

Greetings around the globe

With the new TMSV starting to make itself better-known, your committee has been putting the word about and inviting fellow tram-lovers around the world to help us build the profile that a tramway city like Melbourne should have.

The good vibes are out there and we look forward to hearing from our friends at museums and centres like these:

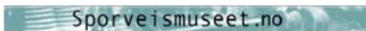
Denmark: SPORVEJSMUSEET SKJOLDENÆSHOLM

The Tramway Museum of Skjoldenæsholm.
<http://sporvejsmuseet.dk/>

New Zealand:


<http://www.wellingtontrams.org.nz/>

Norway:


<http://www.sporveismuseet.no>

United Kingdom:


<http://www.tramway.co.uk>

USA:


<http://www.trolleyuseum.org/>

Now, let's hear it from you.

Running Journal is your journal. So let's have your input: News, Articles, Letters, Comments should all be sent to:
kilmorettram@gmail.com

YOUR NEW BOARD

At the Annual General Meeting held at Hawthorn Tram Depot on 29th August, 2009 the following office bearers were elected to fill vacancies created by the resignation or retirement of members of the previous board:

Chairman: Doug Prosser
Deputy Chairman: Geoffrey Dean
Russell Jones
David Langley
John Rawnsley
John Walker continues as a member of the board.

At a subsequent board meeting, John Wayman assumed the role of secretary and the resignation from the board of Russell Jones was accepted and good wishes were extended to Russell on his appointment to a senior position in South Australia.

WELCOME TO NEW MEMBERS

As part of our new approach to membership unity we extend a warm welcome to the following new TMSV members: Gary Davey, Liam Davies, Gregory Fisk, Tony Miles, Roslyn Mitchell, Jane Rawnsley, John Wayman

SHIRE COUNCIL GIVES THE NOD TO BYLANDS

On 19th November staff members from the Mitchell Shire Council visited Bylands to receive an update on its potential as a tourist destination.

Economic Development Manager, Chris Guthrie, Tourism Development Officer, Leah Furey and Visitor Information Officer, Juanita Breen, met with the Board and inspected the site.

They were astonished at the size of our collection and expressed great enthusiasm for the future of the TMSV as a valuable tourism attraction for Bylands, Kilmore and Mitchell Shire as a whole.

BYLANDS TO HOST SHIRE PARTY

As a result of the visit of Council officers, Bylands has been chosen as the venue for this year's Christmas break-up party for volunteer staff at the Shire Tourist Information Centres.

The party is to be held in the Exhibition Hall, the scale and atmosphere of which so impressed the Council officers.

Details and photographs will appear in the next issue of "Running Journal".

GIVEAWAY RUMOURS SCOTCHED



at Hawthorn depot.

The truth is that the Hawthorn vehicles are and will always remain the property of TMSV.

What's more, trams and other items at Bylands and elsewhere will not be dispensed with without the approval of members of the Society.

ACCREDITATION UNDER WAY

For reasons we might call 'historical', your board of management unfortunately has to announce that accreditation has been stalled.

However, the matter is now once more under way and is being pursued vigorously by the board.

At *Running Journal* print time the process is approximately 75% complete.

Won't be long before we're operating again.

RECEPTION MOVES TO DISPLAY HALL



And just for starters ...

Shown here - with Doug instructing John (Rawnsley) on some matter of considerable significance - is the old reception and shop building undergoing preliminary renovation.

After Visitor Reception is moved to the main exhibition building this structure will have a new life.

Incidentally, the building above has its own importance. It came from Filton Aerodrome where it was built by the Bristol Aeroplane Company, famous for both the not-very-successful *Britannia* and the massive, (and even-less-successful) *Brabazon* aircraft.



CAR 199: OUR 'NEWEST' SHOW PONY

Car no 199 has to be, if not the 'newest', certainly the latest show pony in our fleet.

Now that TMSV's back on track, 199 is the perfect example of the quality we will proudly show off, not only to our fellow-Melburnians but to other Aussies and to our friends and visitors from all over the world.

199 is just one example of what the Society can achieve and is a key to the success we'll achieve in the coming years. All of them show the world the best face of TMSV.

And *show* is one of the keys to our future success.

Like P.T. Barnum - *and* the British Museum, for that matter - the business we're in at Bylands is show business.

And you know what the song says ...

THERE'S NO BUSINESS LIKE SHOW BUSINESS!

Nothing reminds us more powerfully that our business is show business than Car 299. Superbly and lovingly restored, it also reminds us that it takes more than hard work to keep the TMSV in good shape. It takes a truckload of money, too.

It's a commercial reality that museums and galleries worldwide have come to accept. They must attract and *entertain* their visitors if they're to get the cash they - and we - want.

Cash that we always *need*. Desperately *and urgently*.

And it just happens to be the very same cash *we* desperately need if we're to offer a great deal more than a tram ride.

If you want to ride a W class tram, there are still quite a few working the streets of Melbourne.

So we need to be interesting and entertaining in other ways as well.

Like Scienceworks, Powerhouse, the National Gallery, we have to understand

that we're in the *show* business.

The family trip to the Tramway Museum has to be entertaining.

People must be pleased to have taken the time to come out and see our show.



If they *are* pleased, it will help us raise money in other ways. Success with them will help our case in encouraging potential major benefactors to come more willingly to the party. Nothing succeeds like

success when you're wooing companies and governments for support.

