

# FARES PLEASE!

August 2012

*News from the Ballarat Tramway Museum*

## A Busy Saturday



*Photo: Roger Salen*

On Saturday 9<sup>th</sup> June our tram driver had time to photograph the junior runners competing in the Athletics Victoria 15 kilometre race around the Lake. The tram is waiting for them to pass. The Museum is experiencing more and more of these events. Last November we were unable to operate on Saturday 26<sup>th</sup> and for part of Sunday 27<sup>th</sup> due to the Ballarat Triathlon Multisport Festival. This was the first time we can recall where the Museum had been unable to operate at all. On Saturday 21<sup>st</sup> July trams were again unable to run due to the Melbourne to Ballarat Cycle Classic. On this occasion, through the efforts of Robbie Burns of Ballarat Regional Tourism, the Ballarat and Sebastopol Cycle Club made good the Museum's projected loss of revenue for the day and we thank them for this.

*Ballarat Trams are Ballarat History*

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# Around the Museum

### Trams

New leaf springs have arrived for Tram No 13 and these will be fitted to the truck after the current body sanding is complete. This job requires the tram's body to be lifted. The springs cost a total of \$1760. Nothing is cheap anymore!

The drop end seats and internal panelling was removed and new bracing has been installed to stiffen up the body between the ends and the saloon all four corners were inspected and repaired with only one requiring minor attention due to previous major collision damage being repaired by the SEC sometime in the 1960's.

All internal fittings have now been reinstalled and the job completed. At the same time the disused battery operated tail lights and battery system were removed from the car. Connected into the lighting system to charge the battery this arrangement has proved to be unsafe by today's standards.

The exterior sanding and roof repairs are well advanced and it is intended to spray paint the tram when the warmer weather arrives.

Tram Number 27 is still out of service. The axle brasses have been delivered to Puffing Billy for repair.

### Track

The blade of the points at the north end of the loop in Wendouree Parade has been showing serious signs of wear for some time. Alastair Reither has found an excellent welder in Lee Nichols and in late July Lee removed the blade and

with Alan Snowball has done an excellent job in rebuilding the casting in the street and the point blade to provide a firm and snug fit. It will now require a small amount of re-welding about every two years.

### Tower Wagon

Acquired from the M&MTB in 1980, our vintage, but still essential, tower wagon has received little maintenance over the years.

In 1991 the clutch and radiator were repaired and later in that year water was found in the cylinders and the head was removed and new gaskets were fitted.

A few months ago, the brakes were found to be very far from adequate. Richard Gilbert began to make enquiries and found a Wendouree firm, Neale Goud Automotive. Neale proved to be very interested in vintage vehicles and has repaired the brakes and given the truck its first proper service in many years.

We thank Neale for his assistance.

### Sponsorship

Jamie Winton, the lessee of the café *Pipers by the Lake*, was very keen to continue the sponsorship arrangement for tram No. 671 and this will see the tram continue to run in the black, white and gold livery for another three years.

We thank Jamie for his continuing support.

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### The Museum at the COTMA Conference

Above: Relaxing after a hard day of activities. Sunday 19/8/12

Rear: Gye Finlay, Adam Francis, Stephen Butler, Richard Gilbert, Alastair Reither, Simon Green  
Front: Neil Lardner, Warren Doubleday, Carolyn and Graeme Cleak



Neil at the National Railway Museum 19/8/12



Carolyn and Richard enjoy a tram ride with Lindsay Richardson at the AETM Museum 18/8/12

#### Left:

A tour was arranged in Tram No 115, a recent addition to the Adelaide fleet.

When will this tram join the AETM's collection?

At Glenelg on Sunday 19/8/12



*All photos:  
Alastair Reither*

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# Annual General Meeting

The Annual General Meeting of the Ballarat Tramway Museum Inc. (Association No. A0031819K) will be held at the Ballarat Tram Depot, South Gardens Reserve, on Sunday 28 October 2012, commencing at 2.00pm.

Nominations are called for the following positions on the Museum's Board of Management which fall vacant on that date:

- President
- Vice President (two positions)
- Honorary Secretary
- Honorary Treasurer
- Ordinary Board Members (six positions)

Any two members may nominate any other member to serve as an Office Bearer or an Ordinary Board Member. At the time of nomination, the nominee, proposer and seconder must be financial members for the nominee to be entitled to be a candidate for election as an officeholder of the Association.

