

## Health Assessment and Certification for Rail Safety Workers.

The Victorian Department of Infrastructure through their Safety Branch, has developed a new Code of Practice for health standards for people involved with the operation of rail vehicles. The Code applies to all rail organisations (including volunteer groups) who are accredited under the Transport Act 1983 to operate in Victoria and provides practical guidelines to ensure they comply with regulatory and accreditation requirements.

The Code outlines minimum standards for rail safety worker health assessment based on the risk analysis of rail safety tasks and current medical evidence. Although it is intended that the Code will improve and make more rational health standards for workers employed in the mainstream rail and tram companies or operators, it is also intended that heritage or tourist operators are also required to adhere.

This has sent shock-waves through the heritage and tourist operators, many of which are non-profit, volunteer run organisations, who have continued to survive despite limited funds and minimal volunteers. Representation to the Department through the Association of Tourist Railways, of which we are a member, have given us some breathing space, but achieved little else.

The implementation of these new standards will not only put considerable more stress on the already overworked voluntary administrations of many groups, including increasing the amount of "paperwork" required to just to keep the vehicles running. For instance for our older volunteers who perform traffic duties, or any other rail safety work for that matter at Bylands, it will require that they undergo regular comprehensive and extensive medical examinations and assessments by a nominated registered health professional.

At present under our current accreditation documentation, we have a system in place whereby our volunteers must have a required standard as approved by their individual health professional, the cost of such consultation is borne by the individual. We understand that this may not be the case in the future. Many employers currently cover the costs of extensive health assessments or medicals for their workers or prospective employees, and write off such costs as a cost of employment. In a volunteer not-for-profit organisation we do not have that luxury, and any expectation that an organisation such as ours, or the individual volunteer to bear the costs makes the mind boggle. This issue has been raised with the DOI, including the possibility of obtaining funding to assist, but we have yet to receive a response.

This Society, along with many of our kindred organisations, are concerned as to effects the implementation of the new requirements will have on our organisations and individual operations. We believe that it will have an effect on the involvement and continuing participation of our long-suffering volunteers, and could effectively end the active services of those who have spent their lifetime in, and for the betterment of rail preservation in this state.

A brochure detailing the new requirements is enclosed with this newsletter.

## Vehicle Storage Shed.

As reported in the February edition of Running Journal, this building required some major work to correct problems that had never been fully addressed over past years since its initial erection. The building required strengthening and stabilisation, and rebuilding of sections of the roof, including the fitting of the roof cladding.

Our regular local building contractor, Danesbury Constructions was requested to give a quote to complete these tasks, but no timeframe could be given as to when the work could be completed. Due to the deteriorating condition of the building, it was necessary to have the repairs completed in the shortest possible time. A chance remark by a visitor put



us in touch with another builder, who lives in Bendigo. We made contact, and after discussions and on-site inspections, a quote was obtained. The new builder Bert Caldwell advised that he could start almost immediately, and this opportunity along with the competitive quote for the works was accepted.

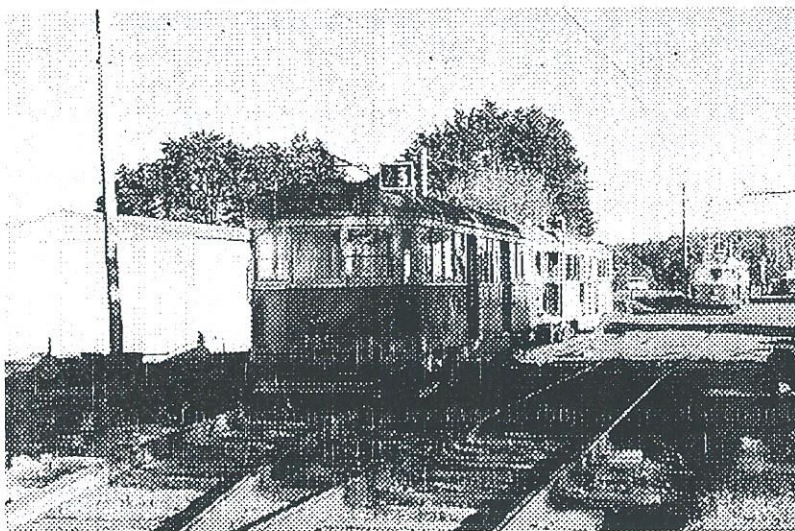
Bert commenced work mid August, and over several weeks the works have been almost completed. The building is now much more secure and resilient to the climatic winds. An additional quote is to be obtained to have the spouting and downpipes fitted.

