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The Tramway Museum Society of Victoria Ltd.

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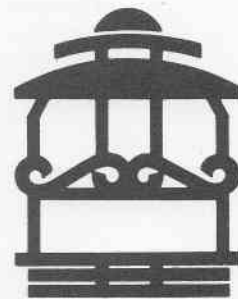
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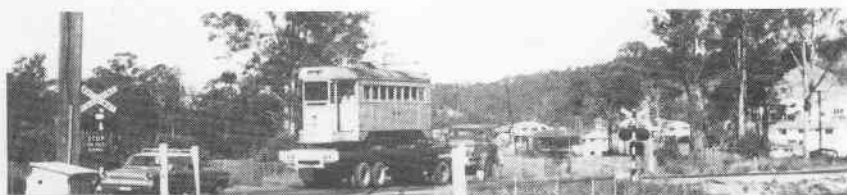
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COVER:

On January 24, 1926 the Swanston Street line was converted to electric traction and former Brunswick and Coburg cars such as 160, sister of museum car 164, were able to run through to St. Kilda Road routes. Fifteen months later the Flinders Street cable trams were cut back as the conversion program continued. The many signs indicate that the intersection was the focal point of Melbourne's transport with Railway Buses to Geelong, Cabs to Jolimont and Richmond and, from the stations, fast electric trains.

2: Brisbane's first 'drop centre' leaves the tile factory on its journey to the second BTMS site.

3: The museum's 'baby dreadnought', 99 in Stamford Road.

4: At the new site — trolleybus 34 shelters next to the store shed.

5: Most of the Brisbane museum fleet is sheltered at the new site and a proposed depot will provide cover for all the vehicles.

5 YEARS IN BRISBANE—BY A. MILES

You don't have to be mad to start a tramway museum, but it helps.

Why go to all that trouble when, for considerably less cost and effort, you could take up fishing or golf, and still be regarded as sane by the rest of the community.

Why? Well, officially, the Brisbane Tramway Museum Society exists "to provide a means whereby any person interested in any phase of the history or operation of tramways may associate with other persons with similar interests to their mutual benefit, education and enjoyment and to purchase, take under trust, or otherwise acquire any item of tramway historical significance and to maintain, repair, enlarge, operate and exhibit same". Anyway, that's what the Memorandum of Association says.

Regardless of that, however, the idea is to get some trams running again.

This was also the aim of the people in Brisbane ninety years ago. After a few false starts, they eventually got the horses rolling in August 1885. The small system grew and survived the bank crashes of 1892 and the floods of 1893. A great step forward was taken in 1897 when electricity came.

The system expanded rapidly and further survived the great tramway strike of 1912, the First World War, the Roaring Twenties, the Depression, the Second World War and the American Army to reach its peak in the early 1950's. From then on the combined forces of a too rapidly expanding suburbia, increasing costs, the Paddington Depot fire of 1962, the Wilbur Smith Traffic Report of 1965 and the ever present, all powerful motor car caused the rapid decline of the system. The final blow was the replacement of the old Victoria Bridge. When the new one was ready, the old one had to go, and with it went Brisbane's trams. That was on 13th April 1969.

Prior to that time a group of aficionados (they weren't Spanish but it's a nice word and sounds better than tramway enthusiast) had been active in Brisbane. Some private collecting of relics and records had commenced, but as the closure drew near, some co-ordinated effort was necessary if there was to be anything worthwhile to show to future generations. A public meeting was called in July 1968 from which grew the Brisbane Tramway Museum Society. The Society was incorporated under the Queensland Companies Act as a Company limited by Guarantee.

The first task was to enquire of the Brisbane City Council, the authority operating the tramways, what trams and equipment would be available. This was done with some hesitation, not knowing what sort of response to expect. The Society's officers dealing with the City Council's Transport Department were somewhat taken

aback by the Council's reply of "What would you like?", but managed to recover and then, like Oliver Twist, boldly make their official request.

The list was quite impressive and is worth repeating in detail.

