

# FARES PLEASE!

June 2011

*Celebrating 40 Years*

*News from the Ballarat Tramway Museum*

## Heritage Weekend 2011



*Photo: Bruce Dixon, 8 May 2011*

The annual Ballarat Heritage Weekend was held over the weekend of 7 and 8 May. This year the theme was learning and discovery. Our recent operator, Lyle Drayton, has retired but he assisted the Museum to find a replacement. Unfortunately, John Baird of The Horsedrawn Cab Company was only available on the Sunday due to prior commitments. He arrived with *Eddie*, *Napoleon* and *Lisa* who proved well up to the job. Cold, showery weather had a major impact on the number of people who travelled but a good day was still had by all. On the Saturday, Trams 26 & 28 provided the service. Travelling in No 26, which is very open, reminded us all of how past generations were required to ignore the cold. The Museum would like to thank Council for their continuing support which ensured that the weekend's tram rides remained free.

*Ballarat Trams are Ballarat History*

## 2. FARES PLEASE!

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### Around the Museum

The last two months have been particularly busy for our staff. Immediately after the Easter holiday running, our intrepid gang of track workers set to the task of replacing many of the broken rail joints between Depot Junction and Carlton Street. In four days in four locations they had excavated, cut out a metre of rail and replaced it with good second hand rail and welded the new section into place. Concrete was then used to fill the hole and support the section. A fifth joint was re-welded. Operations were then terminated short for the following weekend to allow the concrete to cure. Alastair Reither and Richard Gilbert would like to thank those who assisted.

At the same time an expedition was made to Melbourne to retrieve a good quantity of surplus overhead equipment replaced during the Easter rebuilding of the Spencer Street tramlines.

For some time, the heritage operators have been able to access surplus material through VicTrack. This has seen the heritage railways, for example, obtain good surplus timber sleepers where new concrete ones have been laid and rails from closed lines and goods yards. The new Tourist and Heritage Act has assisted to formalise the process.

Surplus 60lb rail from the Castlemaine railway yard has been delivered this month to allow the Museum to place three tracks in our new storage building at Bungaree. At Castlemaine, the Victorian Goldfields Railway are building on the site new carriage sheds in which surplus 80lb rail will be used. Our thanks to Adrian Ponton, Registrar of Tourist and Heritage Railways, for his assistance.

In May, part of Essendon Depot trackwork was replaced. Our workers were on site to assist with the removal of overhead fittings and several sets of points. Our thanks go to Yarra Trams and their contractors for their co-operation.

At the depot, progress on returning Tram No 38 to service has slowed as the bearings for the revitalised motor were found to be oval. As the Museum does not have the equipment to resolve this, they are currently at Miller Brothers being re-turned. Further expense!

Recently, Andrew Mitchell approached the local Ballarat branch of the Bendigo Bank to see if they were interested in advertising on or in our trams. The response was positive and Tram No 14 is now replete with a new advertising sign. Our thanks to Leanne Martin, Regional Sales Lead for the Bendigo Bank. The previous sign on the tram was an original SEC one promoting electric cooking. It will be preserved, although it is reaching the end of its life and is looking very tired. Unfortunately, it also did not earn much needed revenue.

The cooler weather during May and June has seen patronage on the trams drop to the usual small numbers. In spite of intermittent drizzle and a very cold wind on Mothers' Day, our crews were still more than happy to operate the horse tram. The weather saw few people in the Gardens and patronage was nowhere near the amazing levels of last year when the sun shone. The top deck of the tram is always the most popular, particularly with the young, but this year the photo on the front page shows more people inside than upstairs.

Recent recruit Greg Fitzgerald qualified as a driver at the end of April and was immediately pressed into service. He is a former Melbourne tramway inspector and is already proving to be a valuable asset.

At the June meeting of the Board it was reluctantly agreed to increase the fares charged from the 1<sup>st</sup> of December 2011. The last increase was seven years ago. The new fares will be \$4.00 adult and \$2.00 child & concession. It is intended that completely new signs will replace the current rather tired ones.