The downside of this is that it will cost us a considerable amount of money to have this urgent and necessary work completed. The Society has been able to partly fund the costs to date, with several members also pledging donations to cover some of the remainder. **However we will require some additional financial input to settle the cost upon completion. If you can financially assist, please contact the Secretary. remember all donations over \$2.00 are tax deductible.**

## Vehicle Maintenance Building

Work on the connecting trackwork for this building is virtually complete. Initial lifting, packing and ballasting has taken place on the crossover and new siding (future double track), and several trams have already used this section for various purposes. Work to realign and adjust the reverse curve into the building is continuing, with a new long section of rail being placed to eliminate a bad rail joint.

Our regular builder Danesbury Constructions has finally completed the contracted work to clad and seal the building frame. This included the fitting of spouting and downpipes, skylights and the fitting of a side entrance door. To allow for more natural light, an opportunity was also taken to fit two windows into the eastern wall adjacent to the pit. The windows were originally part of the Exhibition Shed before its relocation to Bylands. Planning is now underway to provide a level hardstanding floor in the building.



*For several months, W2 457 has been stored on the new siding at Bylands. It was recently necessary to relocate this car and the easiest way of doing this was by towing it with another. W5 795 has entered the new siding (future double track) and is seen here ready to tow out 457 over the crossover and back onto the main-line.*

*Photo:*

*Graham Jordan*

## Publicity

Recently a reporter and photographer from the Geelong Advertiser visited Bylands to do a story on the Geelong trams in our collection. This being a follow-up to the articles that appeared in that newspaper just over twelve months ago when we acquired a quantity of tramway rail from Ryrie Street. The main purpose of this publicity was to encourage support from the Greater Geelong area for assistance in the future restoration of one or more of these vehicles. Society Secretary Graham Jordan was on hand and spent over four hours being interviewed and guiding the Advertiser's staff around our museum.

Two articles appeared in the Geelong Advertiser on Monday 21<sup>st</sup> July 2003, the first a single article on page 2, and then a double page spread on pages 14 and 15. Both articles are illustrated with a number of photographs. Copies of these articles are attached to this newsletter. Unfortunately to date we have not been inundated with responses, however we will not give up hope just yet.

As with any article that may appear in the media, there is always some people who will misinterpret or misunderstand the meaning or the purpose of the item/s in question. It is bad enough that they do not seek to clarify or verify the



authenticity of any item or remark, but then to make public or written comments which are totally incorrect, misleading or defamatory, must surely question their creditability. Such actions could also cause irreparable damage and jeopardise an opportunity which we are trying to expand.

Therefore the Board advises not to believe everything you may hear or see, and if in doubt contact the Society to verify its validity or authenticity.

## Annual General Meeting

This was held on Saturday 23<sup>rd</sup> August 2003 at the museum at Bylands. Some 19 members and their guests attending. The Society's Annual Report was circulated by mail to all members prior to the meeting.

In accordance with the Rules of the Society, at the close of nominations the following nominations had been received:-

<b>Chairman</b>	-	Keith Kings
<b>Deputy Chairman</b>	-	Andrew Hall
<b>Ordinary Board Members (3)</b>		Michael Fedor
		Shane Moore
		Anthony Sell.

K L Pariossien & Associates were reappointed as our Auditors for the forthcoming financial year. At the conclusion of the meeting, Russell Jones gave a detailed presentation on the Society website, and those present were able to partake of the customary afternoon tea supplied by Aileen Jordan.

