

FARES PLEASE!

May/June 2005

Ballarat Trams are Ballarat History

Centenary Celebrations

The Museum will celebrate the centenary of electric trams in Ballarat during September this year. The programme of events is being finalised and some of it has to be confirmed. Final arrangements are still being planned and are subject to confirmation.

The event will be celebrated on the Sunday 25 September, the day after the AFL Grand Final. It is planned to operate the horse tram along with the only operable Electric Supply Company tram, Bendigo crossbench tram No.17.

Trams 26 and 28 will also operate being representative of the MMTB trams purchased by the ESCo and painted in their colours.

A social function may be held on the evening of Saturday, 24 September, or at the depot on Sunday. Please put the day into your diary.

The museum is about to publish a superb new book written by member Alan Bradley. based on his historical research.

The book titled *'The Golden City and its Tramways'* will be a 144 page hard cover, definitive work on the full history of the Ballarat Tramways. Two 16 page colour sections will be included, along with a dust jacket.

It is planned to launch the book at an appropriate publicity function in Ballarat on Wednesday 21 September.

A pre publication offer will be mailed to all members prior to the launch.

Public Liability Insurance

The Victorian Managed Insurance Authority which has provided PLI insurance for the heritage operators since December 2002 has determined that all groups should now be able to obtain satisfactory commercial cover and had set a deadline of 30 June 2005. For nearly six months the Museum, in conjunction with other heritage operators, has been attempting to obtain satisfactory cover through a particular broker. Although the feeling was that premiums would come down, the end result was a quotation 70% higher than the VMIA premium.

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Public Liability Insurance

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With Transport Accident Commission premiums the total would have been over \$20,000! Our patronage is usually less than 20,000 per annum and at more than \$1.00 per passenger this was clearly not an option.

The Museum has now managed to obtain cover through an alternative broker which will see a significant reduction in the annual premium. The agreement has ensured that the Museum can maintain continuous operation.

With several Heritage Operators struggling to obtain satisfactory cover by the deadline the Finance Minister agreed to a request from the Transport Minister for the VMIA to continue cover until 30 December. Some six operators have yet to find cover in the commercial market.

We must thank the Department of Infrastructure and in particular Mike Ryan for the work that has been done over the past couple of years to ensure heritage rail organisations continued to operate throughout Victoria. Many similar operators in other states were forced to close down during the period when cover became impossible to obtain.

Our thanks to the ATR for assisting to ensure that the VMIA cover was available again if necessary and to ATHRA for making the insurance industry aware of sector's scope and its attributes.

Substation Appeal

A recent donation to the Substation Appeal was received from the Board Members of the Tramway Museum Society of Victoria. At a recent TMSV Board meeting a collection was held among members which raised a considerable sum. The BTM is very grateful.

The Appeal has now raised \$20,000 and expenditure has been approximately \$35,000. The generous donations from Members and friends of the Museum have enabled us to properly redesign and rebuild the Substation so that it should not require any major expenditure for many, many years.

News from COTMA

COTMA reports that it held an Executive Meeting in Adelaide during mid March. The meeting had a very full agenda looking at the current activities of COTMA, future planning, forthcoming meetings and conferences, tramcar equipment disposal, liaison, our communications within the organisation, matters affecting our members and future influences that can be expected. The subjects on the horizon, as seen by the Executive, which will affect us in the near future, are Rail Safety Accreditation legislative changes and competency training of our workers.

COTMA sees a strong working relationship with ATHRA. By successfully working together, we will be able to influence the regulatory direction and other controls on our industry taken in the future.

Tramway organisations form a fair proportion of the number of heritage rail organisations overall and it is important that we take an active part in the management of the sector. This will ensure that we are not accidentally overlooked by the regulators or other people who have an influence on our activities.

The COTMA Executive was pleased to see the recent movement of surplus tramcars from Melbourne to Members that had requested to obtain complete trams; Perth – W7 1017, Adelaide W7 1013, Bendigo SW6's 880 & 918 and Y1 610, Bylands – W2 646 and Y1 612 and in the future, W7 1036 to Sydney. The acquisition of these tramcars by the various Member groups has been the result of a long period of consultation, support and work with the Victorian Department of Infrastructure and VicTrack by COTMA. It is hoped that the next stage will be the commencement of the disposal of spare parts to COTMA members throughout Australia and New Zealand to those who have requested them.

