

"F A R E S P L E A S E"

JANUARY 1974

NEWS OF THE BALLARAT TRAMWAY PRESERVATION SOCIETY LIMITED

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- P.O. Box 632, Ballarat. 3350

FARES PLEASE

As a result of the competition announced in the October "Information for Members" the name "Fares Please" has been selected for this publication. The name was suggested by Barry Craig of French's Forest, New South Wales who wins two dollar's worth of goods from the Sales Department. We thank the many other entrants who gave this matter some thought and took the trouble to write and give us their suggestions.

INCORPORATION

Some confusion obviously exists in the minds of many members regarding our recent incorporation.

The Society had no choice but to incorporate if the Tramway was to ever operate in Wendouree Parade. In any event such a step benefits the members and assists in the development of a Society such as this.

The Ballarat Tramway Preservation Society Limited is a public company limited by guarantee. The Company's members are not shareholders, as with most other companies, but persons whose continued membership depends upon the payment of annual subscriptions.

The liability of the Company is limited to the value of its own property. This means that should the Company be successfully sued for damages for any reason (We hope, of course, that such an event will not occur and as far as good management can avoid it the Board will endeavour to do so) the members are not liable in any way to contribute towards any damages that may be payable. The payment of damages must be made out of the Company's property.

If the amount of the damages exceeds the value of the property owned by the Company it may be wound up and all its property sold to pay the damages. To the extent that the value of its property is insufficient to satisfy the damages the members may be asked to contribute up to \$20 each towards payment of the damages.

It is important to realize that the members are only liable to make these payments upon the winding up of the Company and even then no member can be required to contribute more than \$20.

This is the major benefit of incorporation to the members as the position of members of the unincorporated Society was that in the event that the Society was successfully sued for damages and its property was insufficient to pay any damages awarded, each and every member would have been liable to contribute towards the payment of the damages - even to the full extent of their private assets.

So briefly the position is that if the Company is sued for damages and wound up each member may have to pay up to \$20 towards payment of the damages whereas as members of the unincorporated Society the liability of the members to contribute was unlimited and their houses, cars, etc., could have been sold by the Court to obtain funds for contribution to the payment of the damages.

The Board considered that in view of the nature of tramway operations it was essential that the interests of the members be protected by incorporation.

The other major factor involved was that a Company is able to enter into contracts and to own property far more easily than an unincorporated Society such as was ours. In view of the agreements that must be made with the Ballarat City Council and the State Electricity Commission of Victoria it was absolutely essential that the Society be incorporated.

It was clear that the difficulties associated with being unincorporated would have prevented the signing of these agreements and therefore the running of trams.

It is hoped that this brief explanation will make the position regarding incorporation clearer to all members. If any queries remain please do not hesitate to write to the Secretary, Clyde Croft, at the above address or ring him at 723 1509.

GUARANTEES

As you are aware prospective members who are under the age of twenty one years are required to have completed a guarantee that in the event of the Company winding up and contributions of up to \$20 being required from the members the guarantor will ensure payment of the amount required.

Unfortunately a number of members have been unable to obtain a guarantor and therefore have been unable to join the new Company. We feel that this difficulty is due to a misunderstanding as to the liability of the guarantor. It is hoped that the above explanation will clarify the matter.

If any prospective member finds that he cannot obtain a guarantor please notify the Secretary and we will make arrangements to have the guarantee signed.

MEMBERSHIP

There are still a number of members of the unincorporated Society who have not forwarded their application for membership of the new Company. There is no charge for existing Society members to join the Company and it would be a great help to the Membership Officer if you would hurry up and send that piece of green paper back. There may well be a joining fee at the end of the Financial Year.

SOCIETY - COMPANY

The name of the Society is the Ballarat Tramway Preservation Society Limited. We are obliged by law to use the word "Limited" in the name.

Notwithstanding our incorporation the character of the organization has not changed and the word "Society" will continue to be used to describe it except where, as above, it is necessary to distinguish between the B.T.P.S. and the B.T.P.S.Limited.

RESIGNATION

We regret to announce that as from January 11th Warren Doubleday will cease to be a member of the Board of Management. Warren was elected to the Board at the 1972 Annual General Meeting. In this capacity he was in charge of the Society works programme ultimately becoming the Engineering Manager when this position was created in June 1973.