A fitting finale to the day's activities saw members being able to ride several of our trams, which included several vehicles, which have not seen regular use at Bylands.

## Museum Works

Work on tramcar maintenance continues to show positive results. SW6 887, which arrived at Bylands in 1996, has finally been reconnected and returned to operation. Although the exterior of this tram looks a little rough around the edges, mechanically it is in very sound condition. After cleaning, detailing and some touch-up painting, the car can then be placed in traffic. Work has also been concentrated on several cars, which have not seen use for some years. Ballarat No 36 has been inspected and serviced, and is now available for restricted traffic use.

Over 20 years ago, some work was commenced on rewiring the lighting circuits of Ballarat No 17. The reasons why there was a need to have this work commenced is still unclear, however it was left uncompleted, thus rendering the lighting circuits inoperative. Unfortunately this work has remained in this state, even during the period when the car was used for passenger operations at Bylands in the mid 1980's. Several attempts in recent years to get the job finished have also stalled, but a concerted effort has now seen the job complete and the lights all working properly. As part of this work, the dash canopy lighting at each end of the car has been disconnected and removed, along with the canopy zebra stripes. Work has now commenced to prepare for the repainting of the ends of the car to its 1950's appearance.

Refurbished internal panels, ex W2 457 have been fitted on the upper drivers bulkheads of Ballarat No 17 to replace the conductors boxes that were removed when the rewiring was commenced all those years ago. Unfortunately the boxes were not stored correctly at the time, being placed away from the tram. One could not be located and the other became infested with white ants. Routine and service maintenance continues on other trams, including periodic and detailed servicing and adjustments to controllers.

Infrastructure works have also taken up a considerable portion of time. With the welcome return of wet weather, after our long dry spell, it was necessary to clear out, reconstruct or re-direct a number of drains around the site. A number of potholes began to take on the appearance of mini dams, and these needed filling of resurfacing.

Repairs have also been required to the overhead in the depot fan area. Due to deterioration, a section of the troughing above the front door of No 5 road required replacement with new timber. The wire leading into No 2 road and the frog pan for No 1 road has been raised and tensioned. The wire on No 1 road still awaits retensioning. The initial work on installing contact wire along the troughing over No 6 road has commenced, with the fitting of the cars. No 6 road will be wired suitable for pantograph operation, and as such spacer droppers obtained from the former South Melbourne depot, have also been fitted to allow the wire to be below the sides of the troughing.

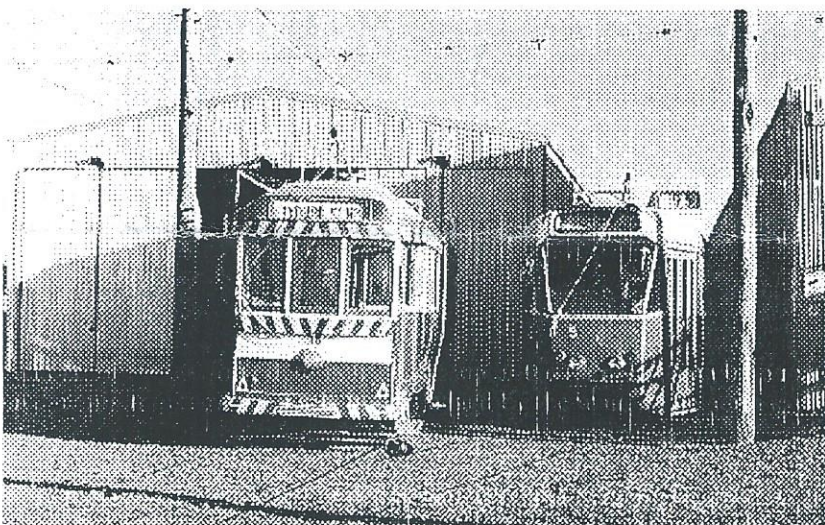


Adjustments have been necessary to the alignments of the securing door bolts at the top of the tram doors on both roads 1 and 2, and several sheets of roofing iron have required re-nailing after being dislodged by the wind at the north end of No 1 tram shed.

