

FARES PLEASE!

August 2026

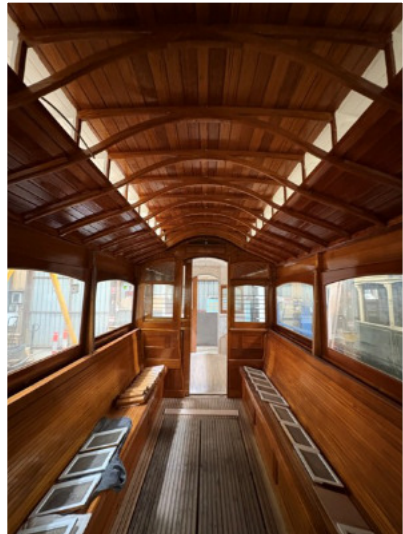
\$2.50 inc. GST

News from the Ballarat Tramway Museum



Thirty-six years since No.12 was obtained by the Museum and now in the final stages of restoration. Photos: BTM Archives [top] and Paul Mong.

CURRENT RESTORATION PROGRESS



*Top. No.34 has its final coat of paint applied in Bendigo.
Left. No.18 displaying its new floor and out of sight the new cable troughing.
Right. The refurbished interior of No.12 with the clerestory windows ready
for installation. Photos: Paul Mong.*



NEW MEMBERS:

- 1182 Stephen Hopkins of Soldiers Hill
- 1183 Wayne Mattner of Alfredton
- 1184 Abigail Thomson-Hicks of Parkdale
- 1185 KC Walters of Alfredton
- 1186 Daniel Xu of Kangaroo Flat
- 1187 Lachlan Ng of Ascot Vale
- 1188 David Pollard of Bangholme

New Junior Supporters:

- 5123 Hunter Walters of Alfredton
- 5124 Archie Gerdtz of Brown Hill

VALE FRANK LODGE

Long term member Frank Lodge passed away last September aged 91. Frank had been a generous supporter of the Museum over the years, and we learnt recently that we have been left a legacy from Frank's estate. The Board agreed that it should be put towards special equipment needed to copy and preserve our archival material.

TRAM 12

The restoration of tram started 31 years ago after obtaining the tram from a property in Nerrina which it was used as a bathroom in the house. This tram is very significant tram to our collection as it is part of the first fleet of electric trams to operate in Ballarat from 1905 and is the only surviving tram from a fleet of 18.

The tram was first built by ESCo and to reduce the cost of construction they purchased retired second-hand cable trailers from Sydney for the centre saloon. They created a new underframe and extended the ends to form the tram.

This part of the tram was built in 1892 by Benjamin Carne as an unpowered saloon cable car trailer. It was No.18 for the New South Wales Government Tramways, North Sydney line.

In 1995 the museum decided to undertake the restoration. Volunteer Garry Wood began this massive task by stripping down the tram and building a completely new side replacing rotted out side. The tram then sat for a decade due to resources and funding. In 2016 we began the process again to continue the restoration with not only body work to complete, but to build a new 21E truck to go under the tram.

Fast forward 10 years with help from Adam Stephenson and Karl Penrose the tram is nearing completion. However, to achieve finish the tram and get it and operating, further funds will be required. We are asking our members and the community to contribute towards this very significant project. If you are able to assist with a donation this could be done via our website or by contacting treasurer@btm.org.au who will be able to provide our account details, all donations above \$2 are tax deductible.

4 FARES PLEASE!



PURCHASE OF A LARGE FORMAT DRAWING SCANNER

The receipt of a bequest from long term member, Frank Lodge has enabled the Museum to purchase a large format – AO size drawing scanner. This is facilitating the Museum to formally scan its large collection of tram-related drawings. The scanner purchased was a Rowe Scan450i which came with its own computer system. It was installed by the company and is now busy catching up the backlog.

