology occurred these three early tramcars were fitted with more powerful motors and single reduction gears.



*Experimental tram 2 and trailer 1 on the Military Road Line, North Sydney.
Photo: COTMA*

In 1900 the bodies were mounted on Brill 21E trucks. They remained in service in North Sydney until 1904, when they were superseded by the new 'E' class trams. They were sold to ESCoV who converted them to California combination cars. They entered ESCoV service in Ballarat as cars 2,7 and 9.

In the very short space of six months they appeared on Ballarat streets after being skilfully converted by Duncan and Fraser [car builders] to combination type cars. In this new guise the cars would have passed unnoticed by their old Sydney drivers. The six windows on each side of the saloon body were resashed to form three large windows of equal size. The elaborate clerestory received extensions fore and aft to cover the front platforms, which were also extended at each end to accommodate pairs of open longitudinal seats enabling the seating capacity to be magnified by an extra 16 passengers¹.

C CLASS TRAMS

Following the success of the experimental cars, the decision was made to proceed with the electrification of the Sydney system. Orders were placed with various engineering firms to start building 97 C class trams. There were slight variations between the trams and the ones we are interested in are cars 14 to 16, as parts of them came to Ballarat in 1904.



Two 'C' class trams on the then isolated Ocean Street to Rose Bay electric tramway passing each other at William loop on New South Head Road. Although the numbers are not identifiable they appear to be the narrow bodied 'C' class trams that ultimately served Ballarat. Photo: Mitchell Library.

The C class trams were designated as single truck; end loading saloon cars fitted with Peckham trucks and sitting, in our case, 20 passengers. Cars 14 to 16, built by Hudson Brothers, were 22 feet long and had seven side windows but narrow bodies. The narrow bodies were necessary as they were built for the Ocean Street to Rose Bay line. This was an isolated electric tramway; however it was connected to the King Street cable car line at Ocean Street. The cable tram track centres were narrower than the proposed electric tram centres, hence the narrower bodies. The depot was at Rushcutters Bay, and the C class trams were towed from the Depot to Ocean Street by a

cable tram grip car. It would have been an interesting sight!

Later the line between the depot and Ocean Street was electrified so the electric cars could then travel to Ocean Street under their own power.

The cable tram system was converted to electric traction in stages between 1902 and 1905 and extended ultimately to Watsons Bay. Immediately traffic increased and the C class trams were replaced by 50-seater J class trams in 1904.

C class trams were only in passenger service for a relatively short time, as the saloon cars were



slow to load, carried limited passenger numbers. The NSWGT opted for toastrack tramcars which could load quickly and carry many more passengers. Many C class trams were modified to become service vehicles and many survived in this role until towards the end of the tramway in 1960.

Nos. 14, 15 and 16 were sold to ESCoV in 1905. The Ballarat body conversion resulted from lengthening the frame and the addition of two longitudinal seats in the open section at each end, similar to the later Sydney 'F' cars. These seats faced outwards like a cable tram grip car until 1913. The seven small clerestory windows retained over the saloon gave a hint of the body conversion when compared with the odd size of the new windows in the clerestory over the open portion of the trams. To maintain some similarity between the ex-Sydney cars ... several of the vertical saloon windows were removed from these

'C' cars enabling the original seven small windows to be replaced by three larger ones of unequal size.²

In the 1904 – 1905 financial year, Duncan and Fraser received the twelve cable car trailers, the three experimental trams and three C class trams to be reconstructed into straight sill, California Combination trams, mounted on new underframes and fitted with Brill 21E trucks with 30 h.p. motors and magnetic brakes. The six former electric tram bodies could carry 36 seated passengers, whilst the ex-cable tram saloons were shorter and could seat 32 passengers.

In 1907 Duncan and Fraser won the contract to build two new open crossbench trams for the Ballarat Tramway No. 19 and No. 20. Although the bodies were new, they were mounted on second hand NSWGT Peckham trucks. So the tradition of building trams with second hand bits and pieces continued.

The restoration of Ballarat No.12 is significant. Its saloon is the only remnant of the North Sydney cable tram system and the only original member of the ESCoV fleet that opened the electrified Ballarat Tramway in 1905. It will be wonderful to see this historic



Left.

A rather damaged glass plate photograph of the Ocean street transfer stop with passengers changing from cable to electric tram.

Photo: K. McCarthy Collection



vehicle in its deserved place in our museum and making the occasional appearances in Wendouree Parade.

Postscript

[The Sydney Tramway Museum has three C class trams in their collection C 29, C 290 and C 37, the former pair are operational, and C 37 is restored but not yet operational].

References

1. N. Chinn and K McCarthy. A Century of New South Wales Trams. Volume 1 1890 to

1903. S.P.E.R Publishing, P15.
2. N. Chinn and K McCarthy. Ibid P.20

Sources

K. McCarty and N. Chinn New South Wales Tramcar Handbook 1861 – 1961 Part One, S.P.E.R Publishing, 1975

David R Keenan, The Watsons Bay Line of the Sydney Tramway System, Transit Press 1990

Wal Jacks notes held in BTM Archives.