Work on the motor vehicle fleet continues as required, including some minor adjustments and parts replacement to the Volvo No 850. The Society recently was offered free of charge a former MMTB MK VI bus No 746. This bus has been in the possession of the heritage bus group at Drouin, and was now surplus to their requirements. In addition to the bus a quantity of MK VI spares was also on offer. As we already have two MK VI's, both requiring considerable repair, the offer was greatly accepted, and No 746 was duly transferred to Bylands. This bus differs slightly from our two in that it was one of those sold by the then operator The Met to a private operator. As such it had to be "narrowed" to conform with the road regulations of the day, something which did not effect the MMTB.

*Ballarat No 36 has recently returned to active service after many years of limited use. As a result it has now been placed in a more accessible position in the depot so that it can be moved much easier. Seen here during the shunting operations, No 36 makes new friends with our latest acquisition Z No 5.*

*Photo: Graham Jordan*



## New Members

The Society would like to welcome the following new member who has recently joined.

No 603                      Mr Brett Edwards                      Laverton

## TMSV on TV

Following a recent request by our Chairman for assistance from the membership in promoting the Society, member Michael Costello made an offer to publicise the Society and museum via his links with a local community TV channel. Michael belongs to a group who puts together a show on Melbourne's Channel 31, called NATCHAT. Society Secretary Graham Jordan was invited to do a half-hour interview for a show to be screened sometime during October. In addition, Michael took some footage on AGM day of the trams and our operations at Bylands that will be used to illustrate segments of the interview. The actual screening date and time is yet to be finalised but in the words of the TV professionals, "Watch your local guide".

We wish to thank Michael for his time and assistance in promoting the Society.

## Working Bees at Bylands

The next working bee at Bylands has been scheduled for Saturday 22<sup>nd</sup> November 2003. We would welcome all possible assistance from members on these days. Works to be undertaken on these days are those that cannot or are not usually possible to be undertaken on a normal public operating day (Sunday).

To assist with catering on the days listed, please register your assistance with Keith Kings on 9836 4932 or Graham Jordan 9798 6035.

**Please mark these dates in your diary. Your assistance will help us to maintain our viability. Many hands will make the work just that little easier for us all.**



## Coin Dispensers For Sale

The Society still has available for sale a small number of metallic coin dispensers which were used by the seated conductors on the Z class trams when they were first introduced in 1975. They are in the form of a chute type canister and were designed for all coins from 1 cent to 50 cent. Coins are loaded from the top and dispensed at the bottom by a push-down lever. They are available from the kiosk at Bylands for \$20.00 for members, or \$25.00 for non-members. They can also be purchased by mail-order by adding an extra \$10.00 for postage and handling. Contact the Secretary Graham Jordan C/- PO Box 27, Malvern 3144 or phone on (03) 9798 6035 for more details.

## Wanted – Don' just sit there?

We have, and will continue to have an urgent need for active participation and assistance for both works around the museum and traffic roster duties at Bylands. Why not be part of the experience that is your museum, come and enjoy a relaxing day in the country with your fellow members.