In amongst the drawings, was one showing the track work for the Geelong Station line, built by the Melbourne Electric Supply Co. as part of their Geelong network, opening on 14/3/1912. On close inspection of the actual terminal arrangement on the drawing, it shows two bogie cars at the terminus. This indicates that it was most likely prepared by the SEC prior to the arrival of the first bogie car in 1947. The drawing is undated and unnumbered. It also shows the bus parking arrangements at the station.

Thanks to Wayne Bowers and Pam Waugh for sourcing the scanner and thanks again for the bequest from Frank Lodge.

NIGHT TRAM

July saw the operation of the decorated night tram again. No. 14 was fitted with strip lighting and the Ballarat neon sign. It was a great success with all trips fully booked for the eight nights of operation. It was interesting that some of the patrons had come from Melbourne and Warrnambool. It was featured on Channel

Nine news one evening. Congratulations to Arthur Adams and team who managed the operation and to Pam and Peter Waugh, and Bernie Massarotti who produced all the hot chocolate. [See photos by Ben Beohle Mitchell on the rear cover.]

RECENT VISITOR

The Museum recently welcomed another distinguished tramway visitor, Robert Thomson, from Brisbane. Robert is a foundation member of the Brisbane Tramway Museum Society and is the recognized authority on the Brisbane tram system that closed in 1969. So much that he's a valued honorary consultant to the Brisbane City Council archives, not only on tramway matters but about Brisbane in general! Robert was welcomed to our museum by Treasurer, Carolyn Cleak, and life member, Richard Gilbert. Robert said he was most impressed with our museum and particularly what's been achieved since his last visit a few years ago.





A BALLARAT ICON RETURNS

Richard Gilbert

Ballarat Bitter has returned for the public to enjoy. The beer, locally known as Ballarat Bertie, was brewed from 1857 to 1989. James Coghlan founded the Phoenix Brewery in 1856. In 1895 he led the merger of the Phoenix, Royal Standard and Barley Sheaf breweries to form the Ballarat Brewing Company. The beer became the city's most popular beer and an icon of the city with the cellarman, Ballarat Bertie prominent on the label.

'Bertie' is being sold at a number of hotels in Ballarat, two of which are at former tram termini, one being the Royal Mail Hotel in Sebastopol and the other at Meagher's Hotel at the former Victoria Street terminus. The Ballarat Brewing Company was eventually swallowed up by the bigger brewing consortiums of Carlton and United Breweries in 1958 and they in turn were swallowed by Japanese brewing firm Asahi Beverages. The Ballarat Brewery was closed in 1989 and 'Bertie' lasted for a few years being brewed at the CUB Abbotsford Brewery in the inner Melbourne suburbs but was eventually phased out. Stephen Coghlan, a descendant of James Coghlan, who established the Phoenix Brewery at Warrenheip in 1857, has purchased the original recipe of 1915 from the Breheny family, who were one of the most influential families in Australian brewing history. The rights to use the brand were obtained from Asahi.

In the early days of the Ballarat Tramway Preservation Society a small delegation of our Board Members decided to go to Carlton and United Breweries in Ballarat to seek some sort of sponsorship of the iconic brand with the iconic Ballarat trams. Initially we went to the wrong place, not knowing much about the 'Bertie' history. We went to a large building with the 'Ballarat Brewing Company'

emblazoned on the parapet but soon found out the company still existed but dealt in the management of the company's hotel properties and not the amber fluid. We headed off, around the corner to the brewery where we met the Manager. The Manager advised us that our proposal was not in line with the aim of CUB to gradually reduce their choice of products to just the mainstream few and so we departed disappointed. How things have changed in that industry now with many microbreweries established and even the big brewers providing a lot of variety.

Another connection we had to 'Bertie' was that our secretary at the time, Neville Gower, was the only brewing instructor in the State and lectured on the subject at the Ballarat School of Mines, and we recall he spoke of the closure of the Ballarat Brewery saying the all-important yeast had been transferred to Abbotsford for the ongoing production of Ballarat Bitter.

