

# FARES PLEASE!

January 2003

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*Ballarat Trams are Ballarat History*

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Museum Accreditation Program  
Accredited Museum

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## Public Liability Insurance

All members would be aware of the problems that many volunteer and other organisations have had in obtaining continuing public liability insurance cover. Last October it was announced that the Victorian State Government had agreed to providing a Deed of Indemnity to accredited heritage rail operators to assist them to continue to operate until more permanent arrangements could be put into place next financial year.

In November we were not able to secure public liability insurance through our broker and as a result the Museum advised the Department of Infrastructure that it wished to participate in the scheme.

In early December the Museum was advised of the formula for deciding premiums for groups such as the BTM. It is either the previous premium plus 10% or 25% of the organisations net turnover for the previous financial year whichever is the greater. On Christmas Eve we were advised that our premium would be 25% of the Museums net turnover. The increase is almost exactly 1000%! Last year the Museum paid \$940 plus a Transport Accident Commission premium of \$1,200. Under the new scheme the premium will be just over \$10,000 plus a TAC premium of \$1,250. While we are grateful to the Victorian Government

for indemnifying Museums such as ours we believe that the method by which the premium is calculated is fundamentally flawed.

The Museum has written requesting a review. Under the formula any increase in our business will lead to an increase in our premium. This is a disincentive for any organisation to grow. For example, if the Museum increases patronage, 25% of the increased revenue will go in increased premiums. If there is an increase in souvenir sales 25% of the increase will be forfeited in increased premiums. Twenty five per cent of any donation will disappear in increased premiums.

Victoria is unique in that the Transport Accident Commission covers all vehicle accident injury claims and this includes rail vehicle accident claims. Thus the public liability insurance premium is not required to cover injury accidents unless they are not related to the operation of our vehicles. The insurance also covers third party property claims.

The Museum believes that a premium needs to be based primarily on an assessment of risk and not tied purely to the total income of an organisation. The long-term viability of the Museum will depend on whether we and other heritage operators are successful in arguing this case.

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# Ballarat Tramways News

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# 2.. Fares Please!

## Santa Rides Again

I enjoyed myself so much driving one of your trams in 2001 that I decided to ask the kind people at the BTM if I could do it again in 2002. Fortunately they said it would be all right, and even prepared my favourite Gold Tram (No.45) with a great show of tinsel and glitter. The local 'Elf Service' gave me Sam, 'Rudolph the Red Nosed Conductor' who proved to be a real Boon in dealing with the tacky commercial activity of selling tickets. He is also a great whiz at dealing with the poles at the end of the line. There are a couple of features of No.45 that make it ideal for me. First (and most important) is the fact that it has no separate driver's cab, so I can be in amongst the boys and girls as I drive. Secondly, it has a sound system so we can play some festive Yuletide music.

So on the Sunday before Christmas we set off. We were lucky to have one of those glorious warm sunny days so typical (?) of Ballarat. There were times when the music was nearly drowned out by the rumblings from my stomach as a result of the breeze wafting

tempting aromas from the barbecues. The populace was at large having festive picnics under the trees. Also at large was the might of the press, or at least the Ballarat *Courier*. We were first approached by a journalist, who asked if he could take pictures of Sam and I posing on the step of the tram. The resulting picture featured in *People and Places* section the following Thursday (in colour, no less!) We later played hosts to a delightful young lady journalist who informed us she was preparing a feature on the Wendouree Parade trams for inclusion in the magazine section that appears in the *Courier* on Fridays. She took some photos and interviewed Sam and I, then spoke to some of our passengers, who were from New South Wales. Sam then left the dreaded cash bag and tickets with me while he escorted her on a tour of the Museum. Included here is a picture of Sam being photographed by the reporter. She must have been overcome by the whole thing

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Smile! Rudolph the conductor alias Sam poses for the *Courier* photographer. Sunday 22/12/02.

Photo S. Claus

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## **Santa Rides Again (continued)**

because we have yet to see the article in print. I dealt with the other pole, but nobody seemed to care! At the end of the day we went home, tired but happy.

I, of course still had a lot of work to put in for the next few days.

Best wishes until next time,  
Santa.