Warren has resigned as he will be leaving on January 13th next for an extended overseas tour.

Warren has played a vital part in the organization and direction of work in Ballarat and, not being content with merely designing and supervising the work, has done a great deal of the work himself.

With his amazing head for heights and his apparent inability to fall off ladders he has virtually singlehandedly erected the overhead from the Depot fan to Wendouree Parade. He has also designed and directed the laying of the access track, track drainage, erection of poles, etc., and the myriad of other things that you only realize have to be done when you actually build a tramway yourself.

Members who have visited Ballarat will realize the amount of work that Warren has either undertaken or supervised.

All that remains to be said is thank you, Warren, for a job well done and we wish you a very pleasant overseas tour.

NEW BOARD MEMBER

The Board extends a welcome to Peter Winspur who has been appointed to fill the vacancy caused by Warren Doubleday's resignation as from January 11th 1974.

Peter is no stranger to any of our members who regularly visit Ballarat as he has been a regular hard worker in Ballarat since the Society was formed. Peter's knowledge and experience of tramway operations will be appreciated by the Board.

REPRESENTATIONS - SUGGESTIONS - COMPLAINTS

It is a matter of concern to the Board that some members are holding themselves out to other persons or organizations as spokesmen or agents for the Society when they have no authority to do so. Whilst this has to date been merely due to over enthusiasm, and is appreciated, the Society cannot be bound by any arrangements or statements made without authority.

So please, to avoid both ours and your embarrassment consult one of the Society Officers or Board Members first and explain your proposals so that they can be considered by the Board, and if acceptable acted upon. Remember that the Board Members are your elected representatives and you have the right to contact them at any time and discuss any Society matters with them. It is really rather disappointing that such a communication breakdown does appear to exist between the members and the Board. Very few suggestions are received from members and all too often any complaints merely end up as dissatisfaction and resentment and are never addressed to the Board or its Members in order that matters may be rectified.

Complaints, suggestions, insults etc. should be addressed to the Secretary so that some action can be taken or suggestions considered by the Board.

MINUTES

A copy of the Board Minutes is kept in the Office at the Depot in Ballarat in order that members may be kept informed of decisions more frequently and in more detail than is possible through this publication.

NEWS SHEETS - JOURNALS OF OTHER SOCIETIES

As they are received, News Sheets and Journals of other Societies are placed in the Depot at Ballarat for perusal by any interested members. Publications include those of the other Australian Tramway Museums and many Overseas Tramway Museums. If you want to keep right up to date with all the tramway news in the comfort of your own home simply forward a cheque for \$3.50 to the Treasurer and you will receive a yearly (Bi-Monthly magazine - six copies commencing February each year.) subscription to "Trolley Wire", the Journal of the Australian Tramway Museums.

GAUNTLET TRACK

We were rather confused recently on reading in a kindred Society's Journal that we have gauntlet access track. Back in the days of the Department of Railways - New South Wales the "Railway Quiz" defined gauntlet track as being;

"A double line restricted to a little more than the width of a single line. Under this arrangement, one rail of each track lies within the two rails of the other track."

Well, it looked all right on New Year's Eve.

TICKETS

The following is an extract from a letter received by the Secretary from the South Australian Division of the Australian Electric Traction Association "I have been advised by the Municipal Tramways Trust's Publicity Officer that several tram tickets issued on the opening day of electric tramways in Adelaide, 9 March 1909, have been removed from his albums in recent months.

Whilst I am certain that none of your members would be likely to be responsible for such an action, it must be remembered that the Trust can

only look to persons with interests similar to our own in the circumstances. I would therefore appreciate it if you could bring this letter to the attention of your members so that they may be able to take appropriate action should they be offered such items or be aware of their existence.

The tickets, detailed in issue No. 153 of "Among Ourselves" (August/September 1971), are identifiable by their endorsement and are of geographical format for the Kensington line. The 3d ticket is No.5.

Should they be located, it is suggested that they be returned direct to -
Mr. D. Locker,
Publicity Officer,
Municipal Tramways Trust,
GPO Box 1019,
ADELAIDE, S.A. 5001.