Any nomination must be in accordance with the Rules of Association. All nominations are to be sent in writing to the Returning Officer, to reach him/her not later than 5:00pm on Sunday 14 October 2012.

Nominations may be sent to:

- The Returning Officer
- Ballarat Tramway Museum Inc.
- P.O. Box 632
- BALLARAT VIC 3353

Alternatively, nominations may be placed in the Ballot Box at the tram depot. Envelopes forwarded by mail should be endorsed *Ballot Material* on

the back of the envelope. The nomination is to be signed by the proposer and seconder and consented to in writing by the candidate.

Nominations may be accompanied by a statement (of not more than five hundred words) setting out the candidate's policies and record of service.

A member may be nominated as a candidate for more than one position on the Board, provided that upon election to any position on the Board, the member's nomination for any other position shall not apply.

The traditional tram ride for members and friends and afternoon tea will follow the conclusion of the meeting.

## Community Impact Grant

The City of Ballarat through its Community Impact Grant scheme has awarded the Museum a grant of \$7,913 towards the purchase of a mobile gantry crane and the provision of some concreted flooring in the maintenance area.

This grant will be of great assistance in lifting, moving and installing items such as motors. The original crane which is attached to the building has proved to be inadequate in recent years. Work on the project should start in a few months.

We thank the City for its assistance in providing this urgently needed equipment.

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# COTMA Conference – Adelaide 2012

The 21<sup>st</sup> Council of Tramway Museums of Australasia (COTMA) Conference was held in Adelaide from Thursday 16<sup>th</sup> August to Tuesday 21<sup>st</sup> August.

It was hosted by the Australian Electric Transport Museum, whose tram museum operations are based at St Kilda, Adelaide.

Attending were seventeen different tram and rail museum operators from around Australasia. Ten members of the Ballarat Tramway Museum participated. This was by far the largest group other than from of the host museum.

The Conference Venue was the Mercure Grosvenor Hotel which is located almost directly opposite the Adelaide Railway Station with the new tramline to the Entertainment Centre right outside the door as well.

A welcome cocktail function was held on the opening night where friendships amongst the COTMA family were renewed once again.

The Conference was formally opened by The Hon. Pat Conlon, S.A. Minister for Transport and Infrastructure who spoke about the construction of the extension of Adelaide's tram line from Victoria Square to the Entertainment Centre, its revitalisation of the centre of Adelaide and its role in the future development of the city.

The electrification of the Adelaide suburban system is also proceeding although it has been delayed by funding issues, as are other extensions of the tramway system.

Sessions were held which looked at the construction of the tram line extensions, the redevelopment of the Glengowrie Workshops, the ordering of the new trams and electric trains and the construction of the South Road Overpass. They were well received by the attendees.

Transcripts of the sessions are available for download from the COTMA web site, [www.cotma.org.au](http://www.cotma.org.au) under the Conference Proceedings tab.

The formal conference dinner took place on Friday 17<sup>th</sup> August, at which the Ballarat Brag presentation was shown. This presentation looks back over the Museum's forty years and features four of our well known members; the late Bill Kingsley, Richard Gilbert, Carolyn Cleak and Warren Doubleday.

The concept and production of the presentation was co-ordinated by Neil Lardner. Neil had also suggested to Bill Kingsley, when he was filmed in November 2011, that he do a short piece on the formation of COTMA and this was shown at the dinner.

All the tramway museums at the conference presented their brags or reports over two days, comprising either videos or PowerPoint presentations. These presentations are an excellent opportunity to give all museums an update on the work of each museum.

The following day, Saturday, saw the completion of the presentations, followed by a visit to the St Kilda Tramway Museum.

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On the Sunday there was a visit by special railcar to the National Railway Museum's platform within their Port Adelaide facility. This was followed by a tram ride using both types of Adelaide trams and a visit to the Glengowrie depot which has been extensively refurbished and extended to handle the larger tramcar fleet.

Monday saw a bus trip via Seaford looking at the work to extend the rail line from Noarlunga Central to Seaford; and then on to Victor Harbor to ride the horse tram.