## **Technical Services Manager**

After many years as Technical Services Manager for the BTM and as Engineering Manager for the former BTPS, Warren Doubleday has decided to focus more time on his role as Museum Services Manager and hence the board appointed Garry Wood to the position of TSM at the December meeting. Works in the Technical Services area have continued uninterrupted as we begin a new year and prepare for the next round of restoration work. This smooth transition highlights the maturity of the Museum as an organisation and the diversity of experience amongst its members. A huge thankyou goes to Warren for his tremendous contribution to this area of the Museum for so many years.

## **In the Workshop**

While the Christmas, New Year and school holiday running tends to absorb a substantial amount of workshop time in routine servicing and maintenance plus some regular faces tend to take their annual leave and head to the beach, work has still been continuing on tramcar restoration and major maintenance.

The main lighting circuit on No.8 was illuminated for the first time in many years after much tracing of wires and several replacements. There are still some matters to be resolved with the earth connections for the lighting and then the secondary lighting circuits remain to be tackled. The work to assemble the motors for No. 27

enabling them to be refitted to the truck is progressing well with all bearings now on hand and most of the preparation of the first motor completed. One motor will likely be completed by late January with the other to follow soon after. No.28 has, predictably, had a succession of minor faults which have to be rectified. This is not surprising considering it has been out of service for nearly six years while undergoing major mechanical and body works. The faults range from simple items like loose screws to leaking sand, stiff brake valves, annoying rattles and bearings that need adjustment to allow them to settle in. The “new” flanges on No.28 have also highlighted a couple of areas in our trackwork, which have needed some minor adjustments.

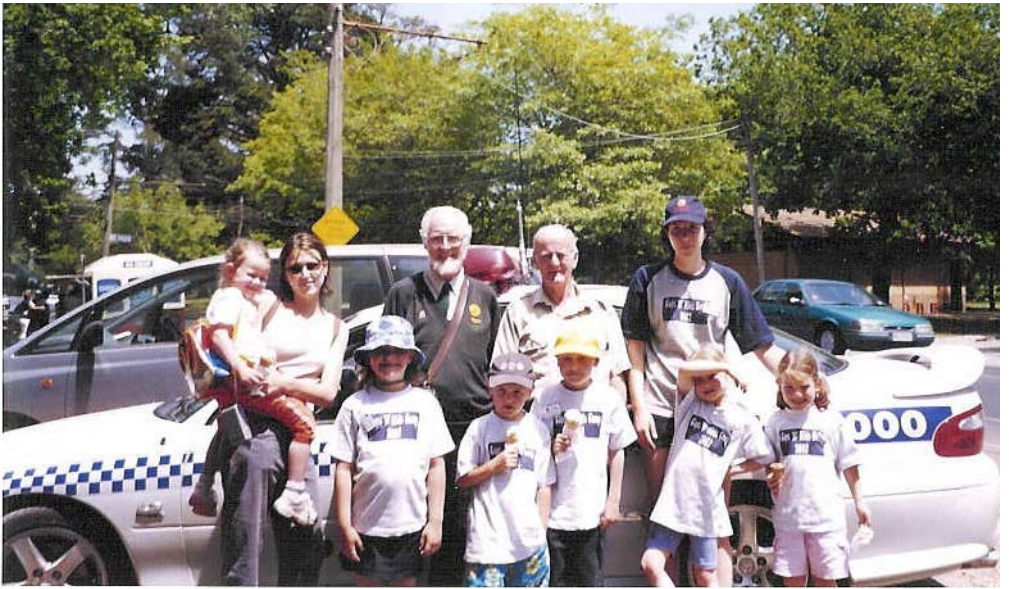
The New Year also seems the appropriate time to remind members that everyone is welcome to contribute to the workshop activities, you don't need any particular skills and there are a whole range of tasks to get involved in. So perhaps consider spending a day ‘in the workshop’ sometime this year and see what goes on behind the scenes. Hopefully our regular team have had a restful and relaxing break and are ready for another big year with plenty of achievements to come.