...

R.T. Wheaton (Hon. Secretary)"

ENTERTAINMENT AND GENERAL MEETINGS

The next Entertainment and General Meeting will be held at the Victorian Railways Institute, Flinders Street Station, on Tuesday January 29th.

We regret that the November Meeting had to be cancelled due to SEC power restrictions.

Mr. David Menzies, one of our members, has kindly offered to provide his services and an epidioscope to show a number of very interesting early tramway photographs and plates.

We urge you to attend this meeting as we are sure that you would regret missing these early photographs, many of which have not been displayed before.

An Entertainment and General Meeting will be held on Tuesday February 26th at the Victorian Railways Institute, Flinders Street Station. The programme for the Entertainment Meeting will consist of movies and slides of work in Ballarat, movies of the commencement of tramway operation in Ballarat (?) and other tramway films and slides.

The general meeting to be held that evening is being called for the purpose of making some minor alterations to the Memorandum of Association which have been requested by the Commonwealth Taxation Office. Please see the formal notice of this meeting, which is enclosed, for further details. A proxy form is included at the foot of this notice for your convenience.

VOLUNTEER WORKER'S INDEMNITIES

The Board has been advised by the Society's Solicitors that it is desirable that the present Volunteer Workers' Indemnity form be amended. Upon receipt of this advice and suggestions that the system of Volunteer Worker's Indemnities be abandoned the Board decided to make a detailed investigation of the whole matter.

It was found that the cost of adequately insuring all our Volunteer Workers is, at this stage, prohibitive and could not be done without raising additional revenue in some way. The Board is anxious that the present membership fee remain at its present level and so the only practical alternative way of raising the required premium would have been to levy a compulsory insurance fee on all our Volunteer Workers. This suggestion was rejected as many people have their own personal accident insurance cover in any case. It was decided that;

- (i) Volunteer Workers would be asked to sign a new indemnity form and a Volunteer Worker's Card would be issued as evidence of its being signed. This card is to be produced on request before commencing work in Ballarat, or elsewhere.
- (ii) Details of the cover provided for Volunteer Workers under the Society's Personal Accident - Volunteer Workers Policy would be published.
- (iii) The Society would arrange private Personal Accident Insurance for any members on request.

We humbly apologize for asking for a re-run on the Indemnity Forms but feel that in the interests of the Society and its members we have to do so. Would you please sign and forward the enclosed Indemnity Form to us and we will issue you with a Volunteer Workers Card. Any existing Indemnity Forms which we now hold will be destroyed on receipt of the enclosed form duly completed.

The benefits and cover under the existing Personal Accident - Volunteer Workers Insurance Policy are as follows:

Cover commences from the time the worker leaves home in respect of any direct journey to Ballarat, whilst there, and on the direct journey from Ballarat to the worker's home.

Any members desiring a copy of the conditions contained in the policy should forward a stamped addressed envelope together with the sum of sixty cents to the Secretary at the above address.

<u>"Benefits"</u>	<u>AGE(12-16)</u>	<u>AGE(16-70)</u>	<u>AGE(70-75)</u>
1. Death by Accident	\$ 500	\$2,000	\$2,000
2. Permanent total loss of sight of both eyes.	\$2,000	\$2,000	\$2,000
3. Permanent total loss of sight of one eye.	\$1,000	\$1,000	\$1,000
4. Loss of two limbs.	\$2,000	\$2,000	\$2,000
5. Loss of one limb.	\$1,000	\$1,000	\$1,000
6. Permanent total loss of sight of one eye and loss of one limb.	\$2,000	\$2,000	\$2,000
7. Permanent total disablement.	\$2,000	\$2,000	Not Covered.
8. Temporary total disablement.	Not Covered	\$20 per week.	\$10 per week. (Up to 52 weeks.)

9. Treatment Expenses for Accidental Injuries

Notwithstanding any limitation to the contrary contained in the Schedule of Compensation herein, the Underwriters will pay in connection with any accidental bodily injury covered by this policy any expenses properly incurred by the Assured within 52 weeks of the accident for medical, surgical, manipulative, massage, therapeutic, X-ray or nursing treatment including the cost of medical supplies and ambulance hire, but excluding cost of board and lodging.