So, raise your glass the celebrate another icon being returned to Ballarat to add greatly to the heritage of this fine City.





THE DRIVERLESS TRAM, 1916.

BY ALAN BRADLEY

Introduction

From July 1916 onwards Australian troops were fighting, and dying, in the Battle of the Sommes on the Western Front in France during World War 1. Ballarat newspapers reported on the growing casualty lists. During October 1916 a bitter referendum campaign took place over the issue of conscription for military service.

But around this time, a month before the referendum took place, a famous incident happened in Ballarat in which a driver fell off his tram, and the tram continued for some distance along Sturt Street. The incident caused a sensation at the time but has been well forgotten.

How it happened

Ballarat's electric trams were operated by a driver and conductor until 1913. In that year the saloon cars (Nos. 1 to 18) were modified to allow one-one operation (now labelled driver-only operation) on several lines. Despite criticism by the Tramways Union, the AETA,¹ the Electric Supply Company (the operator of the tramways) insisted that using conductors the whole time was uneconomic in a provincial city like Ballarat. In 1915 one-man operation was expanded to the other lines as well, after some of the tramway employees

enlisted for the First World War. Thus in 1916 trams to the Gardens were mostly operated by one-man trams, except for the heavy traffic during holiday periods.

The two main newspapers in Ballarat at the time were the "Ballarat Star" and the "Ballarat Courier". The "Star" of Monday 2 October 1916 stated:

"A sensational incident happened on the Gardens via Convent tram line on Friday evening. Shortly before 8 o'clock, when one of the cars, in charge of a motorman named Smith, was at the lake terminus, the driver, who was in the act of changing the destination sign, sustained an electric shock which threw him heavily to the ground. The night was very wet, and by some means or other the electric current (which is more susceptible to dampness) began working and the car travelled on its own round by the Convent, and down Sturt Street. Fortunately there were no passengers in the car, which only came to a stop when the overhead rod left the wire before reaching Ascot Street. There is a slight incline near this street, and it was here where the runaway tram came to a standstill. The driver of the car, who sustained injury to his back, was left far behind, but meeting a passing motorist, obtained a lift, and with all haste proceeded after the trams. However they were unable to overtake the car until it stopped".

The "Courier" of 2 October 1916 stated:

"All vehicular bolts are sensational, more or less, but it is so unusual to see a tramcar bolting, that such an incident caused a great sensation in Sturt Street on Saturday afternoon. The driver of the car received a shock, and fell off just about the south entrance to the Gardens. There was no conductor in charge, and under the circumstances it is fortunate that there were

¹ The union has had several names during its history. From 1910 to 1934 it was named the Australian Tramways Employees Association, or AETA.



no passengers on board. The car travelled at the usual speed along Wendouree Parade and Hamilton Street, negotiated the curve at Sturt Street, and covered the best part of a mile altogether before the pole became displaced. After that it soon came to a standstill. No damage was done to the car or the line, but the driver was rendered unconscious for a time. The official explanation for the occurrence is that Driver Smith, who has been a driver for about six months, mounted the dash board in front of the car to adjust the destination indicator while the car was in motion, which, it is stated, is distinctly against the regulations, as all adjustments of the indicators must be done at the terminus".

The reference to a "tramcar bolting" refers to frightened horses running away out of control, or "bolting" which often happened during the era of horse drawn traffic. The trams were fitted with destination indicators, which unlike the current cars in our fleet, had to be adjusted on the outside.

The "Ballarat Evening Echo", a strongly pro-union newspaper, saw the incident as follows:

ALARMING TRAM MISHAP. DANGERS OF ONE MAN ONE CAR.