## **Community Development Grant**

During November the Museum was notified that we had been successful in obtaining a grant from the City of Ballarat under its Community Development Grants program. The grant of \$1,500 is to go towards the purchase of a metal lathe for use in the Depot workshop which will greatly expand the range of work that can be carried out by the maintenance and restoration team. Our appreciation to the City of Ballarat for once again supporting us under this grants program.

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# 4..Fares Please!



Two views of the highly successful 'Cops 'n Kids' charter that took place on Monday 18/11/02 using No.40. Conductor Austin Brehaut and Motorman Dave O'Neill seen here with some very happy and special passengers. Photos: Austin Brehaut collection



# Fares Please! -5



Above: No. 28 enters Wendouree Parade on Tuesday 5/11/02 on its first day back into revenue service after a six-year absence. The tram was officially re-launched back into traffic at the Annual General Meeting and used on the members special on Sunday 27/10/02. Photo: Austin Brehaut.

Left: Len Millar (left) and Alan Bradley wear wattle sprigs on the official day of mourning for the victims of the Bali bombings. Sunday 20/10/02. Photo: Alan Bradley collection.

# G. Fares Please!

## A Day On The Trams

By Alan Bradley

On Sunday 20 October my day began with a visit to the former Canberra Hotel, on the corner of Macarthur Street & Creswick Road. It is now a bed & breakfast, renamed *A Special Occasion*. During the horse tram days the hotel (then known as the Vine Hotel) was used as stables for the horse trams. Mine host Gail Desnoy is a member of the Ballarat Historical Society. A picture of a horse tram outside the Vine Hotel is proudly hung on the wall. A long shed at the rear of the property is believed to be the stables, and if so would be the last surviving Ballarat horse tram stables. The other horse tram stables in Ballarat and Sebastopol were burned down or demolished long ago.

Motorman Len Millar and I worked on No. 45. It was the official day of mourning for the Bali bombing victims. Both of us wore oversized wattle sprigs, hand picked from the bush that morning. At noon all passengers and crew (except, predictably, some young children) observed a minute's silence.

As conductor I was busy, as there were passengers on nearly every trip. The strengths and weaknesses of No. 45 were evident. Its gold livery attracted attention. Passengers could alter the seats to suit themselves. However there is little room for prams, compared to other trams in our fleet. Unless prams are folded up they can only be placed behind the motorman.

The Gardens were as attractive as always – with one exception. Following a vandal attack earlier in 2002 some of the famed marble statues were removed for safekeeping, leaving only the bases.

At the depot No.28 was there, one week before its launch back into service. Could it be the same tram? The body was straight, and the saloon doors opened easily. Newly painted and varnished it looked (and smelled) too good to be true. It is a credit to the depot staff.

Former horse tram stables at the rear of *A Special Occasion* Bed and breakfast. Sunday 20/10/02. Photo: Alan Bradley



## My Japanese Experience

By Sam Boon

During September I was lucky enough to visit the northern part of Japan for almost two weeks through Ballarat High School's International Trips Program. It proved to be an exciting educational experience that gave a taste of overseas travel and a desire to see the world.

It all started with the selection process; applying, explaining and participating in an interview like applying for a job, something that I had never done before. I found this almost as nervy as actually becoming a victim of cultural confusion! Once I was selected I woke up and knew that *I was going to Japan* and the next set of nerves set in.

Quick enough though September 11<sup>th</sup> came round (Our black-banned departure date!) and I found myself on a bus to Melbourne Airport at 4:30a.m. with Ballarat's freezing weather accompanying us down the freeway. Tullamarine was quiet but once we had reached Sydney all the stories about people and escalators were experienced this was a small serving of what Osaka International can offer.

After many planes, Japanese low speed 3'6" gauge trains (Low speed at 180 km/h!) we finally arrived to Ashikawa; a beautiful city with 3 million people. My host family was difficult to communicate with but it became very rewarding. My host brother could speak little English but my host mother none at all. I went on a mainline tank engine through the picturesque Japanese rainforest but that was about the only Gunzel type experience I had. This leaves me reasons to go back! I took many photos, ate many ice creams (for Mr. Young) and learnt more Japanese than I could possibly learn in Australia in 2 weeks. If anyone wants to look at the full collection and talk about my stories I am happy to share. In a nutshell it was an excellent taste of what the world has to offer and a trip I will remember forever.

