

RUNNING BACK

INSIDE:
BYLANDS
NEWS

RUNNING JOURNAL



TRAMWAY MUSEUM
SOCIETY OF VICTORIA

NEWS FROM VICTORIA'S ORIGINAL & BIGGEST TRAMWAY HERITAGE CENTRE No. 203 / 2011 \$2*



TOUCH ON, TOUCH OFF. HM USES THE ROYAL MYKI.

Knowing her love of the horses, perhaps the Queen would have preferred to travel on the Beaumaris tram we're featuring inside this edition of *Running Journal*.

No doubt the Duke would have been happy to take the reins.

But on the evidence of these pictures (courtesy the *London Daily Telegraph*) Her Majesty was totally relaxed and comfortable in the refurbished and special-liveried Z3 158 with Joyleen Smith, a driver with many years experience, at the controls.

The Queen almost never travels by public transport, so she and her historic few minutes on a St Kilda Road tram deserve a mention in *Running Journal*.

No doubt, eventually, we'll be able to do the same for our first President.

Finally, maybe somebody should send the Queen the tee-shirt in the bottom picture.

She's certainly qualified to wear it these days.



PLUS A BIG THANK YOU TO ALL WHO HELPED MAKE 2011 SUCH A GREAT YEAR AT BYLANDS. AND YES, HERE'S CHEERS FOR 2012.



- IN ISSUE NO. 203**
- TMSV/MTM 2011 review
 - Beaumaris car update
 - A guernsey for Essendon
 - TRAMORAMA
 - That royal tram ride

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2011. THE VIEW FROM THE CHAIR

Although it's little more than a month since I took over the role of Chairman from Mal Rowe, I thought it worthwhile briefly to list for members the main achievements of the year.

Mal has covered many of these, but I will remind you of some of them again.

- Commencing in May the **accreditation committee** has been meeting regularly and is progressing well with the necessary documentation.
- Also in May the TMSV participated for the second time in the annual Mitchell Shire tourism expo held at Wellington Square shopping Centre in Wallan.
- Throughout the year there has been close liaison with the Engineers Dep't at Mitchell Shire in relation to matters such as drainage of the rail reservation, relations with adjoining land-owners etc.
- Several car clubs have held successful tours to Bylands. Among these have been the Veteran Car Club of Australia (Vic) early in July. On these occasions we offer a museum tour and a fully catered barbeque lunch. These have been extremely beneficial from a public relations point

- of view and financially for the museum.
- Needing crushed rock for our drive we approached Galli Quarries at Kilmore East who very generously donated 26 tonnes and have agreed to become a permanent sponsor.
- We have purchased a stereo system for the Exhibition Hall, a small fridge for soft drinks at reception and an overhead electronic video projector for use at meetings.
- Most of the Federal Gov't grant for members amenities has been spent this year and purchases have included a gas barbeque for use at functions.
- A considerable amount of new equipment has been obtained for the workshop including a router, bandsaw and many hand tools. Over coming months we will install many additional tools which have been donated from a Melbourne workshop.
- We have been involved in ongoing discussions with the Department of Transport regarding our accreditation and also participated in seminars on rail safety hosted by the Registrar Tourist and Heritage Railways.
- A curator is about to be appointed to the museum to oversee conservation and restoration issues relating to our collection. Watch for an announcement soon.
- The Men's Shed movement which is now established throughout Australia approached us early in the year. Following discussions they have leased from us the Bristol portable building adjacent to Union Lane and are now well established. They are completely refurbishing the building including establishing planting outside. The museum will have use of the front (Northern) section of the main

- building together with the Eastern annex.
- As mentioned at the AGM in November the Friends of Black Rock House have decided to relinquish the Beaumaris horse car and have offered it to us which we have accepted. It comes to us with a grant in excess of \$4000 for which we are grateful to the Bendigo Bank.
- Yarra Trams are now donating half the cost of producing *Running Journal*, whilst Mitchell Shire are contributing half the cost of 5000 promotional brochures for the museum. Our thanks to both these bodies for their support.
- Finally, on 3rd November at the invitation of the Kilmore Agricultural Society we participated in a presentation by local community groups. We presented a stand with HO/OO operating model tramway, photo display, sales items and brochures. This was a huge success attracting a huge amount of attention, giving us a terrific opportunity to hand out hundreds of promotional flyers and creating goodwill by being active in the local community.