The date for the 2006 COTMA Conference planned to be held in Melbourne has been set by the organising committee as commencing on Friday 17 November 2006. Put this date in your diaries! Further details on planning will be made available mid 2006.

No. 45 Returns To Bendigo

On Friday, April 1, Bendigo No. 18, which had been leased to our museum was returned to Bendigo. Renumbered No. 45 for its duration at Ballarat, the tram was originally made available for us to replicate the 'Gold Tram' of 1951, which then celebrated 100 years of gold discovery at Ballarat. Our event of course celebrated 150 years of the same occasion. The tram has been with us since March 2001 and has been a welcome vehicle during cold winter days and for large groups such as coach touring groups. Our requirements have changed and we no longer find 45 best for our needs. We have maintenance requirements that use up track space, the proposed arrival of Bendigo single truck tram No.17 for our 100 years of electric tram celebrations and a host of other reasons see us need the extra track space.

A team of workers from the Bendigo Tramways assisted greatly with the loading of No. 45 on the day and we all experienced good social mixing as well as a job to undertake together. The fine working relationship with the Bendigo Tramways has seen us move on to now obtaining a loan of No.17 for our forthcoming celebrations. We thank Kym Smith and his team from Bendigo for all this co-operation.

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Above and Below: Two views of No.45 being loaded on board a low-loader for its return journey to Bendigo, on Friday 1st April 2005. **BOTH PHOTOS: RICHARD GILBERT**

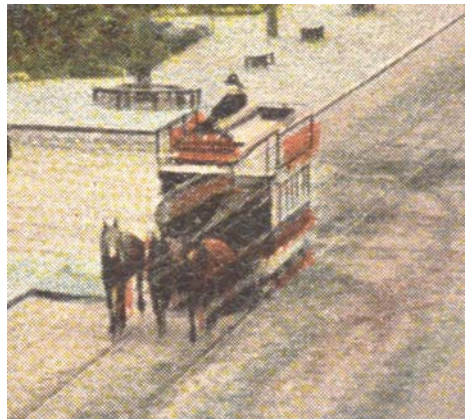




Above: Alan Snowball and Phillip Work, undertake the fitting of the new end apron panels to No. 40 during April. PHOTO: DAVE MACARTNEY



Above: ESCo crossbench tram No. 19 photographed at Sturt and Armstrong Streets shows the driver with arms outstretched on the controls, the conductor on the back platform and an inspector alongside.



Right: A horse tram, with three horses. The tram is running on the north side of Sturt St, which is unusual, normally they ran inbound on the south side. The third horse – is it being brought into the City from the stables to take up duty?

Both images from postcards held within the BTM Collection.

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The Boring but Important Stuff

These days, the Board and our volunteer staff are often spending a lot of time working on rail safety or museum accreditation matters. This important, but boring stuff to many is vital if the Museum is to survive into the future. The Regulators and the *National Transport Commission*, yes we come under their influence, are busy making rules for us to work to in the future. The biggest recent change to the Museum practices was the introduction of new medical standards, which mean our drivers have a higher standard than that applies to bus drivers.

The Museum through its membership of the *Council of Tramway Museums of Australasia* (COTMA) and the *Victorian Association of Tourist Railways* are busy trying to influence the way things turn out in the future.

The *Association of Tourist and Heritage Rail Australia* (ATHRA), an Australian body formed in June 2004 to represent the interests and needs of all tourist and heritage rail organizations at a national level is also busy working on our industry behalf. ATHRA is chaired by Paul Rollason of Queensland and comprises all the state Tourist and Rail Heritage organizations. COTMA is an affiliate member of ATHRA.

Museum Board member and COTMA Chairman Warren Doubleday recently attended an ATHRA meeting at Belgrave on the weekend of 11/12 March 2005.

Warren reported that it was very pleasing to see the strong co-operative spirit of all the attendees working together to ensure the survivability of the tourist and heritage rail sector in the long term. Attending the meeting was the *Federation of Rail Organisations of New Zealand* (FRONZ) Chairman/Executive Officer Paul Dillicar. Paul would be well known to those who have attended joint COTMA/FRONZ conferences in New Zealand. The ATHRA meeting looked at many facets of the sector including the problems of insurance, regulatory reform, training, liaison with the Australasian Railway Association and other bodies, codes of practice and promotion of the sector in general.