"An alarming tram mishap happened last evening about seven o'clock. As a car proceeding towards the city was coming out from the Gardens near the South Lodge gates, the driver by some means or other received an electric shock, which caused him to fall off the dummy. As this was one of the cars worked on the economical one man car there was no conductor. Consequently when the driver was in-capacitated there was no one to the car or control it. The car went on unattended, and there were all the possibilities of a sensational smash, but, fortunately, the rod was thrown

*off the wire, It is supposed while the car was negotiating the curve onto Sturt Street at full speed! Even then the impetus of the car was sufficient to carry it almost to Talbot Street before it stopped. But for the fortunate happening of the rod being thrown off the wire in rounding the curve the car would probably have dashed uncontrolled into the city, and disaster was in-evitable. There could not be a better illustration of the dangers of the one man one car system, to which the "Echo" has repeatedly drawn attention. So far as known the driver who was thrown from the car was not seriously injured."*²

Between 1913 and 1922 the editor of the Echo was James Scullin, who became Prime Minister of Australia from 1929 to 1931. The Echo folded in 1926.

In 1922 there was an industrial dispute between the Electric Supply Company (ESCO) and the Union over the one-man tram system. At a meeting involving the ESCo, union and Ballarat City Council the union was asked whether there was any evidence that the one-man system was unsafe. The answer: *"Some years ago a driver fell off his car at the Botanical Gardens, and the car came on without a driver to Ripon Street, where it bumped at the intersection and 'jumped the pole', which cut off the current. Its momentum carried it as far as Ascot Street. The driver was picked up by a motorist and resumed charge of the car. If that car had got as far as the hill at Drummond Street there would have been no one-man cars today in Ballarat"*.²

ESCO Manager Mr Pringle responded: "In the case of the car bolting from the Gardens the driver had broken the instructions and was not attending to his duties properly". Clearly, the memory of this incident was still fresh.

8 FARES PLEASE!



Postscript

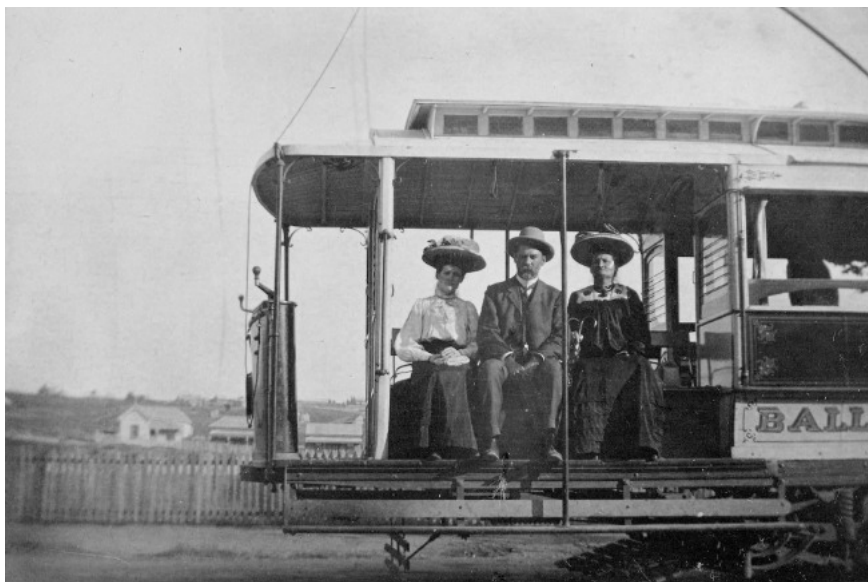
From 1930 onwards second-hand ex-Melbourne trams (like the majority of trams in our museum's collection) replaced the older ESCo cars. After the "newer" cars were converted to one-man operation (from 1935 onwards) the drivers used the key to open the front door and place it next to the bulkhead, and this effectively prevented a driver falling out of the tram. In addition, the destination rolls were changed inside the tram, not outside like the older cars. The last of the old ESCo trams were taken out of service in 1936 - 20 years after the incident described here!