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## Our New Storage Shed

For some time the Museum has suffered from a serious lack of covered storage. The arrival of former Sebastopol Tram No 22 in 2009 highlighted this and led to Newstead Tramcars' tram No 466 returning to Bendigo in 2010. The ability of the Museum to accommodate "visiting" trams or perhaps other Ballarat trams even on a short term basis has been severely limited.

In 2010 the Museum took over the custodianship of two Melbourne W Class trams, Nos 865 and 924. As many members would know these have been stored at the Museum's property at Bungaree under tarpaulins. As reported last year there was an urgency for them to leave Preston Workshops to make way for expansion there.

Some years ago the Museum was fortunate to receive a bequest from the estate of the late Brian Morell and since then the money has been held for an identifiable capital works project. A donor who wishes to remain anonymous subsequently donated sufficiently to allow the Museum to purchase and construct a new shed at Bungaree large enough to hold six bogie trams. This will give the Museum excellent flexibility for many years into the future.

The shed was completed this month and now awaits fitting out. The rails received from the Castlemaine railway yard are sufficient to construct three roads and it is intended to fill the interior to railhead. Initially the two W Class trams will be moved and also Tram No 32 will be moved from its current location in one of the small sheds so that the smaller shed can be used to house spare parts.

The bequest and donation covered the cost of constructing the new shed but were not quite sufficient to fit it out and any contributions from members or friends would be very welcome.

## Membership Renewals

Membership renewal notices will be sent out in early July. The Board has determined that the membership rates should be increased. In return it is intended to print most editions of *Fares Please!* in colour and post them out flat. Many editions are now also twelve pages. Family members will also be able to obtain a discount.

Members who share the same address and are prepared to receive one copy of *Fares Please!* and the Annual Report can now receive a discounted rate. Similarly, one member and up to three Junior Supporters may receive a discount. Details will be included with your renewal notice which Members should receive in early July.

The option to receive "Fares Please!" electronically either instead of or in addition to a hard copy is to be offered. The electronic version is now in pdf format and A4 portrait size.



The new storage shed at Bungaree.  
The doors have now been sheeted.

Photo: Warren Doubleday 28/5/2011

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## 4. FARES PLEASE!

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### Celebrating the Fortieth Anniversary

Sixty members and friends gathered at the *Brewery Tap Hotel* on the evening of the 28<sup>th</sup> of May to celebrate the Museum's 40<sup>th</sup> birthday. In an evening which was far too short old acquaintances were renewed and many a good yarn was told. Our hosts Nola and Don Reeves efficiently turned on a terrific meal. Members had come from as far as Perth and Sydney.

Ten of the Museum's fifty-five foundation members were present including the Museum's first President, Hal Cain and Graeme Inglis, neither of whom we had seen for some time. The delightful Marjorie Foo, widow of number one member Melton Foo, also joined us. In 1971 Marjorie had been the minute taker of the early meetings. (In shorthand of course!)

During the evening, presentations were made to the eight foundation members present who are still members today. Speeches were kept to a minimum.

Former President, Stephen Butler, did speak on the commitment of Richard Gilbert over the past forty years. Through the Museum, Richard has also been a good friend since Stephen first joined as a young teenager. We tend to forget that many of the early workers were very young when the Museum was founded.

Neil Lardner had spent many hours on culling the archives and devised a wonderful presentation of the history of the Museum and its workers. Special thanks must go to Richard and Neil for their efforts in making the evening such a success.

The next day, Sunday 29<sup>th</sup> May, a sausage sizzle at the Depot saw many more members and friends gather to enjoy a day together reminiscing over the past. The traditional tram ride followed utilising No 40 the last tram to operate in service in 1971.