(They're always pleased when the public is pleased. And a promotional return on their investment makes them even happier

to thrust their hands deep into their generous pockets.)

We also hope they'll share our enthusiasm for showing off to the world a fascinating and dynamic part of Melbourne's history.

After all, without our wonderful trams and buses most people couldn't have got to work. And Melbourne wouldn't have grown into such a commercially-successful metropolis.

It's commercial success that TMSV also needs to ensure that such a great tramway city

as Melbourne has a properly-preserved transport heritage collection.

And can boast a world-famous tramway museum that Victoria and its residents are more than a little proud to support.



RESTORING TIES WITH OUTSIDE GROUPS VITAL AND URGENT

We're good at restoring trams. Now, sadly, it seems that we need urgently to repair our relations with some significant organisations. *Running Journal* hears that relationships have not been as warm and positive as members might have expected.

It has even been whispered that the TMSV has become unwelcome in some circles.

Let's hope that's no more than scuttlebutt. But even if it isn't, we're putting it behind us and making sure that friendships are mended and that, in future, the TMSV has the best possible relationships with friends, potential friends and benefactors. It's vital that

the TMSV fosters close and amicable associations with the many parties in government, in business and in every other area of the community whose good opinion is in the best interest of the Society.

There's usually mutual benefit in such relationships and the TMSV is keen to maximise those benefits for all concerned.

We're keen to hear from members of the TMSV and others who might have friends and associates with interests that might mesh well with our own. Tram, train and bus operators - local, national and global - spring to mind as possible sources of help and, even better, donations.

THE CASE FOR KILMORE?

What are the arguments in favour of making ourselves more visible in Kilmore? Surely, horse tram rides at Kilmore would be popular with families. And demonstrating the wonder of cable cars should be a success and well within our many and varied capabilities.

What's more, visibility itself is a huge benefit.

Sadly, one disadvantage of Bylands is that in a very small straw poll, most people told *Running Journal* that they had no idea where it is. And it's not visible from the road. Your thoughts?

TMSV TREASURES

1: KEITH KINGS'S STUDEBAKER

Visitors to Bylands will be familiar with the Studebaker M16 bus in the Exhibition Shed. It's the property of foundation member Keith Kings to whom we are grateful that this rare vehicle has been preserved and restored.

Bus no. 165 seated 20 passengers, was built in early 1942 at the Preston workshops of the MMTB and entered service on 6th April. The early war years were very difficult for Britain and her Allies, and civilian chassis production in England soon ceased. Australia managed to obtain numbers of truck chassis from the USA, including the petrol-engined M16 no.165.

Materials were in very short supply and 165's body is a light wooden frame, with Masonite side and rear panels below the windows.

Above them, and over the roof, canvas is stretched over longitudinal timber strips. Passenger seats are shallow rubber cushions covered in tan-colored canvas, on wooden bases.

Commonly called "Munitions" buses, 60 were built with this type of construction.

They were used almost exclusively to carry workers from the northern and western suburbs and city railway stations to Fisherman's Bend, and other defense factories mainly in the western suburbs.

They were retired in 1945 -1946 and sold by tender. Stumbled upon in 1972, 165 was in extremely poor shape, having spent years as a work bus for a salt company!

Metalwork was badly rusted and the Masonite panels bulged from water seepage. The canvas area had been replaced by Masonite on the upper sides and sheet metal on the roof which was rusted. Body repairs were considerable.

The chassis was condemned due to heavy corrosion and was replaced by an identical unit.

The entire restoration was spread over some 29 years.



Keith Kings's rare and historic Studebaker

RUNNING JOURNAL



The Tramway Museum Society of Victoria
INCORPORATED

News from Victoria's Original Tramway Heritage Centre

No 197: November 2009

BACK ON TRACK!

It's good to be able to look forward to a more positive future. Of course, we all know there's a big job to do and that Bylands has hardly been the byword for transport museum

"Working together, we can make TMSV the great and much admired organisation it was always meant to be"

Chairman Doug Prosser

management standards in recent times.

But it won't stop the Tramway Museum Society of Victoria doing what it was formed to do.

Melbourne has been, since 1885, one of the world's most important tramway cities. Indeed, some say that when St Petersburg recently pruned its network we became the world's largest network. So perhaps we're the capital city of the tramway world.

Which is why we shouldn't be shy in representing ourselves as Australia's premier tramway museum and showcase.

We've a right to show off. In fact, a duty.

We've a right to show off about almost half a century of hard yakka. That's nearly 50 years of dedication by the many committed members who have put so much effort into the preservation of Victoria's rich tramway heritage for the benefit of future generations.

And, even if in recent times the Society has missed or squandered some opportunities, we say let's look forward rather than back.

Every member will want the Board to provide the leadership that's been missing for so long and will wish it well.

But the Board needs the enthusiasm, skill and determination of *everyone*. To make the Society the



invaluable resource and living historical record it was originally intended to be is not something the Board alone can do.

Victoria - and the whole of Australia - has the right to expect a bright future for the rejuvenated Tramway Museum Society of Victoria.

You might say that this is the TMSV's Kitchener moment. So ... ding ding. We're ready to roll ... up our sleeves.



**NOT A MEMBER?
JOIN US NOW AT
www.tramway.org.au**