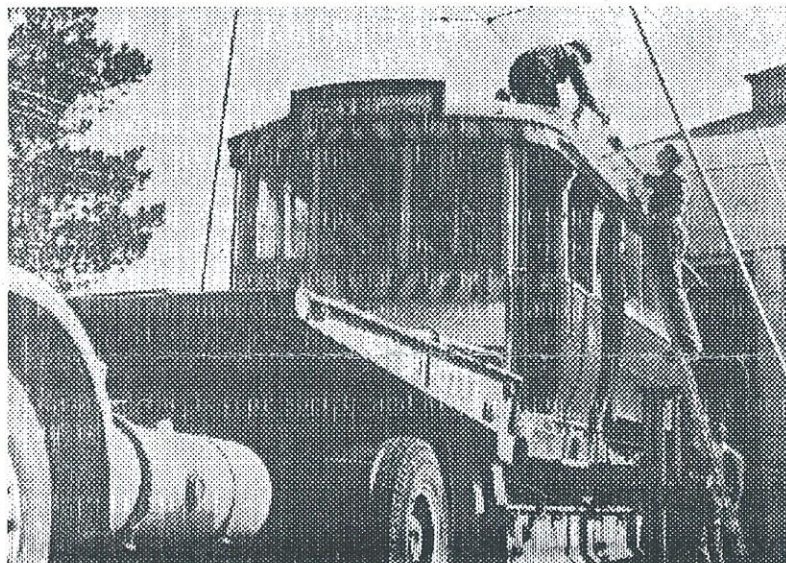
If you are unable to physically assist, why not help by making a financial donation. This would be of considerable benefit by helping the museum continue with its ongoing works programs. Because of our small limited workforce, and the time required to do the many jobs around the place, it has become necessary to employ outside contractors for some tasks. This unfortunately costs money. All donations over \$2.00 are tax deductible. If you can assist contact Graham Jordan on (03) 9798 6035 after 7.00pm most nights.

**Remember, this is your Society and Museum too, don' just rely on any other person, one day they just might not be there?**

## In Restropect

**32 years ago:** No wonder they had to scrap the trams in Ballarat, they couldn't cope with all the people who wanted to travel on them. Thus commented one of about 120 people who packed tram No 40 for its last historic trip up Lydiard Street and out to Sebastopol. Cars tooted, people cheered and *Auld Lang Syne* was sung at least three times during the trip. No one bought tickets except for souvenirs because the conductor could not get through the crowd to sell them.

*(These were the headlines on the front page of the Ballarat Courier on Monday morning 20<sup>th</sup> September 1971)*



*Even before the tramway system in Ballarat had closed, several trams had already been left and been transferred to their new owners. However within days after final closure saw a mass exodus of vehicles to all points of the compass. One of two cars the Society took delivery of was Ballarat No 17 which is seen here loaded and almost ready for departure to its new home at Bylands. The tram had been loaded by jacks which can be seen adjacent. The long poles around the tram were used to temporarily raise the overhead clear. Monday 20<sup>th</sup> September 1971.*

**Photo: State Electricity Commission**

**Running Journal** is your newsletter. Why not be part of it? We welcome your articles for inclusion. Articles can be sent to the Secretary C/- PO Box 27, Malvern 3144, or by e-mail to [graleen@hotmail.net.au](mailto:graleen@hotmail.net.au) preferably in Microsoft Word format. Typed or neat handwritten format is also acceptable.

**Running Journal** is published by the Tramway Museum Society of Victoria Inc. For further information regarding the Society or museum activities contact The Secretary, PO Box 27, Malvern 3144, Phone/fax (03) 9798 6035, or Website at [www.tmsv.org.au](http://www.tmsv.org.au). The Tramway Museum Society of Victoria Incorporated is registered under the Associations Incorporations Act (1981). Registration Number A 1864 E and Australian Business Number (ABN) 12 739 015 600



# A man with a tram plan

PETER BEGG

A CASH-strapped tram museum has called for funding or sponsorship to help restore three of Geelong's historic trams.

The Victorian Tram Museum near Wallan, north of Melbourne, has three unrestored Geelong trams in its collection.

One is a rare example of the original trams used in Geelong when the service first opened in 1912.

The tram museum's secretary Graham Jordan estimated it would cost about \$130,000 to restore each of the Geelong trams.

He said the museum would welcome any proposals, especially from Geelong, to get the trams back in running condition.

Mr Jordan suggested it could be an ideal project for an organisation like the Gordon Institute, where a wide range of skills could be taught during the restoration work.

If funding or another solution came from Geelong, arrangements could be made to display the tram here, Mr Jordan said.