Prior to the ATHRA meeting on Saturday, three representatives of the NTC gave a presentation to some of the delegates on Friday afternoon on the progress of their work to improve the regulatory system for rail safety in Australia. This will most likely result in uniform legislation and regulations nationally, but with state based overview.

In the meantime, AS4292 part 1, the Rail Safety Standard for railways (and tramways) has been placed out for comment. COTMA has made a number of comments, seeking to have street tramways considered as a separate class and not lumped in with heavy interstate railways. There are some differences, particularly in regard to the vehicles we interface with.

In the Workshop

The preparation work on No. 40 has now reached a stage where the exterior of the tram is virtually ready for painting to begin. With this has also come the need to finally decide on what paint is to be purchased in our attempt to match the colour as closely as possible to the original. Several samples from various manufacturers were obtained and trialed on small sections of the body panels, on the basis of a recommendation from a fellow museum. Alistair searched hardware stores across Melbourne to obtain a sample from a Sydney manufacturer and the effort proved to be very worthwhile. This particular sample, from White Knight Paints, has turned out to be the closest match for the traditional SEC green we have ever seen and should produce an impressive finished product when completed. At the same time we also sought to obtain a better match for the cream paint than the colour which we have used for the past decade and after talking with our local manufacturer, Haymes Paints, we obtained a new colour which we are also much happier with.

With the exterior of No. 40 reaching the final preparation stage, Peter Perry (known to all as just “Big Pete”) has made tremendous progress on the interior using his assortment of home made tools fashioned from a variety of kitchen implements to extract the old paint and varnish from all the fiddly little cracks and corners.

At the time of writing the drop centre interior has been completely stripped and work is now well under way on the saloons.

A number of regular workers have commented recently that we seem to have collected a lot of junk around the shed over the past few years, so in an effort to clear the backlog and make way for some reorganisation of the workshop area we have obtained a large rubbish skip on semi-permanent hire. The skip will be in place for approximately 12 months which allows us to take a more coordinated approach to the clean up rather than just a frenzy of one or two days. As part of this effort Dave and Daniel, along with anyone else they can rope in, have begun moving and sorting the large amount of material alongside No 7 road which has become somewhat of a catch all area for things that don't seem to have any other home. This work will also involve bringing in a truckload of gravel to raise the floor level to rail height ready for surfacing and it is planned to commence construction of an amount of shelving along this area during the second half of the year.

No doubt the cold winter days and early arrival of darkness during the next couple of months will mean that only the hardiest of souls venture out from their warm homes to participate in tramcar restoration, but for now things are humming along smoothly and good progress is being made.

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New Members

759 Steven Haby of Melbourne
760 Ken Walker of Golden Square
761 Martin Pinches of Heathcote
NSW

New Junior Supporter:

5035 Jack Barthel of Alfredton

The Board and our volunteer workers welcomes these new members to the Museum.

Membership Renewals

Renewals are ready to be sent out in early July. The Board has decided that membership rates for 2005/2006 should remain unchanged. Your early renewal would be appreciated.

Donation Receipts

Receipts for donations made during the year 2005/2005 will be sent out with the membership renewals. Please remember that all donations over \$2.00 are tax deductible. Donors to the Substation Appeal should have received a letter of thanks from the Treasurer which included your receipt. If you have any queries don't hesitate to call the Secretary on 9699 2631 or e-mail secretary@btm.org.au.

Vale Hugh Ballantyne

The Board and our volunteer workers were saddened to hear of the passing of Hugh on 5th July 2005. As member No. 22, Hugh has been a long time supporter of the Museum, generally attending most of the Annual General Meetings. He was active in a number of rail heritage organisations and will be missed by many.

History Fair – 2005

The BTM will be taking part in this years Central Highlands Historical Association History Fair to be held at ACU Aquinas Campus at 1200 Mair St. Ballarat Saturday and Sunday 1 and 2 October 2005.

The theme is "Communication: Carrier Pigeon to Computers". The BTM will be displaying many of its postcards that we collected over the years showing trams, in particular in Sturt St, mostly during the early ESCo era, although house trams feature as well. Portions of post cards recently acquired, printed on page 5 of this issue of *Fares Please!* show trams in Sturt St, often in detail that give an insight into how things were operated. Many of our postcards and those of the Gold Museum Ballarat will feature in the forthcoming book, *The Golden City and its Tramways*.

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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