### Grants

The following letter was recently received from Tony Burke, MP, the federal Minister for Sustainability, Environment, Water, Population and Communities:

*Dear Mr Doubleday*

*I am writing to you about funding arrangements under the Grants to Voluntary Environment and Heritage Organisations (GVEHO) program.*

*I have been very impressed by the excellent work that community-based environment and heritage organisations contribute to the protection and conservation of Australia's environment and heritage. Following a review of the program I have decided that GVEHO should continue to provide funding to community-based environment and heritage organisations on a similar basis to recent years. I have decided to award funding under the program for 2010-11 based on the grant payments for the previous financial year.*

*I am therefore pleased to advise you that I have agreed to Ballarat Tramway Museum Inc being provided with a grant of \$2300.00 under the Grants to Voluntary Environment and Heritage Organisations program for 2010-11, provided the organisation still meets the program eligibility criteria.*

*I trust that this grant will continue to assist you by contributing to the administrative costs incurred by your organisation.*

*The department will contact you regarding the contractual arrangements for this grant. I thank you for your ongoing commitment to protecting Australia's environment and heritage.*

*In view of my portfolio's expanded focus on sustainability issues, I have decided to also expand the GVEHO program to explicitly recognise and support community-sector activity on sustainability. The 2011-12 GVEHO funding round will be advertised very shortly with the intention of providing grants early in the new financial year.*

*Yours sincerely*

*Tony Burke*

The Museum is encouraged that the contribution of organisations such as ours is being recognised and thanks the Minister for his ongoing support.

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## 5. FARES PLEASE!

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### The Museum's 40<sup>th</sup> Anniversary Dinner



**Above:** Members and friends gathered to celebrate.



### Presidents Past and Present

**Above:** Immediate Past President Stephen Butler speaks of the forty year commitment to the Museum of Richard Gilbert (left), the previous President, while Greg Rodgers, our current President, looks on.

**Below:** Foundation President Hal Cain (left) with Graeme Cleak and Warren Doubleday.



*Photos:  
Warren Doubleday  
and Neil Lardner*

## 6. FARES PLEASE!

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# The Early Committee Meetings

### The Ballarat Meetings

The first meeting of the committee elected at the 30<sup>th</sup> of May 1971 public meeting was held at 2:00pm on Sunday 20<sup>th</sup> June 1971 in the CBA Committee Rooms, Ballarat. At that stage, what we now know as the Board was called the Council.

The public meeting had elected a committee of eleven and had left the committee to determine the officeholders until the first general meeting of the new Society. As Melton Foo had chaired the public meeting, the first Council meeting opened with Melton in the chair.

Reports were received regarding suggestions that local MPs be approached in an attempt to retain the SEC depot for a period of six months or so to store the trams and also, if possible, to operate the Museum from there until the Society could construct its own storage roads at least, if not its own depot. *(Ultimately, the trams remained in the SEC building for another year and the last ones left as it was being demolished around them. The suggestion to operate temporarily from there was not acceptable to the SEC)*

It was reported that an Echuca person was interested in conducting a "Feasibility Study" on the operation of a Paddle Steamer on Lake Wendouree. It was pointed out that this would be a great addition to, and drawcard for, the Tramway. The idea being that a round ticket would be available for the Tramway and Paddle Steamer. *(This is still being discussed by officers from the City today)*

The meeting then turned to the election of the Society's office bearers. Melton called for nominations for the position of President. George Netherway and Melton. Foo were nominated. However both declined as they felt that they could not really devote enough time and effort as they were both engaged in various other activities in Ballarat already.

The meeting then decided that the position of President would be left vacant for the moment.

Melton then called for nominations for Vice President. Bill Jessup was nominated by Campbell Duncan and seconded by Barry Ward. Hal Cain was nominated by Richard Gilbert and seconded by Geoff Dean. On a "show-of-hands" vote both candidates received three votes each. The meeting decided that as one candidate lived in Melbourne and one lived in Ballarat it would declare both elected as Vice Presidents. For the position of Treasurer Campbell Duncan was nominated by Bill Jessup and seconded by Richard Gilbert and was duly declared elected.