The Underwriters shall not be liable under this extension for the first \$4.00 of expenses each and every claim and their liability in respect of any one accident shall be limited to \$100.00 in respect of cover on Voluntary Workers aged 16 to 75 but in the case of Voluntary Workers aged 12 to 16 Underwriters' liability shall be limited to \$400.00 any one accident with an excess of \$10.00 each and every claim.

The Assured shall not be entitled to claim under this extension if, in respect of the same accident, any benefit other than for temporary disablement is claimed under the policy. "

(The above is the Voluntary Workers Schedule to our Personal Accident Voluntary Workers Policy.)

The Board seriously recommends that you take out personal accident insurance privately as the above benefits are not very substantial with the present rate of inflation. You should also bear in mind that a private personal accident insurance policy will cover you at all times, except during your normal employment when Workers Compensation Insurance applies, and therefore it is probably to your advantage to take out such a policy. Premium rates are generally quite reasonable for an individual to take out substantial cover.

DRIVER TRAINING

With the prospect of the S.E.C.(Vic) connecting our high voltage power supply in the near future the Driver Training Programme will be commenced shortly. Those members who have submitted applications to be trained as tram drivers will be advised of the programme and a training list will be prepared taking into account the applicant's past attendances at work parties in Ballarat and their general contribution to our progress to this stage.

WORKS

The access track between the Tram Depot and Wendouree Parade has been completed. The rails have been joined by welding or bolting and the track levelled and packed. The Depot fan has also been completed, including number one road (Nearest the fish hatchery.) with its "telephoto" turnout.

Number three road was relaid inside the shed after which work commenced on raising the shed floor using crushed tiles and gravel. This has proved to be very effective flooring material, although it is intended to concrete the floor when finances permit.

All the overhead has been strung, including number one road and the crossover between numbers two and three roads which have just been completed. For the present the overhead terminates in Wendouree Parade without provision having been made for the final connection of the access track to the main line. This connection will be completed as soon as the pointwork and connecting track is completed. All overhead work, other than that in Wendouree Parade is single wire with point frogs. The Wendouree Parade overhead is double wire, one wire being for each direction of travel and therefore point frogs are not required on the loops.

The Tower Wagon was of great assistance in erecting the overhead brackets on the poles for the access track. It will continue to be of assistance when complicated overhead work or installation of fittings has to be done.

The flat top track trolley obtained by Geoff Cargeeg from the Commonwealth Railways, Port Augusta, has been invaluable in transporting heavy loads of ballast and crushed tiles to all points East and West on the access track and in the shed. Piggyback transport was tried but it was found that as the air was not coupled through the wheel barrow sudden stopping of the trolley was hazardous.

Arrangements are being made for the installation of the points in Wendouree Parade. It is hoped that this work will be completed as soon as possible and this seems likely in view of the present tentative arrangements. Our thanks go to the various authorities involved in this project.

A.E.T.M. OPENING - 23rd March 1974

The Australian Electric Transport Museum has announced that their tram-way museum at St. Kilda, South Australia, will be officially opened on Saturday 23rd March 1974.

It is proposed to organize a group booking for our members to travel from Melbourne for the occasion. This involves a departure from Melbourne on the Overland Express on Friday 22nd March. After a short tour over some of the Adelaide suburban railway system, in the form of party travel, a bus will convey the party to the official opening of the Museum. Overnight accomodation will be in a Hotel/Motel then a bus tour to Willunga and Christie Downs - the proposed terminus of the new electric railway from Adelaide. On return to Adelaide the party will travel on a special tram to Glenelg before returning to Melbourne on the Overland Express. Arrival in Melbourne will be approximately 9.00 a.m. on Monday 25th March.

COST

First Class Sleeping, overnight accomodation, & bus travel - \$45.00
Economy Class sitting, overnight accomodation, & bus travel - \$30.00
 Costs do not include Adelaide Suburban Train Tour and Tram Tour

If you are interested please write immediately to the Secretary as the tour is limited to twelve persons at this stage.

EXHIBITIONS

Persons available to staff both our Labour Day exhibition stands at the Camberwell Civic Centre and Ballarat Depot should contact the Secretary. Your help would be appreciated.