The tram museum has about 20 trams from elsewhere around Australia in working condition, but the former Geelong trams have been left to deteriorate since the last trams ran in this city in 1956.

The most recently built of the three, a maximum traction bogie tram, originally Geelong No.40 and later Ballarat No.43, was displayed at Queens Park for 16 years after the regular Ballarat service closed in the early 1970s.

The tram museum acquired it in 1987, but it is in poor condition due to exposure to the elements and vandalism.



**CALL FOR HELP:** Graham Jordan in the old No. 40 Geelong tram at the Victorian Tram Museum.

Photo: GLENN FERGUSON

The oldest of the Geelong trams at the museum, No.9, which was built in 1913-1914, is in better condition, having been stored in a shed before being

acquired by the museum.

The other former Geelong tram, No.22, is a Pengelley car which was purchased in Adelaide in 1925.

Mr Jordan said that although all three appeared in bad shape, they were virtually complete.

**MORE REPORTS,**  
**PHOTOS** Pages 14-15





# One man hopes to restore Put history



**peter begg**

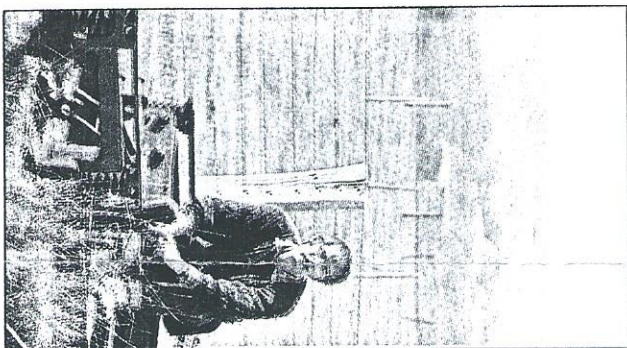
**F**OR a generation of Geelong people born after the local tram service closed in 1956, a solitary tram on display at Queens Park during the 1970s and 1980s was one of the few reminders that this city once had a unique public transport system.

That particular tram, Geelong No.40, remains in much the same condition as the day it left Queens Park in 1987 to form part of the collection of the Tramway Museum Society near Wallan, north of Melbourne.

By much the same condition we mean No.40 is at least under cover and not getting any worse.

The years in the open at Queens Park took their toll — both from the elements and vandalism.

Not so its neighbour in the storage shed at the tramway museum, an earlier Geelong tram,



The Victorian Tram Museum has several Geelong trams — and their parts — but would need about \$130,000 to restore each of them.

known as No.8, which luckily was stored in a shed for years before being acquired by the society.

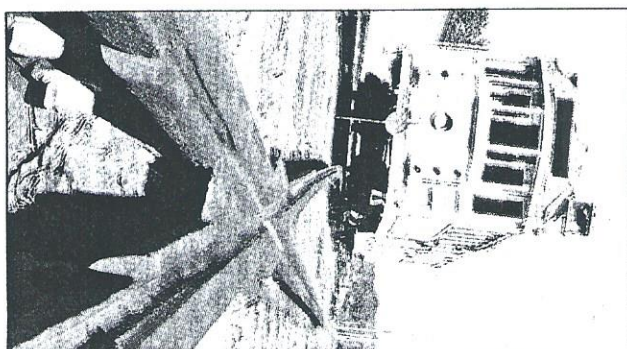
The older tram is one of only three of the original trams designed for the opening of the Geelong tram service in 1912 known to survive.

The first 10 Geelong trams, known as Butterboxes because of their shape, were manufactured by the Victorian Railways.

factured in Adelaide and shipped to Geelong in crates for final assembly.

The society also owns another former Geelong tram, No.22, which is also waiting for funding or sponsorship to be found for its restoration.