In 2026, 110 years after this incident occurred, former ESCo tram No. 12 is under restoration at the Depot. Was No. 12 the tram involved in this incident? As the newspapers at the time did not shed light on this, we will probably never know.

ESCoV employed 13 Smiths over their years of operation. The Courier article stated that Driver Smith had been a driver for around six months. The only one that fits the timeline was P. I. Smith who was engaged as a Casual Motorman on 18/1/1916 and became permanent on 21/4/1919. There is no mention of him being disciplined due to the "driverless tram" incident.

A photograph dated 18 December 1905 of the Roberts family enjoying their first ride on a new electric tram at Mount Pleasant. J. G. Roberts was later the engineer for the Hawthorn Tramway Trust.

Photo: J. G. Roberts album in the State Library of Victoria





Two interesting photos taken from 1928 when Victoria was to vote to prohibit the consumption of alcohol. The top photo shows a Sebastopol type toastrack car descending Sturt Street, whilst in front the tram is towing a horse trailer. Is this the delivery of the crew bikes to the City Office? The bottom photo is of a busy scene at the corner of Lydiard Street North and Sturt Street. Photos: Roses postcards from State Library of Victoria Collection



GEELONG TRAMS' PERIPHERAL INFRASTRUCTURE.

THOMAS JONES.

This issue of 'Fares Please' warrants some comments about other areas of Geelong that were very closely associated with the trams' operations. Now largely forgotten and un-identifiable, they are some of the lesser known features of the trams' supporting operational infrastructure and about my personal experiences with the precinct, post-trams in the early 1970's. Particularly, the Geelong tram traverser, the Geelong 'A' power station, Blakistons' involvements and the tram trailers

THE TRAVERSER

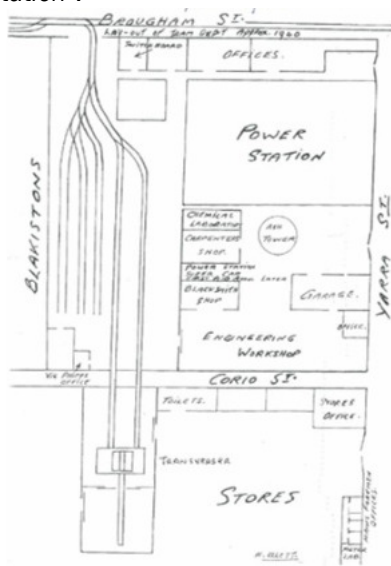
Of the three regional tram networks, only Geelong had a tram traverser. It's mentioned in a few publications just as an insert on the route maps so nothing new here. April's 2022 issue of 'Fares Please' had a paragraph about moving bogie trams on it.

I worked in the SEC's Geelong regional offices in the early 70's on the corner of Yarra and Malop Sts. and which backed on to Corio St. in the rear. The office pool-car park was in what was the old tramways' workshop south extension / car Paint Shop delineated in red with an exit in to Corio St. as shown below. Locations labelled will feature later in this article.

This 1970's photo (next column, looking north) shows the south extension workshop / paint shop highlighted in red. Corio St. In my time none of the tram infrastructure remained, just a sealed bitumen floor.



The late David 'Pop' O'Neil's Facebook post about the hand drawn diagram of the traverser – *"This was drawn by Norm Ellet who started working in the Paint Shop in 1939 right through to the closure then finished his working years at 'B' station".*





This extract from K. S. King provides much more detailed information:-

"The Depot has undergone a number of changes over the years. The 1924 alteration has been mentioned. Subsequently, the rear of the Shed was modified by the extension of the two southern roads. These tracks left the rear of the shed by large doors, crossed the narrow street and entered a two-track building on the other side. This was the Workshop and had a separate one-track Paint Shop situated beyond it. Entrance to the latter was gained by a small traverser, originally built only for single truck tramcars trucks. When bogie cars arrived after World War II, they were moved into the Paint Shop one truck at a time. Clearances at the doorway pillars was critical, so some bricks were removed to ease the position. It is interesting to note that our Canberra member – Jack Richardson – suggested this method as the solution to the problem of how to get the very long overall wheel base bogie cars across the short traverser".¹