For the position of Secretary, Neville Gower was nominated by George Netherway and seconded by Geoff Dean and was declared elected.

Maurie Calnin moved, seconded by George Netherway, that the Society have two Vice Presidents and the motion was carried unanimously. *(This led to the enshrinement of the 'Ballarat resident' and 'Melbourne resident' Vice Presidents until the Society Rules were reviewed for Incorporation in 1995. There are still two Vice Presidents today)*

Paul Nicholson was nominated as Publicity Officer by Geoff Dean and seconded by Richard Gilbert. As there were no other nominations he was declared elected. It was then moved by Campbell Duncan, seconded Geoff Dean, that the Publicity Officer be authorized by the BTPS Council to handle publicity subject to the approval of the executive and to the approval of a Vice President on specific items.

Accounts for payment were: City of Ballarat for the hire of the Civic Hall \$21.00, advertisements in *The Courier* \$8.23 and hire of a room from the Greater Ballarat Association, \$3.00. The balance of the

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## 7. FARES PLEASE!

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Interim Committee's account was \$109.00 It was resolved to open an account at the State Savings Bank, Ballarat East Branch. Any two signatories would be required from either the Treasurer, Secretary or Vice President.

Among topics discussed under general business was the future of the Melbourne Interim Committee. Campbell Duncan outlined a proposal for forming a Melbourne Sub-Division. A motion to receive the proposal was carried. A further proposal to authorize Melbourne resident Council members to hold social meetings was referred to the Constitution Committee.

It was also resolved to seek a deputation to the Tourist Sub-committee of Ballarat Council. The meeting appointed Hal Cain, Geoff Dean and Bill Jessup to form a committee to draw up submissions to put to the City Council.

The second meeting of the BTPS Council was held on the 18<sup>th</sup> July 1971 at Neville Gower's residence. Hal Cain was appointed the meeting's Chairman. The appointment of a President was further discussed. Melton Foo suggested approaching Mr J. Thomas who had been the Chamber of Commerce representative on the Ballarat Interim Committee and the meeting resolved that George Netherway approach Mr Thomas. It was also resolved that Hal Cain be appointed Acting President.

The Melbourne Interim Committee had met several times since the public meeting and tensions concerning it's role were surfacing. An article by Keith Dunstan on the 14<sup>th</sup> of July in *A Place in the Sun* had quoted Shane McCarthy as a member of the BTPS Council. It was pointed out that the first Council meeting had laid out policy in regard to speaking on behalf of the Society and that "it was W. Jessup's responsibility, as Vice-president in Melbourne to see that such a thing does not happen again".

Neville Gower stated that he felt a Melbourne Organising Committee should not be in existence at least until after the opening and

establishment of the Museum Tramway. He felt that in certain aspects the "MOC" was probably hindering the aims of the Society. It was then "Moved R. Gilbert, seconded G. Dean that any non-Councillors at meetings in Melbourne realise that they are there only by invitation and hold no voting rights. Carried."

The Secretary read letters seeking support which had been sent to the local MPs and he reported that replies had been received from three of them.

Melton Foo reported that he, Hal Cain and Neville Gower had met Cr Brown and had discussed the Society and its aims. A letter had been received from the City Council setting a date for a deputation and it was resolved that the Deputation consist of the Acting President and three other, namely Geoff Dean, Richard Gilbert and Neville Gower. It was also resolved that the deputation be authorised to prepare and issued a Newsletter.

Much discussion ensued with regard to the number and types of trams required, the operating times and services, the route, passenger supervision, staff and the depot. It was resolved that Bill Jessup investigate the cost of transporting one Birney Safety Car from Bendigo. It was also suggested that an area between the Trout Hatchery and Gillies Street be investigated as regards to a Depot Site. (*This subsequently became the location of the Museum*)

Six Committees were established and Council members appointed to look after them. They were Public Relations, Staff and Traffic, Electrical and Rolling Stock, Permanent Way, Finance, Depot Building.

