

FARES PLEASE!

July 2002

Ballarat Trams are Ballarat History



Museum Accreditation Program
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Ballarat City Tramway Update

Trams are back on the agenda in Ballarat with a new study saying they would be worth millions of dollars to the city as a tourist venture. Ballarat City Council voted to begin community consultation on a heritage tramway – starting with a public information session at the Town Hall on 30th July. The \$70,000 study by Melbourne consultants Booz Allen Hamilton says the tramway would link Ballarat Railway Station with Sovereign Hill and run a City circuit along Lydiard, Sturt, Doveton and Market Streets. As well as linking Ballarat's CBD and largest tourist destination, matching buses at the railway station, Poverty Point and Sovereign Hill could ferry passengers to other attractions.

The feasibility of the project hinges on obtaining \$20 million in Government funding and attracting strong volunteer support. If these obstacles were overcome, the tramway would return an annual profit of about \$150,000 within 2 years and boost tourist spending by up to

\$4m million, the study found. The tramway would rely heavily on volunteer support, which would have to make up for 6 full-time positions. But the service would provide up to 81 long-term jobs in the tramway and in the retail and accommodation sectors as well as another 400 jobs during construction, anticipated to take about 6 months. The tramway would provide 6 direct and 3 indirect paid positions. It would lead to another 15 direct and 7 indirect jobs in the retail sector and between 20 and 50 direct jobs in the accommodation sector. A City Tramway would help attract more tourists and make it more likely they would stay overnight.

There would also be negative impacts, particularly on parking. Angle parking along Doveton St between Sturt and Mair Sts would have to go, but could be replaced by parallel parking, and angle parking on the Sturt St centre island east of Lydiard St would be lost. More car parks would be lost for a tram stop on the western side of Lydiard St at Peel St, Market St, Steinfield St North and the Llanberris netball stadium.

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Ballarat Tramways News

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Ballarat City Tramway Update Continued

Properties at York and Peake Streets would also have to be acquired to make room for the track.

Politicians, business and community groups largely backed the plan. It has already caught the attention of the State Government, with Premier Steve Bracks asking State and Regional Development Minister John Brumby to examine it. Mr Brumby said he would not be able to form a judgement of the plan until he had seen the study. But he said the Government was a strong supporter of tourism projects in the Ballarat region and contributed millions of dollars to the recent upgrade of Sovereign Hill's *Blood on the Southern Cross* sound and light show.

Ballarat Mayor David Vendy said the tramway would be a much-needed tourism boost to Ballarat. "I think Ballarat requires a major tourist attraction in the centre of the city," Cr Vendy said. "Currently our tourism is excellent, but we can't rely on it for the next 20 years. I look at this as the next level of our tourism."

Ballarat Tourism Executive Director Dianne Smith said the study followed years of work by Ballarat Tourism together with Tourism Victoria. The tramway, which would include a running commentary about parts of Ballarat it ran through, would help visitors and residents discover the city. "That's the perfect vehicle for encouraging people to stay longer," she said.

Membership Renewals

All members should have received their membership renewals soon after July 1. Thanks to all those members whose membership renewals have already been forwarded and extra thanks to those who have made a donation to our funds. These are gratefully received by our Treasurer. If you have not received your membership renewal, please let our Secretary know.

It is planned to forward donation receipts in the May 2003 issue of *Fares Please!* This will be in time for your tax return. However, if for some reason you require it earlier, please advise our Treasurer at our mailing address, or via the depot e-mail.

New Members

The Museum welcomes the following new members:

739 Mr Rod Atkins of Melbourne

Junior Supporter:

5029 Mr Myles Schiele of Brunswick

Traffic

The recent rather unpleasant weather has meant that fewer people have ventured to the Gardens and the school holiday period was rather quiet, but since the Council decision on 10 July to go ahead with the City Tramway proposal all the ensuing publicity appears to have heightened interest in riding on our trams.