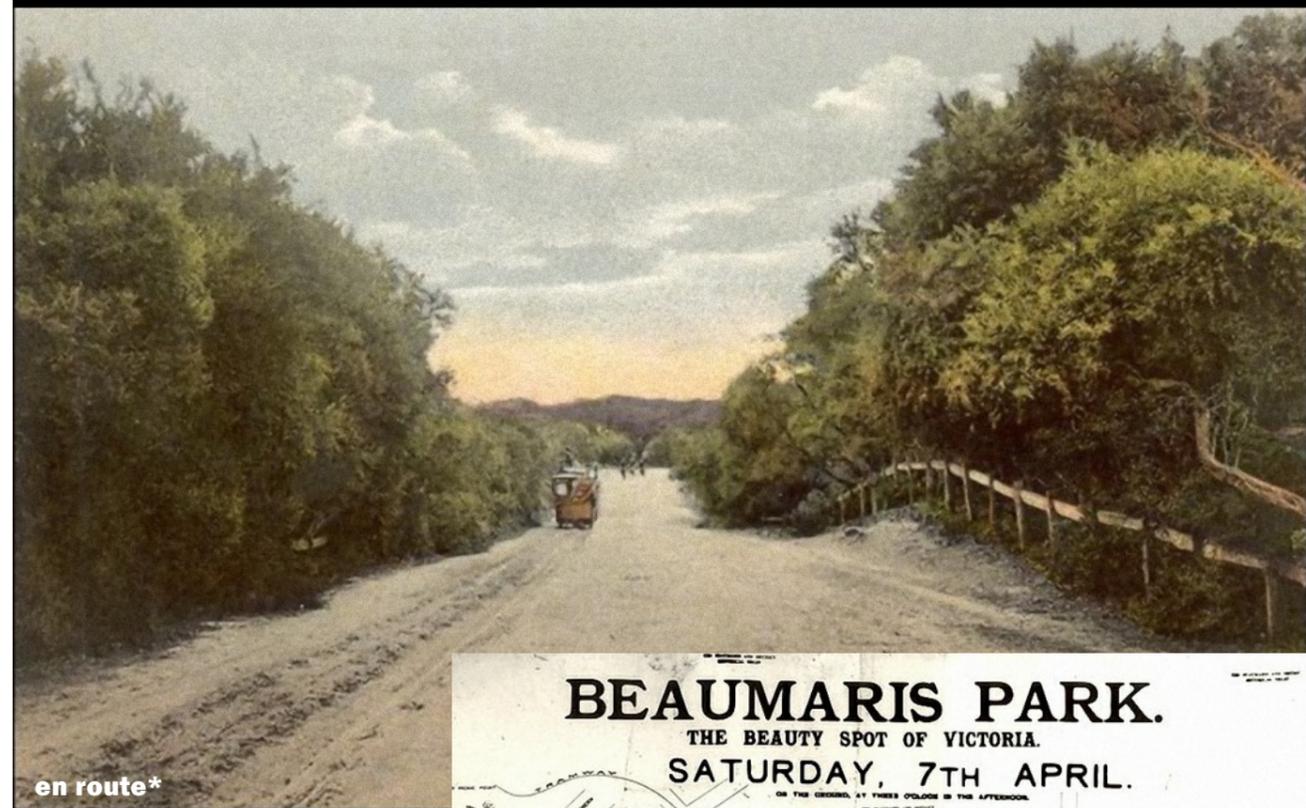
So I think the above is an indication of a successful year. Thanks to all those who have contributed and supported our efforts.

However, the coming year presents many more exciting opportunities and developments for TMSV/MTM.

Watch this space!

John Rawnsley, Chairman

BEAUMARIS HORSE CAR. THE LATEST NEWS.



Readers will recall the article in *Running Journal* No 200 which detailed the role played by TMSV/MTM in rescuing the body of a single-deck Beaumaris horse car. (*No known pictures of a single-decker survives. Should a reader have a picture of a single-decker in service, we'd be grateful to see it. JR & BW)

It had lain for years in a Black Rock backyard where it served as a garden shed.

The rescue was organized by the Friends of Black Rock House; a voluntary body dedicated to the preservation of an historic property in Edden Street, Black Rock.