I have not been able to find any photograph of the traverser itself but this photo is of the Corio St. end of the tram depot extension itself. The wall and widened doorway of the workshop southern extension/Paint Shop on the

other side of Corio St. is just visible just left of photo's centre. The Paint Shop would probably not have been wired and this photo seems to show the overhead troughing/trolley wiring terminating just inside the depot's southern extension doorway and appears to be fixed tension /rigid stand-off support, not strung. The SEC's distribution sub-station maintenance staff had a small work shop /office there and one of the senior foreman who had been an 'A' station fitter related a lot of this electrical history to me, particularly about the southern workshop extension/cark park.

BATTERY ELECTRIC TRUCK



*Melbourne Electric Supply Co. Baker Lorry, Geelong, Victoria, Dec 1912.
Source: Museums Victoria -*

Another tramway relic that was still around at the time – a portable tank trailer to hold transformer oil during transformer maintenance, built on the chassis of an early battery-electric truck that the MESCo. purchased in the early 1900's. I don't recall seeing it. Most likely, out at the North Geelong Roseneath St. Construction Depot with all of the mobile plant and heavy equipment but I believe that the photo (above right) is the original vehicle.



GEELONG A POWER STATION

Geelong 'A' power station operated until the very early 1960's, some 6 years after the cessation of the trams. There was a continuing requirement for 440 / 220-volt D.C. for some industrial consumers and until the CBD's 6.6 kV A.C. distribution network's conversion to 22 kV A.C. was completed in the mid-60's. It was then placed on 'cold reserve' for 5 years and decommissioned in 1967. It only became known as 'A' after the 1952 'Victorian Energy Committee's announcements² of the establishment of the 30 MW Westinghouse-packaged Geelong 'B' power station in North Geelong, completed in 1954.

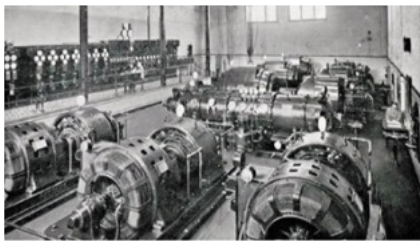
The original station on the site was built by the Geelong Electric Power and Lighting Co. in 1900. It was of smaller capacity, only 200 kW at 440 / 220 volts D.C. generated by two 100 kW Bellis-Brush steam dynamos with steam from two 120 p.s.i. dry-back, return tube type boilers. Bellis-Brush steam dynamos used a high-speed (500 rpm) twin cylinder, reciprocating double-acting compound steam engine direct-coupled to a D.C. generator. Initially, generating only during the day, the nights' electricity supply being provided by batteries.

However, in 1904 it was substantially upgraded: - "The chief improvement is the installation of a new accumulator storage battery in place of the original battery, which has proved too small for the demands made upon it. The new battery will contain 242 cells, which, have recently been landed from the continent, and when its erection is completed the capacity of the station will be largely increased. When fully charged the battery will be capable of supplying 4000 sixteen candle-power lights at the one time. Since

the old battery was dismantled the generating machinery has been kept going night and day to furnish a supply, and it is expected that the new apparatus will be available for use in about a month's time. A third large boiler has also been erected to increase the efficiency of the plant.

In 1908, the name of the electricity company was changed to the Melbourne Electric Supply Company Ltd. A further storey was added to the power station in 1919. These works were in preparation for the installation of a new power station with modern electric generating plant comprising turbo-alternators supplied by high pressure steam from water-tube boilers, together with the necessary auxiliary equipment. The new system provided three-phase high-tension electrical supply, and apart from small portions converted to direct current for use in the City centre and for operating the adjoining tramways, it was transmitted at 6000 volts to area substations where it was distributed in a low-tension network for domestic consumers, larger power consumers being supplied from transformer centres at their factories. ³

On 1 September 1930, the Melbourne Electric Supply Company was purchased by the SEC, the Geelong area being connected to the state electrical grid in 1934.