Ballarat City Tramway BTM Viewpoint

As many members will be aware, the City of Ballarat at its 10 July 2002 meeting decided to recognise the Booz Allen & Hamilton report into the concept of a City Tramway and that a phase of public consultation start. A significant amount of space was devoted to the report in the Ballarat Courier for the next three days. Reduced sized photocopies of the newspaper articles have been made and are included within this issue of Fare Please! for your review and consideration.

When the Maunsel study was done in 1998, it found that a line from Wendouree Parade to Sovereign Hill was feasible in engineering terms. The Booz Allen & Hamilton study has unfortunately found that the level of passengers that would be expected to travel on a line from the City to the Lake was insufficient to make the line viable and they have not recommended it. Unfortunately this leaves the Museum's depot and operation isolated.

The Museum Board has been involved in the City Tramway concept since it was first mooted in late 1995. It had been hoped that any new tramway would have connected with the existing Wendouree Parade track and a more integrated use of its facilities, tramcars and a longer tram ride would have eventuated.

The Museum's collection, including the existing tram fleet is controlled by the Museum and any agreement to use the tramcars in an alternative operation will need to be carefully considered.

At this point there is no proposal put to the Museum to use our tramcars.

The Museum's involvement will be dependent upon the nature of that operation. For example, if it was like Christchurch, contracted out to a private operator, then we probably would lease trams to any new tramway. The Tramway Historical Society of New Zealand does and has little formal involvement with it's operational management.

The next step in the public consultation process is a public meeting at the Town Hall on Tuesday 30 July, commencing at 7pm. It is proposed that the City of Ballarat will consider all views and then make a decision whether to promote the concept further.

The opportunity that the City Tramway concept presents is one that can be grown to ensure the museum prospers into the future by providing a means of enabling improved conservation of our collection, ensuring our viability, keep the technical skills that are needed for the future and providing job opportunities.

At the regular Board meeting of 17 July, the Board determined the following conceptual views:

The Museum continues to nurture the concept of the Ballarat City Tramway and seeks to determine the nature of its involvement as early as possible.

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On the day of the funeral of the Queen Mother, 2/4/2002, our tram crew Austin Brehaut and Frank Puls wore black ties as a mark of respect. Photo courtesy of Frank Puls.



Dave Macartney, Peter Winspur and Frank Hanrahan in the meal room on 22 June 2002. Photo Warren Doubleday

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No. 36 in Sturt St near Town Hall, 16 Jan 1961, just before the fitting of the dash canopy lighting.
Photo Wal Jack, BTM Collection



No. 14, 42? wait for passengers to join for the ARHS last tram tour of Ballarat in Lydiard St. North on 21 August 1971.
Photo Peter Moses

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- The primary concern of the museum is the maintenance of the long term security and conservation of the collection as a whole. The Museum would like to move to having an independent trust own the collection in order to ensure the collection's security in the event of a major financial failure.
 - Continuation of operation on the Wendouree Parade track, which is a heritage object in its own right, having operational tram tracks located there since 1887.
 - Refurbishment of the Wendouree Parade track, in particular the road surface, to ensure the safety of the operation and the safety of the public be a priority of the Council in particular in the short term while decisions are made regarding future operations.
 - That the continuation of the City Tramway to Lake Wendouree remain a future possibility and that planning for any new infrastructure works take this into account.
 - The Museum be actively involved in the planning of any new tramway and its implementation to ensure that it fits with our aims of operating a safe museum tramway that may involve any of our equipment.
 - That active involvement in any tramway be available to all our volunteer workers. That the new tramway be of a well-planned heritage nature operating to high museum and safety standards and not be of the nature of an amusement ride.
 - That our members be involved in the consultative process and any planning for the new tramway.
- Formal representation of Museum representatives on any new community body as representative board members formed to promote the City Tramway concept and in any future management body.