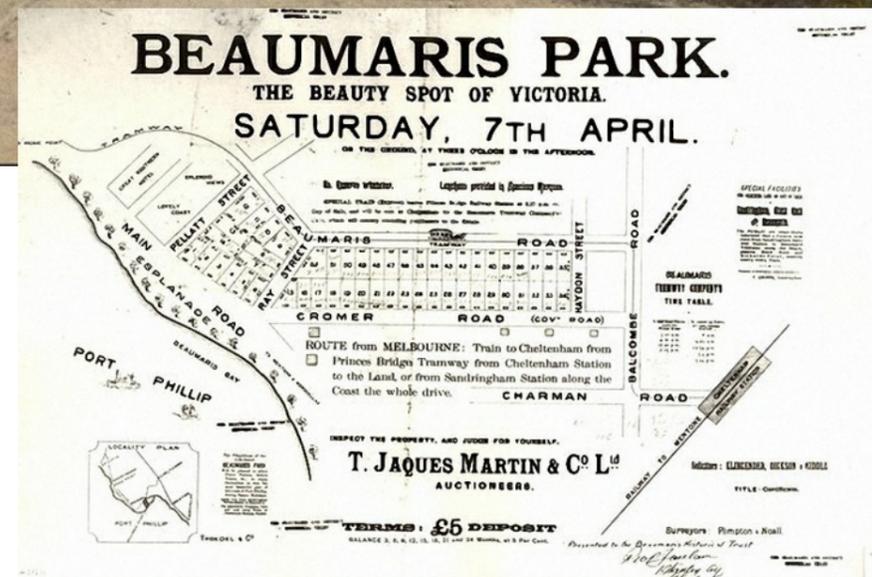
One of the stops on the short-lived Black Rock - Beaumaris section of the standard gauge Victorian Railways electric tramway was directly opposite Black Rock House.

After removal from the site the body was transported to the courtyard of the stable block at the House.

As detailed in RJ 200 the initial intention was to restore the body and display it on site. Several key members of Bayside City visited Bylands to view our fleet and discuss possible options for preservation.

In late 2010 we held a committee meeting followed by a shared information afternoon at Black Rock House to enable members from both groups to view the tram body and participate in a presentation on the history, present and future of the TMSV.

Late in August 2011 I was contacted by the President of the society who informed me that the committee had reached a decision that The Friends would not proceed further with plans for the future and offered the tram to us.



I immediately accepted on behalf of the TMSV/MTM as we had given an undertaking at the outset of discussions that we would ensure the preservation of the tram.

Apart from this, set out below are the reasons why it is imperative that this relic be preserved. There is an aura of mystery surrounding this vehicle as it is virtually unrecorded in known historical sources.

Note that these details are presented in good faith and if any reader is able to provide further information it will be gratefully received.

- The only Melbourne horse car surviving in original form and only car from Beaumaris.

- Single deck vehicle almost certainly built by Duncan & Fraser.

- Indirect evidence suggests that this tram was fleet number 9.

- As far as is known it never ran in regular service, available only for private charter.

The car comes with a dowry of \$4100 which will be dedicated to its restoration.

We are fortunate to have in stock all the original components of a suitable Stephenson truck. This originated from the double-deck Beaumaris car which was rescued by the TMSV many years ago but subsequently lost.

The car will be transported to Bylands over the next few weeks and probably placed on display in the Exhibition Hall for the time being.

Our thanks are due to The Friends of Black Rock House and their President, Carolyn Brown, for entrusting us with this important relic.

John Rawnsley with Brian Weedon

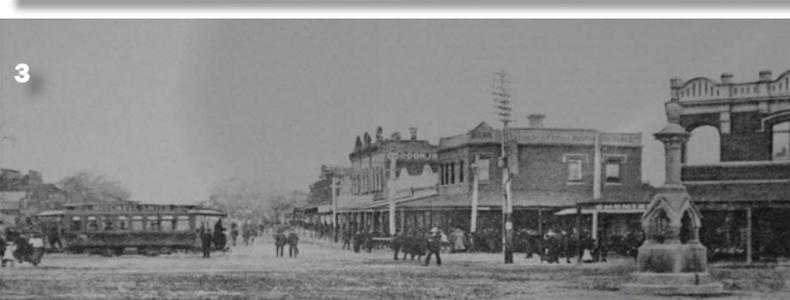
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ESSENDON GETS A GUERNSEY



The Essendon Tramways are the oldest surviving electric tramway services in Melbourne. Essendon tramways were mostly within the city's boundaries, but started in Melbourne at the Flemington Bridge terminus of the MT&O Co and skirted the boundaries of Essendon before heading to the heartlands. Notable features on the 1915 map opposite include the Puckle St - Moonee Ponds branch, the Victoria St. line in Flemington and the side of road running in Mt Alexander Rd north of Essendon station.

These images are mostly from early North Melbourne Electric Tramway and Lighting Company days. They built and operated the system and were the oldest part of the system and the last to be absorbed into the MMTB - holding out until 1923.