The 1930's photo (previous page) of the turbine hall shows; from front to rear: three 500 kW Peebles-La Cour D.C. rotary converters (6.6 kV A.C. to 440 / 220 and 600-volt D.C); a 1,500 kW Brush-Ljungstrom 6.6 kV contra-rotating turbo-alternator; three 3,000 kW Metropolitan-Vickers 6.6 kV turbo-alternators with the control and metering panels along the L.H.S. wall. ^[4] I'm unable to find any photos of the boilers. From scant and fragmented research, ^{5, 6} believed to be 'John Thompson' 800 Boiler H.P. vertical water-tube boilers @ 200 p.s.i. @ 600° F. arranged in a bank of 6 with a combined nominal output of 4800 boiler H.P. (47,000 kW equivalent) ⁷. Initially fired with Newcastle black coal but subsequently converted to briquette firing in the early 1930's



BLAKISTON'S

I've specifically referenced Blakistons in this article because they had a direct and long association and relevance to Geelong's early electricity supply, trams and to my local area knowledge. Photo (above) with Blakistons adjoining the power station in Corio Tce. As well as being a road transport company they were also wool shipping agents and are of interest in their re-building the two

tram trailer cars' bodies for their road haulage operations



Trailers Nos. 2 and 3 in the MESCo. depot 1914.

Source: Victorian Collections

With the arrival of the Pengelley cars, the converted bodies of 11 and 12 were scrapped and the chassis sold to Blakiston & Co. for conversion to trailer units".



Motorised trailer No. 12 and trailer at the Ryrie St. / Garden St. East Geelong junction near the Corio Oval; mid-1920's.

Source:- Victorian Collections

END NOTES

¹ 'A Short History of the Tramways of Geelong' - K. S. King; Vol. 2, No. 3, Jan. 1966.

² Page 209 of 'Brown Power: A Jubilee History of the State Electricity Commission of Victoria' - Cecil Edwards; 1969.

³ Page 635, 'About Corayo: A Thematic History of Greater Geelong - Theme Five'.

⁴ Page 636, 'About Corayo: A Thematic History of Greater Geelong - Theme Five'.

⁵ 'Grace's Guide to British Industrial History'.

⁶ 'Geelong - The First 150 Years' - Peter Begg; 1990.

⁷ Sect'n. 8.11, 'Heat Engines': Rayner Joel - Longman, Green and Co. Ltd; 1963



WELLINGTON REVISITED

by James Proctor

We paid another visit to New Zealand this year, which included a few days in Wellington, so I took another opportunity to visit the Wellington Tramway Museum. My visit last year is documented in Fares Please August 2025. On my last visit, I had a drive of Wellington double saloon 159, the Museum's 'workhorse' tram on a non passenger run.

After verifying that there was a copy of my Ballarat Tram Drivers Certificate on file, I was advised that I could drive with passengers on board, provided I was supervised by one of the museum's drivers. Thus I found myself one of the day's service drivers! The service car was again Wellington double saloon 159. After an initial run as a passenger, I was handed the controllers and introduced to the passengers as their Australian guest driver. In addition to a couple of passenger runs, I had 3 ½ runs as driver and one as conductor.

The Wellington Tramway Museum has about 2km of track, which is entirely off road. The main challenge is the far terminus, which has a fairly steep downhill section to a gravel arrester bed at the end, which I was told has been used a couple of times.

Photos: James Proctor



My experience with the Carlton Street terminus in Ballarat came in handy for this. On the way back up the hill, parallel is needed, otherwise a second attempt may be required. In addition to the manual lap air brakes, car 159 has magnetic track brakes (a requirement of Wellington's hills), which I got to try out, these need to be used in moderation!