Member's viewpoints on this important matter are welcomed and will be considered by the Board. You can contact us either via the Museum's mail box, fax or e-mail, btm@netconnect.com.au

At The Depot

Work on No. 27 is progressing steadily. Repairs to the brake rigging is well underway with Alan Snowball and Greg Histen carrying out the metalworking tasks. Most of the cups and balls in the brake hangers have to be replaced due to excessive wear. New components have been arranged with the assistance of Bendigo Tramways. Following the remetalling of the armature bearings in Ballarat, we are expecting the return of the baked and dipped armatures from Spotswood soon.

Tram No. 28 is starting to look resplendent in its ESCo colour scheme of cream, red and yellow, similar to No. 26. Dave Macartney has attacked the tram with his sturdy paintbrush and it is starting to look really good. Alan Snowball reattached No. 2 end bumper bar to the tramcar again after some repairs and the manufacture of new brackets. On the inside of the tram, Alastair Reither and Sam Boon have been busy working on the interior getting it back together again.

At the Depot continued

The tram (28) did have a test run in Wendouree Parade just before the end of the financial year – so it would appear in the running statistics finally. The test run identified a couple of minor problems to be attended to prior to return to regular service, but otherwise all was well. It was noticeable the body appeared to be a lot tighter – a result of removing the twist in the body on the truck and replacement of a broken body framing member a couple of years ago.

Work on getting No. 8's lighting circuits back working again has commenced. This tram has had a history of lighting circuit rewires and extensions over the years and sorting through the wiring and the various circuits is a long task. So far we have sorted out the circuit for the headlights and destination boxes and identified that a number of sockets for the destination boxes need to be renewed.

COTMA Conference

Attending the COTMA conference in Rockhampton and Brisbane will be Carolyn Dean, John Phillips, Warren Doubleday and Stephen Butler on behalf of the Museum. A report on the conference will be included in the next issue of *Fares Please!*

Vale Ben Parle and Dennis Rahilly

Long time member Ben Parle passed away on 2 July 2002. Ben was well known as the membership officer for SPER our sister Museum in Sydney. He was struck by a car last August and unfortunately never recovered. Our sympathy goes to his wife Megan, his family and friends.

Dennis Rahilly passed away on Christmas night 2001. He was well known to our senior members, who worked in the railways with him, as he was a popular personality in the payroll section over these years. Not only because he handed out the pay, but had a charm and charisma that was most warming and welcoming. Gavin Young and Dennis shared workplaces a number of times. Dennis had a varied worklife

In having been in the Merchant Navy, Hoyts Theatres and the Victorian Railways. Always ready for a conversation he could entertain with a wide variety of subjects of interest. His personal qualities and humour will be sadly missed.

New Drug Legislation

In 1995 legislation was introduced which required all "Rail Safety Workers" to be zero alcohol whilst on duty. From 30 June 2002 this was extended to cover impairment by any substance, which can include prescription drugs. The aim of the legislation is to create a safer environment through workers acquiring a heightened awareness of the effects that certain drugs can have on their performance. It mirrors existing Road Safety legislation. The Museum's Safety Management System has been amended with assistance from the Safety and Technical Services Branch of the Department of Infrastructure. Our workers have been given this extensive information. All our workers need to be aware that some drugs may affect their performance and should consult their doctor or pharmacist if in doubt. Peter Winspur can supply further information.

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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 27th October 2002, commencing at 2.00pm.

Nominations are called for the following positions, which will fall vacant on the Museum's Board of Management 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, for the nominee to be entitled to be a candidate for election Association. Any nomination is in accordance with the Rules of Association. Any nomination is to be sent in writing to the Returning Officer, to reach him not later than 5.00pm on Sunday 6th October 2002.

Nominations may be sent to:
The Returning Officer
Ballarat Tramway Museum Inc.
P.O. Box 632 Ballarat Vic. 3353,

or 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 500 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.

Oops!

A correction to the May edition of *Fares Please!* Regarding the statue meeting article. Jesse Martin, a former Mayor of Ballarat did not officiate at the opening of the new depot in 1985. In fact it was on 19th September 1981 by Mr. Tom Evans, MLA.

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.

E-mail: btm@netconnect.com.au

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