Pic 2: Essendon roundabout - then and now. At Essendon Station, the NMET&LCo line swerved on to the western side of the road and stayed on that alignment up to the original terminus at the corner of Keilor Rd. One reason for this was that the centre of the reservation currently used in that location was then occupied by a Fire Station. The present track occupies a more normal centre road alignment.

Pic 3: The roundabout - looking north. The building at right predated the trams and is still there, as are several others in these two shots. Here, Napier St. runs due north (away from the camera). In between the dates of the two images a footy traffic siding was installed - and removed.



Pic 4: NMET&L car at Flemington Bridge. Passengers transferred here from North Melbourne cable trams or the Flemington Bridge railway station. As the driver 'swings the pole', the conductor sees passengers aboard. They may well be on their way to "Henley on the Maribyrnong", a premier early 20th century sporting and social event. They are heading to "Saltwater River" - or Maribyrnong River as it became known after it returned to a version of its original aboriginal name some time around 1913. This car became V class 214 freight car 17, then V214 and is currently painted as NMET&L Co 13 again and on display at Hawthorn Depot.

Pic 5: This old and rather battered ballast trailer at MTM Bylands was once a trailer of the NMET&L Co. Trailer use was discontinued after a fatal accident involving V214 and a local boxing hero in the early 1920s. The trailers were recycled for civil engineering purposes. This truck is one of a very few surviving Brill 74T trailer trucks in the world.

Pic 6: Moonee Ponds junction in NMET&LCo days with a car entering the junction heading north to Keilor Rd while another enters the junction from Puckle St. at right. It's likely that the pic was taken on a Moonee Valley race day with the trams running a shuttle between the Moonee Ponds Station and the Junction - not far from the racecourse. The hotel at left was demolished for road widening, but the hotel at right remains to this day.

Pic 7: This (slightly boring) picture probably illustrates the 'ceremonial first rail' laid in Mt Alexander Rd a short distance north of the tram depot. As was typical of the period, the tramway was laid in an unsealed roadway. Depot and tramway remain.

Pic 8: Essendon 13 was a 'camera hog' in the early days, featuring in many pictures. 50 years later it was still hanging around at Essendon depot in its role as No 17 freight tram.



Mal Rowe

TRAMORAMA

Christmas Special



Pictures on Christmas cards traditionally showed Dickensian scenes, many with thatched cottages laden with snow and rosy-cheeked, well-to-do families whose lives the rest of us could only imagine.

Here are views of Collins Street that could have been just before Christmas (note the bananas in the top picture). Can anybody spot an Aussie Tiny Tim? And surely that's Scrooge. ●



Why Q?

Many fellow enthusiasts are astonished when I tell them that my favourite Melbourne tram is the Q.

At Bylands, its final passenger-carrying guise is 199. These straight-sill combinations are not much admired.

I fell in love very early indeed.

Reclassified (together with F, G, K & R classes) by the M&MTB in 1928 as G, I still call them Q.

My first encounter was as a small boy when, with a group of friends, I went to Saturday matinees at the Rivoli cinema in Hawthorn.

After the show, guess what, we wandered the streets.

Wonder of wonders, I discovered on a spur in the northeast corner of Camberwell depot, an unusual tram.

Four wheels rather than the eight to which I was accustomed and, most intriguing of all, a unique chocolate and cream livery, albeit rather faded.

This, of course, was the illustrious no 190: last car surviving in the original colour scheme.

It was a child's delight. And many

happy times were spent on board ringing the warning gong and the communication bell.

It was the life of a conductor or driver until enraged depot staff threatened us with a dire fate. I can't recall when I last saw 190 but it still ignites a lifelong interest in old vehicles, regardless of type.

My next encounter, a few years later, was as a morning paper boy in North Balwyn.

My round was the largest. There were three morning papers and almost every household had the paper delivered.

I covered the north side of Doncaster Road, near route 48's North Balwyn terminus.

Many streets were unmade and to say that they were appalling would be an understatement.

A bike was of no use. So, as I didn't have a tractor, I decided to walk the round.

I found that if I left the shop in North Balwyn village at the right time I could catch the all-night tram to Balwyn Road.

This was, as I recall, always a Q and one of the group stabled at Kew depot on the open east road connecting to High St.

This allowed me to talk to the driver and to watch his driving technique.

Finally, I especially remember that the track from Bulleen Road to Balwyn Road was worn and in poor condition.

The riding quality of the single truck was ... er ... interesting. ●

John Rawnsley