NO.	TYPE	BUILDER	SEATING	SCRAPPED
1	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1935
2	EX NSW EXPERIMENTAL [1-3]	STEPHENSON USA	36	1932
3	EX NSW C CLASS [14-16]	HUDSON, SYDNEY	36	1935
4	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1932
5	EX NSW EXPERIMENTAL [1-3]	STEPHENSON USA	36	1934
6	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1932
7	EX NSW EXPERIMENTAL [1-3]	STEPHENSON USA	36	1934
8	EX NSW C CLASS [14-16]	HUDSON, SYDNEY	36	1931
9	EX NSW C CLASS [14-16]	HUDSON, SYDNEY	36	1931
10	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1930
11	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1931
12	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1935
13	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1931
14	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1931
15	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1930
16	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1933
17	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1935
18	EX CABLE TRAM, CONVERTED TO COMBINATION CAR	VARIOUS	32	1930
19	OPEN CROSS BENCH STRAIGHT SILL, NEW BODIES	DUNCAN & FRASER	40	1930
20	OPEN CROSS BENCH STRAIGHT SILL, NEW BODIES	DUNCAN & FRASER	40	1930
21	CLOSED CROSS SEAT WITH CENTRE AISLE, NEW BODIES	DUNCAN & FRASER	40	1935
22	CLOSED CROSS SEAT WITH CENTRE AISLE, NEW BODIES	DUNCAN & FRASER	40	1935
23	CLOSED CROSS SEAT WITH CENTRE AISLE, NEW BODIES	DUNCAN & FRASER	40	SCRUBBER

An extract of Wal Jack's notes found in BTM archives, Trams 1 to 18 fitted with Brill 21E trucks and 30 h.p motors, whilst 19 & 20 were fitted with second hand NSW Peckham Trucks with 25 h.p motors and 21 -23 had Brush trucks, with 38 h.p motors. All of the original trams had Westinghouse 90M controllers, except No. 7 which had Westinghouse TIF controllers.



ESCoV Original Tramcars - There are minor differences.



Ex NSW experimental tram became Ballarat No. 2



Ex NSW C class tram converted to Ballarat No. 8



Ex North Sydney cable tram saloon rebuilt as No. 17 [All Photos BTM Archives].



Above: C 290 as restored by the Sydney Tramway museum. Three similar 'C' class trams were brought to Ballarat and modified by Duncan and Fraser in 1905. Photo: James Sediakin.

Below: The pair of 'E' class trams undergoing cosmetic restoration at the Sydney Tram Museum. These trams replaced the trams sold to ESCoV in 1905. Photo: CK Tang





INTERNATIONAL GUESTS

By Paul Nicholson

The Museum was recently visited by another globetrotting international tram enthusiast: Olaf Guettler from Düsseldorf in Germany. Olaf is probably the world's most travelled tram enthusiast having visited almost every system on the planet. Olaf worked on the trams in Melbourne for a period in the 1990s. Our paths first crossed during this time, and we've kept in touch ever since. Similar story with Peter Bruce.

The well-travelled British enthusiasts are struggling to top 500 systems visited. One who comes close is Mike Russell from Guildford in the UK who wrote an article on our museum that appeared in the May 2026 issue of "Tramways and Urban Transit". Our very own Greg King is widely acknowledged as Australia's most travelled tram enthusiast, but Gary Davey and Jeff Gill have each put in a sterling effort with around 200 systems under the belt. Gary was motorman on duty when Olaf visited and reports he was most impressed with our museum and operation.



KEEPING Z3 116 ALIVE

By Neville Britton

On 7 May 2025, retired Yarra Trams Z3 116 arrived at Bungaree and was placed into storage. With special thanks to Yarra Trams, 116 (the Z3 class leader) arrived in a fully operational condition and is being maintained. Whilst 600 volts electricity is not available at Bungaree, many of the tram's functions are powered by the on board 24 volts batteries. To ensure these functions remain operable, regular testing is undertaken including operating the doors, checking lights, raising and lowering the pantograph, activating the brakes, powering and changing the programmable destinations, and of course sounding the gong!! Hopefully the regular testing will ensure 116 remains on 'standby' for static display, or even service in the future.

Z3 116'S STORY

Tram No. 116, a Melbourne Z3 class tram, is the class leader of 115 trams built at Commonwealth Engineering Dandenong between 1979 and 1984. While similar to the Z1 and Z2 class trams, the addition of a third door made for better passenger flow. 116 was delivered to the MMTB on 8 March 1979 and entered service on 25 September 1979. It was withdrawn from service on 1 April 2024 and delivered to the Ballarat Tramway Museum on 7 May 2025. The Museum thanks VicTrack and Yarra Trams for making the tram available in good working order.

Left Olaf enjoying a beer with Peter Bruce. Photo Paul Nicholson.

Z3 116 FIRST DAY OF SERVICE



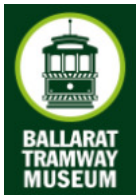
Z3 116 in Bourke Street running free shuttles as it is introduced to service 25 September 1979. Photos: David Featherston



KEEPING Z3 116 ALIVE



Photo: Neville Britton



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