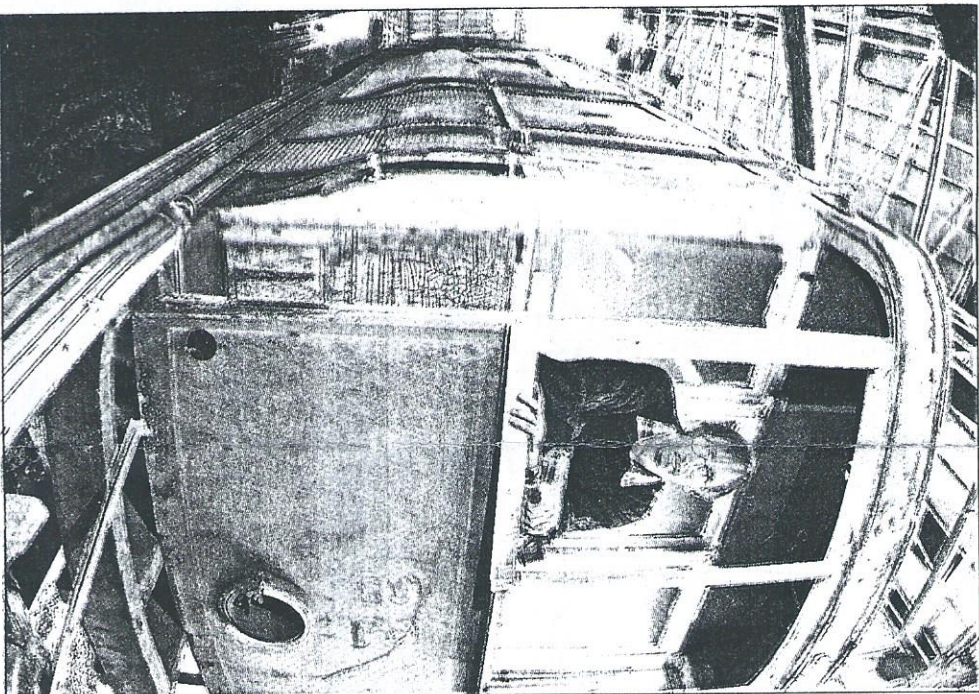
Society secretary Graham Jordan, who invited the Geelong Advertiser to the museum to view the former Geelong trams, said



the three tram cars were far from a lost cause. Mr Jordan estimated it would cost around \$130,000 to restore each of them.

"We would like to get them restored to full operating condition, but at the moment it's right out of our ball park," he said.

"However we would look at offers of assistance from government, private enterprise, TAFE colleges, anything like that.



**TRAM PLAN** Graham Jordan from the Victorian Tram Museum in Geelong believes the trams can be restored if the museum secures funding.

and No.22. Mr Jordan says GLENN FERGUSON



# Geelong's old trams and ... on track

Whether it's a body restoration, an electrical restoration or a mechanical restoration, there's three different fields that you do."

Mr Jordan said if the restoration work was done Geelong the tram could be put on display in Geelong.

Several other former Geelong trams have already been restored, and some of the later ones are operated by the tourist trams at Ballarat and Bendigo, where they served on regular services for Geelong's tram service closed.

Mr Jordan said a former Geelong man who now lives in Canberra, Harrington Cameron, also two former Geelong trams he is restoring, including one of the original 12 trams.

Mr Jordan said another original 10 trams thought to be owned privately and stored at Darlington.