### **The Melbourne Meetings**

After the first public meeting called in Melbourne in April, the Melbourne Interim Committee had met four times in May and had discussed the possible aims and form of the proposed society. It had detailed discussions concerning matters such as a constitution, publicity, equipment and driver

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## 8. FARES PLEASE!

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training.

On the 2<sup>nd</sup> of June, at the first meeting of the Melbourne Committee after the Public Meeting it was reported that one of the Ballarat resident persons elected at the public meeting was reluctant to give the Melbourne Interim Committee full details of the meeting “because of the possibility of certain people embarrassing them in front of SEC representatives, City Council representatives and any others that may have been present”.

The future of the Committee was discussed and Richard Gilbert suggested that it should cease to exist after that meeting. Jack Stranger and Adrian Gunzburg dissented and the other members agreed that it might be better to keep it for the time being. A Motion was put that “the five (Melbourne) persons elected to the BTPS should meet at regular intervals and the remainder of the Melbourne Interim Committee and others should be present by invitation.” The Motion was carried 8-2.

It was agreed to call a public meeting in Melbourne on the 21<sup>st</sup> of June and to approach the Association of Railway Enthusiasts to publicise the meeting and seek members through that organisation’s mailout. It was agreed that a letter drafted by Clyde Croft be sent to the Melbourne & Metropolitan Tramways Board seeking assistance with driver training. Subcommittees were set up. *(These were later mirrored by the BTPS Council).*

The meeting agreed to urge the Ballarat Committee to approach the Ballarat City Council as soon as possible. Paul Nicholson and Bill Jessup were authorised to represent other Melbourne delegates.

At the Melbourne meeting on the 30<sup>th</sup> of June there were reports of offers of assistance which included space at a fete at St Matthews Church in the East Prahran. Dennis Racine offered space in his shop. The RACV were interested and a meeting with them had been arranged. The Sydney tramway museum (SPER) had supplied Bill Jessup with infor-

mation concerning their Society structure. Paul Nicholson had written to various magazines, including *Walkabout*. The ABC were planning a documentary. A circular to be included with the next Association of Railway Enthusiasts mailout was approved. Long discussion ensued as to which trams should be sought from the SEC.

It was resolved that “we write to Mr G. C. Schroder of the SEC informing him of our unification of the preservation groups into the BTPS. Also that we have formulated policy for Safety and Operating Procedures and that we are now negotiating with the BCC and as soon as a result is known we will let him know”.

Hal Cain from Ballarat attended the Melbourne meeting on the 5<sup>th</sup> of July Hal and Neville Gower had met Councillor Brown that morning and little concrete had come from the meeting. Concerns were expressed that the SEC was possibly allocating only two trams to the BTPS. The meeting decided that a comprehensive report be prepared to present to the SEC. It would be presented first at the planned meeting with the City Council’s Tourist Committee.

*To be continued*

*Footnote:* In June 2011 Richard Gilbert is still attending Board meetings, forty years after he was at the first one on the 20<sup>th</sup> June 1971.

*References:* Minutes of meetings held in Ballarat and Melbourne in May, June and July 1971.

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## Donation Receipts

If you have made a donation to the Museum during the current financial year and it was received before the 16<sup>th</sup> June your tax receipt should be enclosed with this mailout.

The Museum thanks all those who have donated during the past year no matter how small the contribution. Every dollar assists to preserve and operate a very special part of Ballarat’s heritage.

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## 9. FARES PLEASE!

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### Ferrymead Tram Barn Appeal

As most readers would be aware, because of the disastrous earthquake in Christchurch on 22 February, the City tramway is currently out of action and likely to remain so for a long time. Four of the city trams, owned by the Tramway Historical Society and leased to the City Council/Christchurch tramway, were marooned in the streets and due to track and building damage in the city could not be returned to the town tram shed.

They are now all at Ferrymead, but are out in the open, unsecured and uncovered. These are priceless assets for the Society and the Christchurch community. They have gone to Ferrymead for repair and refurbishment before returning to city service.