After lunch we rode the 1928 Brill Railcar towing a Centenary Car of SteamRanger from Victor Harbor to Strathalbyn for dinner at a local hotel prior to returning to Adelaide.

Tuesday was the final day of the Conference and was the day for the

Conference General Meeting. This meeting saw the retirement of our Museum Services Manager Warren Doubleday as Chairman of COTMA after 10 years in the role. Ian Seymour of the AETM has taken over the position. Ian is the current President of the AETM and is well known by Australasian COTMA Members and for his work.

BTM Board Member Simon Green organised and ran the well-received Partners tour during the Conference period and this was attended by ten partners and enjoyed by all.

Our Vice President, Richard Gilbert arranged and ran very successfully the post conference tour to Moonta, Kadina, Barossa Valley, Murray Bridge and Angaston. The tour took three days and over thirty participated.

On behalf of all the attending BTM Members we thank the Conference Organisers and in particular Ian Seymour for his excellent work for the Adelaide 2012 Conference. The networking amongst the COTMA family was excellent as always.

The next COTMA Conference will be in Sydney during 2014.

*Warren Doubleday*



**Left:**

Tony Smith of the MTPA tries his hand at the controls. AETM 18/8/12.

Tony is hoping to find the time to re-join our ranks of drivers in the not too distant future.

*Photo: Alastair Reither*

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### Association of Tourist Railways

The Association of Tourist Railways (or ATR) is the umbrella body for the Tourist & Heritage rail sector in Victoria. It has played an important role, among other things, in representing the sector in regard to rail safety legislation and more recently developing the new Tourist & Heritage Act. It also plays a vital role in co-ordinating rules and qualifications between the railway operators.

In recent times the Association has struggled to find volunteers willing to fill the executive positions. It appears that, like so many other organisations, if it is not actually operating something people are unwilling to volunteer.

At the Annual General Meeting on 16<sup>th</sup> August the positions of Vice President, Secretary and one Committee Member remained unfilled. The Association has been advised that it cannot legally continue without a Secretary.

In view of this the President advised the meeting that unless these vacancies were filled he would have no option other than to receive a motion that the Association be dissolved, as the Association can not continue unless the vacancies were filled.

After further discussion at the meeting, it was resolved that the AGM be adjourned to a date to be fixed within a month to allow delegates to take the matter back to their organisations to discuss and seek suitable candidates. That meeting is to be held on 20<sup>th</sup> September.

It is to be hoped that some people offer to assist to ensure that the Association survives.

### The Museum on Wikipedia

In recent years Wikipedia has become an easily accessed resource for information about almost anything. New member, Peter Waugh, recently advised us that he had created an entry for the Museum. It is quite comprehensive and can be found at:

[http://en.wikipedia.org/wiki/Ballarat\\_Tramway\\_Museum](http://en.wikipedia.org/wiki/Ballarat_Tramway_Museum)

This new entry complements a more general one on trams in Ballarat:

[http://en.wikipedia.org/wiki/Trams\\_in\\_Ballarat](http://en.wikipedia.org/wiki/Trams_in_Ballarat)

Peter has also added an entry for trams in Geelong:

[http://en.wikipedia.org/wiki/Trams\\_in\\_Geelong](http://en.wikipedia.org/wiki/Trams_in_Geelong)

When well documented and hyperlinked such entries are a wonderful source which can lead further to other fascinating information.

Our thanks must go to Peter for including our Museum.

### Membership News

The Museum welcomes the following new member:

834 Peter Waugh of Redan

We hope he finds his membership fruitful and enjoyable.

Membership renewal notices were sent out in early July. Some 150 members had renewed by the time of publication and donations to date have been excellent. If you have yet to renew we look forward to hearing from you soon.

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### Supporting the Museum

*Recently, the Museum received a letter from a supporter which read in part:*

When I was involved with another Museum I came up with the idea for people to be involved in keeping their favourite tram in service by donating \$1 a week for a year.

This brought in \$52 a year towards their tram's dayin.<sup>1</sup>

Since being involved with the Prahran & Malvern Tramways Trust History at Malvern ..... I would also like to thank your Society for looking after seven of their trams.

Mr Alex Cameron<sup>2</sup> would be amazed on how his trams and dreams have survived.

So I would like to extend his dream again in supporting the seven trams you own.