## Cops n' Kids Charter

By Dave O'Neill

On Monday 18/11/2002 the 'Cops 'n Kids' group arrived in Ballarat on the final day of their annual four-day camp. The organisation caters for children diagnosed with cancer, and this year focused on the 5-10 year olds.

The primary reason the BTM became involved with this group dates back to a couple of years ago when I approached Peter Winspur to offer them a 'freebie' tram ride. I made a few inquiries as to their identity, and found out about the Cancer Care Group. A majority of these children had never seen an old tram before, so I approached the BTM to charter a free tram and do our 'little bit' for them.

This is the third year I have been involved, along with Austin Brehaut who I doxed in as conductor. The weather was perfect (yes we were in Ballarat!) The two supervisors arrived at 1.30pm and fifty-four ankle-biters jumped out of the bus door.

Did they all head straight for the playground? No. Forty-four kids plus six carers piled into No.40. Some of these kids were fascinated with the old tram, and the looks of delight were a pleasure to see. A few photo stops were held with some kids sitting in the driver's cab. I had to watch Austin, he proved to be very popular with the photographers! A second trip was run for the remaining group, along with one very amused and bewildered Police Officer who had never before seen the likes of our SEC bogie tram.

On taking our leave from this group we were given a big thank-you, a clap and a cheer. These occasions make us feel just how lucky we are, and to see these kids enjoying themselves tugs at the heartstrings just a bit. Our day was not finished just yet. At Depot Junction we picked up a couple of offering passengers, so another round trip was completed, all part of the service!

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# 8. Fares Please!

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## **Museum Accreditation**

The Museum has been advised that its Museum Accreditation has been renewed for a further three years, following a visit by the On-site Assessment Panel during mid November 2002. The visit, though rather rushed, was very comprehensive with many areas of the BTM operations, governance, collecting, conservation and exhibition functions being reviewed. The Museum Accreditation Program has been linked in with the National Tourism Accreditation Scheme and the Museum now becomes automatically part of this program.

## **South Gardens Redevelopment**

The area of the South Gardens Reserve of the Botanic Gardens where the Depot is located is about to undergo a face-lift. Additional paving and altered car parks will be commenced in the Depot area in the coming months. Car parking access will be from Gillies Street instead of Wendouree Parade. This conforms with the Gardens Master Plan that was adopted in the mid-1990's. A large Prisoners Of War memorial is to be constructed opposite our Carlton Street terminus.

## ***Trammies***

Discover the characters and culture of Melbourne (and Provincial Cities) most endearing form of transport trams: at the Immigration Museum from Thursday 20<sup>th</sup> February to Sunday 11<sup>th</sup> May 2003 in the Access Gallery Exhibition section.

*Trammies* tells of Melbourne, Ballarat, Bendigo and Geelong's rich and colourful tramway history from its early days to the present. It will look at the contributions made by generations of new migrants who found work and friendship in the 'trammie family'; why only Melbourne retained its trams, and the phenomenon of tram enthusiasts, affectionately known as Gunzels.

The BTM has been assisting the Immigration Museum in the preparation of the exhibition in the provision of photos, items and stories about the three Provincial tramways.

The Immigration Museum is located at the Old Customs House, 400 Flinders Street, Melbourne, open daily from 10am to 5pm.

## **New Members**

The Museum welcomes the following new members:

No. 745 Ben Shields of Wendouree

Junior Supporter:

No. 5030 Andrew Hutchesson of Bendigo

## **Scrubber Tram**

Readers will remember the recent item about our scrubber tram (No.8W) missing a windscreen wiper at the number 2 end, and the suggestion that drivers use a potato cut in half. Well, thanks to our good friends at the AETM, via COTMA, we have received two windscreen wiper motors to enable No.8 to run without the use of potatoes, etc.

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**Fares Please!** is published six times a year in alternate months commencing in January and is distributed to members and friends of the Ballarat Tramways. For further information regarding the Museum activities and publications, please contact : The Secretary, Ballarat Tramway Museum Inc. (A0031819K), P.O. Box 632, Ballarat Vic. 3353. Phone / Fax (03) 5334 1580.

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