The THS is now undertaking an urgent fundraising appeal for funds to erect a new storage shed for trams at Ferrymead. The purpose of this building is initially to house the trams relocated from the City Tramway after the Earthquake and currently deteriorating outside in the weather.

As at 18 June 2011 over \$42,000 towards the target of \$100,000 had been pledged or received. If you are able to assist, either with a one-off donation or drip feed, you will be materially assisting this to happen.

Payments, including by instalment, may be made directly to the Tramway Historical Society's Westpac Bank Account number—03- 0802-0095056-01. Please use your name as a reference so that your payment can be identified. This is the Society's preferred method of payment, but payment by cheque or other means is acceptable.

Further information on this project and progress updates can be found on the Tramway Museum Society's website [www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz).

The Board of the Ballarat Tramway Museum urges you to assist one of our sister museums in their hour of need.

### W Class Trams

The vast majority of the still stored W Class trams are housed in the East Block of the former Newport Railway Workshops. Recently, part of the area has been required for the fit out of the new suburban trains. This has made it impossible to relocate the remaining trams at Preston Workshops belonging to VicTrack to the East Block. The Museum was approached by Mike Ryan, Business Manager Heritage at VicTrack, to see if it would be possible to store three trams temporarily at Bungaree and subsequently 951, 908 and 998 have been transported to Bungaree. They remain the property of VicTrack.

### Ballarat Precincts

A recent addition to the web site has been a new section accessed through Ballarat's Precincts tab on the side bar of the Museum's web site - [www.btm.org.au](http://www.btm.org.au)

The addition is a series of short movies looking at the various tramway precincts in Ballarat both the past and present, using a series of photographs and movies from our collection and from individual Member's work to show the changes over the years, during the times when the tramways were operating and since they were closed in 1971.

Initially the first precincts covered are the Railway Station, the former Post Office and Hospital Corner. More precincts will be added as they are prepared.

The movies presented are in either Adobe Flash Player format or MP4 form suitable for iPhones and other devices. Down load size is about 30Mb maximum. If you don't have Adobe Flash Player, a link to the program is included.

The associated pdf file gives details of the individual photographers and donors.

Feedback on these presentations always welcome. Please email us at: [info@btm.org.au](mailto:info@btm.org.au)

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# 1971 Tramway News: Part 3 By Alan Bradley

## May and June 1971

We continue looking at a few interesting news items from "Modern Tramway" magazine, to see what else was happening in the tramway world in 1971.

### **Australia:**

- In Melbourne the doubling of the single-track section on route 70 at Wattle Park was completed on 20 September 1970.

### **Austria:**

- In Wien (Vienna) new six-axle articulated trams are being purchased and will be delivered each year until 1974.

### **Belgium:**

- In Bruzelles on 23 March rioting farmers protesting against Common Market policies set fire to PCC car 7124 and works car 24.
- Ghent PCC tram 01 was officially launched on 1 March. The initial order has been increased from 30 to 46. *(In 2011 trams still operate in Ghent.)*

### **Denmark:**

- Route 7 in Kobenhavn was to be converted to bus operation from April 25, after which 25 more articulated cars were to be shipped to Alexandria (Egypt). Route 5 remains in operation. Most of the track and much of the overhead of the routes closed over the last five years is still in position.

### **Germany:**

- The new route 5 in Bochum-Geltsenkirchen was opened on January 13. *(In 2011 the tramways of Bochum*

*and Gelsenkirchen still operate, along with a more recent light rail system.)*

- In Mannheim-Heidelberg a further 15 eight-axle articulated trams are to be purchased, and a deal to sell some of the older rolling stock to Egypt is being negotiated. *(In 2011 trams still operate in Mannheim, Ludwigshafen and Heidelberg. Interurban trams operate on a triangular route between Mannheim, Heidelberg and Weinheim, between Bad Dürkheim, Ludwigshafen and Mannheim.)*

### **Portugal:**

- Route 8 in Lisboa (Lisbon) has closed due to a new subway extension. The world's most famous tramway is the famous Graca Circle route and its associated service to Sao Tome run on single track through narrow winding streets. *(In 2011 the traditional yellow four wheel trams still operate in Lisbon.)*

### **USA:**

- In Philadelphia a survey is under way to determine the feasibility of long-term retention and reopening of street tracks.