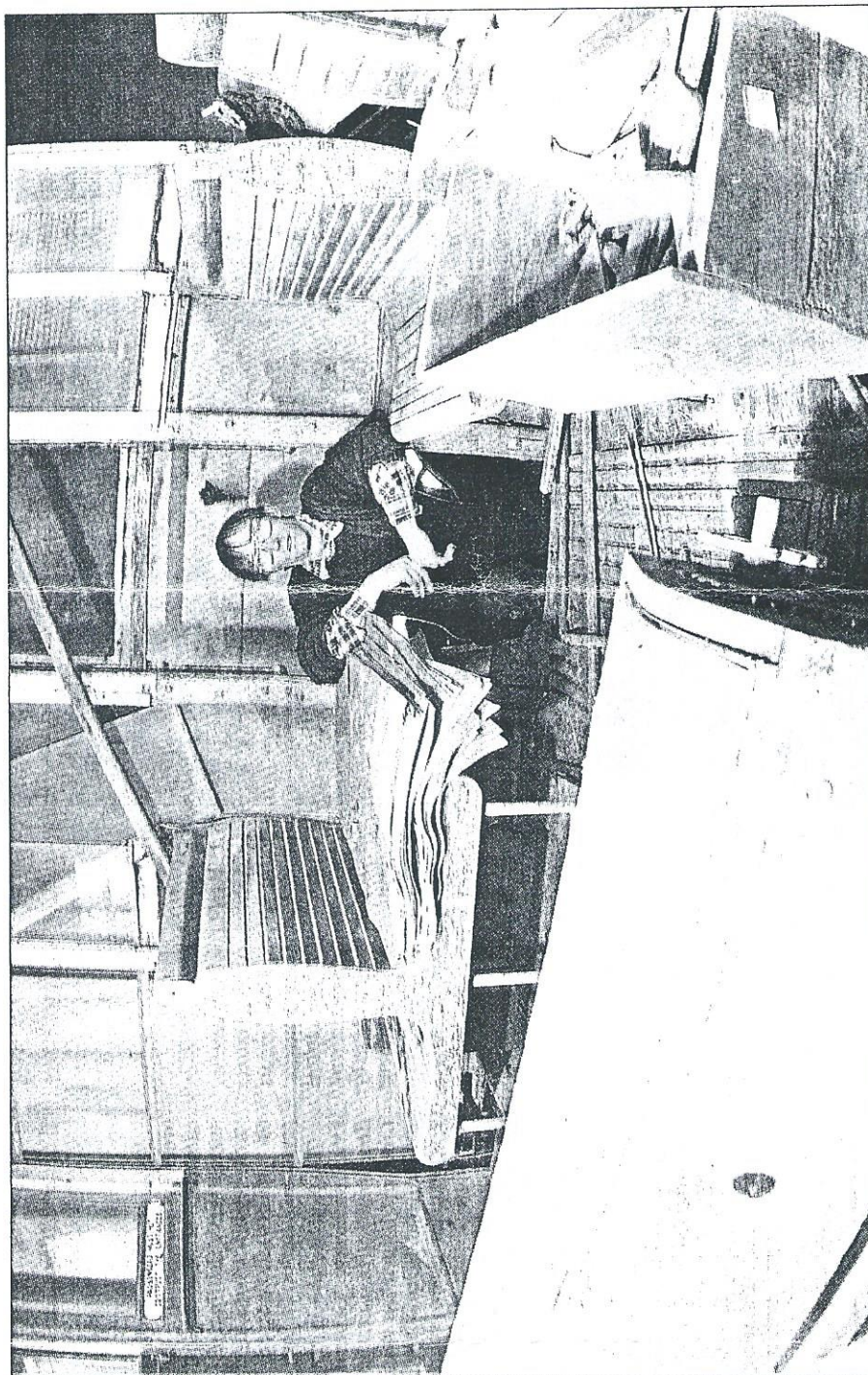
He said Ballarat and Bendigo stole the march on Geelong with their tourist tramways, mainly because regular tram services continued in those cities until the early 1970s.

But there have been calls over the years for a tourist tramway for Geelong — a move Mr Jordan said would have his backing.

"There are some possibilities out there, and there are people out there willing to assist, and we would like to hear from them."

The society's tram museum, which is based around the former railway station of Bylands on the old Heathcote branch line, has 1.2 kilometres of track and 10 working trams with accreditation to carry passengers.

The museum is open every Sunday and is about 90 minutes from Geelong via the Melbourne Ring Road and the Hume Highway.



TAKE A SEAT Graham Jordan sits in Geelong's old No.40 tram, which is in storage at the Victorian Tram Museum.