The eighth tram you have of the P&MTT fleet is the scrubber 8w.

The cabins came from C32 so this should be involved also.

The body of 39 has the sales department within so doesn't get to the street so I will put my donation with the others.

Enclosed is my donation for the support of the P&M trams in your control of \$364.

Yours truly.

<sup>1</sup> A "day-in" is the term used in Melbourne for the routine maintenance of a tram.

<sup>2</sup> Alex Cameron was the first chairman of the P&MTT and later of the M&MTB.

See:

<http://www.hawthorntramdepot.org.au/papers/cameron.htm>

*Food for thought!*

### Passing of Norm Chin

We were saddened to hear of the passing of Norm Chin OAM on 30<sup>th</sup> June, aged 82. Norm played a major role in establishing the Sydney Tramway Museum and was the Museum's first general manager.

An active member of the Australian Electric Traction Association, Norm, along with well known enthusiast Ken McCarthy, formed a history section of the Association.

Several old types of Sydney tram were being phased out in the early 1950's and a request was made to the Commissioner of Road Transport & Tramways for an L/P class tram to be made available for preservation.

In November 1950 the request was granted resulting in the first electric tram being set aside for preservation in Australia.

As preserving trams was outside the aims of the AETA, the History Section broke away in September 1955 to become the Australian Electric Transport Museum, later renamed the South Pacific Electric Railway Co-operative Society Ltd.

Norm co-founded the magazine *Trolley Wire* with Ken McCarthy in the early 1950's. He was awarded the Medal of the Order of Australia in the General Division on Australia Day 1991.<sup>1</sup>

<sup>1</sup> Information sourced from *SPER News*, July 2012.



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### **National Rail Safety Regulator – An update**

The Australian Tourist & Heritage Railway Association reports the following:

In relation to Victoria, the Victorian Minister may exclude (upon request) various independent Tourist & Heritage railways from the National Regulator so that they can remain under the Victorian Regulator.

The Victorian government has decided that all our tramways (Yarra Trams and all the four T&H tramways) will remain under the control of the Victorian Regulator. The Inter-Governmental Agreement allows for this. It is expected that the current Victorian Act will be replaced by a new Act modelled on the National Single Regulator Act.

It is envisaged that a revised set of medical standards will come into use on 18 December 2012. The assessment process has not changed significantly but the criteria has some changes particularly for the definition of people working around the track.

One important addition is that workers with a BMI in excess of 40 (In layman's terms, seriously overweight) may have to undertake a sleep disorder test. If it is determined that they should undertake such a test, it would be done at the next medical assessment.

From ATHRA

### **QR Codes**

Many of us are struggling to keep up with technology. One of the most recent advances to be taken up for public use is the QR Code (abbreviated from Quick Response Code) which is the trademark for a type of matrix barcode (or two-dimensional code) first designed for the automotive industry.

More recently, the system has become popular outside the industry due to its fast readability and large storage capacity compared to standard barcodes. The code consists of black modules (square dots) arranged in a square pattern on a white background.

In conjunction with modern mobile phone technology they can be used to direct the user of a smart phone to a web site. An example can be found at a listing for the Museum on the Touring to Australia website.



With the appropriate 'app' on your phone the code can be scanned to take you to the Museum's web site. It is intended to make use of this new technology to assist in publicising the Museum.

See:

<http://www.touringtoaustralia.com/travel/Lake+Wendouree/Ballarat+Tramway+Museum.html>

[http://en.wikipedia.org/wiki/QR\\_code](http://en.wikipedia.org/wiki/QR_code)

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### Little is New!

The operational regime of the Museum was developed in the 1970's by members with experience in Melbourne as no museum workers were former SEC employees.

One of the golden rules in Melbourne was that a driver was required to stop and observe all facing points. It was rare for a driver to reset points behind him.

After some issues occurred over the years the following notice was issued:

**BALLARAT TRAMWAYS  
NOTICE TO ALL STAFF  
DEPOT JUNCTION POINTS**

When running out of the Depot, the points at Depot Junction are to be reset for the straight **immediately** after running out.