### **Yugoslavia:**

- The small metre-gauge tramway system in Subotica on the Hungarian border is unlikely to survive much longer. It has been reduced to one route, and operates all four-wheel enclosed trams with open-sided trailers. *(The tramway system in Subotica closed on 2 April 1974.)*
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## 11. FARES PLEASE!



### Track Repairs

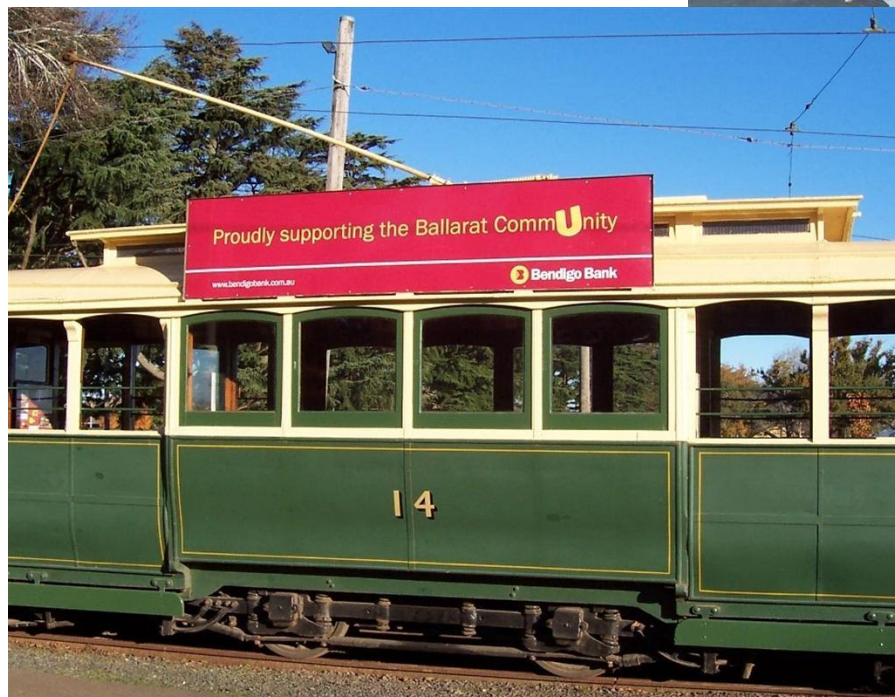
**Left:** Richard Gilbert and Alastair Reither fit a new section of rail to replace a badly broken joint.

*Photo: Carolyn Cleak  
26 April 2011*

### Overhead Rehabilitation

**Right:** Alastair Reither and Simon Jenkins erect new pull off wires at Gardens Loop to replace the existing badly misaligned ones dating from the SEC era. Their driver, Alan Snowball, poses for the camera.

*Photo: Roger Salen 21 May 2011*



### New Supporter

**Left:** Tram No 14 proudly carries the new Bendigo Bank advertising sign.

*BTM Collection 31 May 2011*

## 12. FARES PLEASE!



Above: Bill Kingsley photographed a rather shabby No 17 passing *Lake Lodge* shortly before closure.

## Wendouree Parade 1971 – 2011

Below: Warren Doubleday snapped No 14 heading north on Sunday 29 May this year.



**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.

For further information regarding the Museum, its activities and publications please contact:

The Secretary, P.O. Box 632, Ballarat, Vic, 3353. Phone / Fax 61 3 5334 1580.

E-mail: [info@btm.org.au](mailto:info@btm.org.au)

Our web page: <http://www.btm.org.au>