Fiducia car 260 was taken out to do the final run of the day. This was my first opportunity to ride this tram, however, I didn't get to drive, due to its 'dead man' controller. This was the last tram built in New Zealand, entering service in 1952.

While it was built after Wellington had made the decision to replace trams with trolley buses, it had been part of an order of 28 trams placed in the 1930s, with completion delayed by World War 2.

Thank you to Allan, Kevin and Neil for their great welcome.





*No.42 about to depart the truncated Victoria Street Terminus outside Meagher's Hotel, The other hotel at a Ballarat tram terminus. See Richard Gilbert's article on page five.
Photo: Richard Gilbert*

Below: The ritual of 'putting out the signs' on a clear winters morning. Mikelle, Len and 1029 do the honours. Photo: Glenda Phillips



FUN ON A WINTERS NIGHT

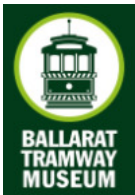
A COLD WET WINTER'S NIGHT AND THE CHANCE TO RIDE A CENTURY OLD TRAM WHILST SIPPING A HOT CHOCOLATE IS AN ENJOYABLE FAMILY EXPERIENCE. BENJAMIN BOEHLE-MITCHELL HAS CAPTURED SOME OF THE ATMOSPHERE.



WE EVEN HAD A FARE EVADING CAT ON THE TRAM!



Benjamin Boehle-Mitchell Photography



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.

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Web: www.btm.org.au

Dear Member,

The Ballarat Tramway Museum's mission is to preserve and showcase all types of trams that operated in Ballarat.

Tram No. 12 is a remarkable and irreplaceable piece of Australia's transport heritage. It is the only surviving Electric Supply Company tram from Ballarat's original fleet of 20 vehicles and was among the first electric trams to operate in the city when services commenced in 1905.

The middle section of the tram date backs to 1890 from when it was used as a cable tram trailer in Sydney before being converted and extended in Ballarat to operate as an electric tram. The restoration of No. 12 is BTM's most significant restoration project in our current operations - our aim is to have the tram operating by mid 2027.

To date, the BTM has contributed over \$400,000 to this project and our volunteers have contributed thousands of hours of labour. We have now reached a stage where we need your assistance to complete the restoration of this tram to ensure we can meet the target date of mid 2027.

The restoration of Tram No 12 will be a major milestone in the Museum's mission and support the continued development of a working museum that preserves the style of Ballarat's former street tramways and trams for the public benefit in a safe environment.

To make a donation towards the restoration of Tram No 12 please complete the enclosed form and return it to the Museum. Donations over \$2 are tax deductible. Donations can be made by Direct Credit, Cheque or Money order and addressed to the Treasurer.

With your support, Tram No. 12 can once again carry passengers and tell the story of Ballarat's tramway heritage for generations to come.

Regards,

A handwritten signature in black ink, appearing to read 'Paul Mong'.

Paul Mong
President
Ballarat Tramway Museum



Ballarat Tramway Museum Inc.

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Email: secretary@btm.org.au

Web: www.btm.org.au

To the Treasurer
Ballarat Tramway Museum PO BOX 315
Nunawading Victoria 3131

I would like to donate \$ towards the restoration of Tram Number 12

Name

Address

..... Postcode

Direct Credit:

Account: Ballarat Tramway Museum Inc. **BSB: 633 000**

Account No: 156 638 066

Please ensure that you quote your name so we can ensure the donation is correctly credited
OR

Cheque, Money Order or Credit Card

Account: Ballarat Tramway Museum Inc.

My cheque/money order for \$ is enclosed or please charge my MasterCard, Visa
card or Debit card for the donated amount.

My details are:

CardNumber: _____

Expiry Date: __ / __ Name on card:

Signature

Please return the whole form to the Treasurer whether paying by direct credit, cheque/money
order or credit card.

Thank you for your generous donation to this significant restoration project