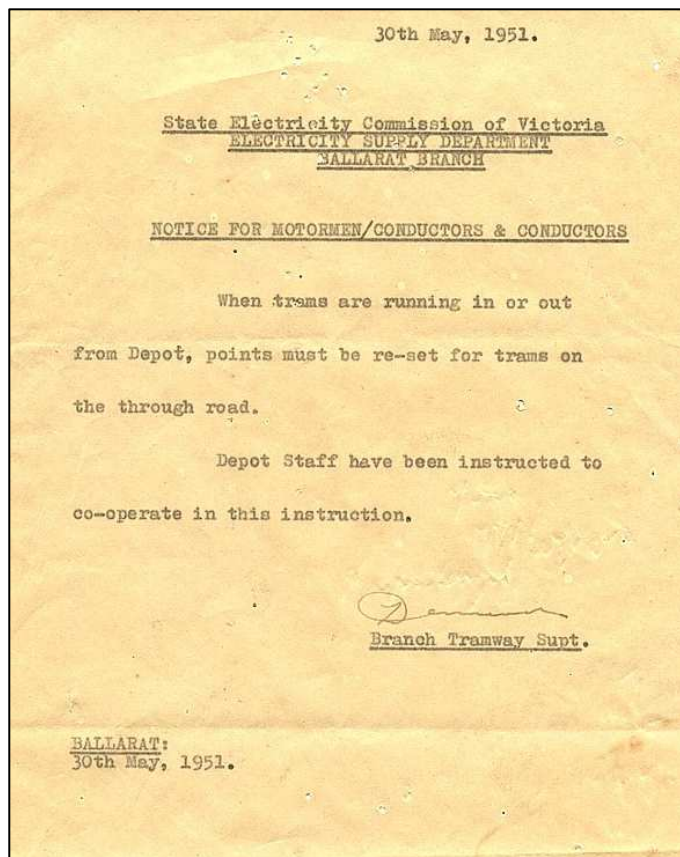
The driver of the tram concerned is responsible for ensuring that the points are correctly set and locked in position.

Peter Winspur  
Traffic Manager  
7 March 2000

Recently, the accompanying Notice was found by our archivist:

The instruction by the Superintendent would have ensured that the points were locked over properly to reduce the chance of a derailment and that any passing tram did not accidentally turn into the depot and run the risk of a collision with a passing motor car.

Forty nine years later the same instruction was issued for the same reason.



### Publications from affiliated Museum

The Museum is now receiving by email journals from several of our fellow Australian and New Zealand counterparts.

We are offering to forward these to any member who may be interested in reading them. If you would like to be placed on the list please send an email to me at:

[secretary@btm.org.au](mailto:secretary@btm.org.au)

Maintaining email lists for specific mail outs requires a fair amount of work and so the only restriction will be that I will not be in a position to be selective and all journals will be forwarded.

A further email is all that will be required to opt out. *Peter Winspur*

### Zig Zag Railway closure

The New South Wales Safety Regulator has determined that the Zig Zag railway should cease operations due to a series of systemic problems.

Essentially, poor governance over a considerable period let them down. There was a failure to recognise safety aspects and implement or use appropriate systems. The closure is hopefully temporary pending a re-organisation.

This closure is a warning to all volunteer groups that robust systems must be in place, not only in safety management but also in consistent planning and budgeting.

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## Transferring the Trams

On 15<sup>th</sup> July 1972 trams Number 14, 27 and 28 were transferred to the new BTPS Depot.

They were derailed in Wendouree Parade and dragged on to two large pieces of channel iron. These were then aligned with the temporary track.

The laborious task of winching the trams across the park then began.



Demolition of the SEC building commenced before the last of our trams had been removed.  
18<sup>th</sup> July 1972

*All photos:  
The late Eldon Hogan  
collection*

## 12. FARES PLEASE!

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### Wendouree Parade – July 1972



*Photo: The late Eldon Hogan collection*

To the casual observer little has changed in the last forty years. Tram No 40 is seen suffering the ignominy of being towed past what was then known as “Lake Lodge” by John Withers’ trusty Land Rover on 18<sup>th</sup> July 1972. It was the last tram to leave the SEC depot. The next time No 40 was seen at this location was more than two years later on the 7<sup>th</sup> December 1974. On that occasion the trolley pole was up and it was running under its own power. Apart from this period of just over three years, electric trams have been rumbling past this location for nearly 107 years.

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**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:

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

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

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