Here it is :

1. Twenty trams -

- 14 Scrubber. Former Standard Combination. c.1900
- 15 Scrubber. Former Standard Combination. c.1900
- 41 Replica Horse Car reconstructed for Queensland Centenary procession in 1959. (No horse supplied).
- 47 Standard Combination Car.c.1900. Later used as Advertising car and restored in 1968 by B.C.C. Transport Department.
- 65 Ten Bench Car.c.1915
- 99 Baby Centre Aisle.1943
- 128 Advertising Car. Formerly Dreadnought.c.1913
- 136 Dreadnought.c.1914
- 140 Advertising Display Tram. Formerly Dreadnought.c.1914
- 231 Drop Centre. The first of this class.1925
- 277 Drop Centre.1926
- 300 Drop Centre.1935
- 386 Drop Centre. The last of this class.1938
- 400 Four Motor. The first of this class.1938
- 429 Four Motor.1942
- 480 Four Motor.1947
- 494 Four Motor.1948
- 519 Four Motor.1951
- 554 Four Motor (Phoenix), Brisbane's last tram.1964

2. Two trolley buses, numbers 1 and 34, the first and last to enter service.

3. Two welding trucks and two welding units.

4. Trolley wire and aluminium feeder cable.

5. Mountains of spare parts for the trams and ancillary equipment including bogies, motors, axle boxes, brake gear, brake blocks, etc.

6. Points and crossings from Ipswich Road Depot.

7. Rails and sleepers in the open ballast tracks at Salisbury and Doomben. Later the tracks over the pits in Ipswich Road Depot were substituted for the Doomben tracks.

8. The Valley Junction signal cabin and arch.

9. Mercury-Arc rectifier equipment from the Kedron and Coorparoo Sub-Stations, together with the supervisory cabinets and mercury-arc redtifier bulbs.

10. Many items of "street furniture" such as tram stop signs, safety zone signs, directory boards, signal lights and poles.

11. Tower waggon No. 1.c.1937

The Department readily agreed to all these requests and either donated the equipment to the Society or allowed the Society to hold it in trust from the B.C.C. as is the case with the trams themselves. The only condition was that the Society shift the equipment to a secure place, and the sooner the better.

At the same time as arranging the trams and equipment, the Society had to find somewhere to put them. Readers will be well aware of what happens to trams and copper wire left in open paddocks. Fortunately a reasonably secure home was found in the form of a disused tile factory adjacent to the Ferny Grove railway station. Ferny Grove is the terminus of the railway line and is a rapidly developing suburb about eight miles north-west of the city centre. The site was privately owned and the Society had to pay a rental which, compared with its limited financial resources at the time, was considerable. However the area offered ideal scope for development as a museum because of the substantial building which would hold most of the trams under cover and the nearby abandoned railway right-of-way which continued on past the Ferny Grove terminus.

Having the equipment and the site, the next task was to bring the two together. Most of the older cars, being no longer required for service, were taken to Ferny Grove during February 1969. More were taken during March and when the system closed on 13th April 1969, the last three trams (14, 231 and 554) were removed the following day. Actually 554's last ceremonial run continued into the first hour of 14th April so that this tram had the distinction of entering a museum the same day that it finished service. The Society was indeed fortunate in that all of the vehicles and equipment were handed over in working order.

The moving was done with the assistance and patience of a local carrying company, Aitkins, who, if they knew nothing about shifting trams before, certainly do now. Their forbearance in waiting while the Society scraped together enough money to pay them was very much appreciated. Funds were raised for the move by forming members into syndicates of about four or five, each syndicate paying the cost of moving one tram. The trams made the trip to Ferny Grove without incident, apart from a few brushes with overhanging tree branches.

The hasty move was necessary because the Transport Department required the space for its increased bus operations. Thus everything that wasn't bolted down was taken as soon as the system closed. The stuff that was bolted down took considerably longer. Work began immediately on lifting and cutting up for removal over a mile of double track from the Salisbury reservation. The rail weighed upwards of 80lbs per yard, or a total of about 320 tons, not counting the sleepers. Because of interruptions to complete more urgent tasks, the removal of the Salisbury rail was not completed until late 1972.

Besides the Society's muscle power being put to work at Salisbury, its administrative, literary, organisational and cash extractive powers were also being used. While a rail can be lifted with sufficient muscle power, no human strength can remove

government red tape. Considerable time and effort had to be expended attending to matters such as incorporation, income tax deductions, leases, site approvals and an application to use the old railway right-of-way. While the Society itself eventually became firmly established it soon became evident that the museum had not been and that another site would have to be found.

Money was, is, and no doubt always will be, a problem. The treasurer has one hand open ready to receive anything that comes his way and the other closed with a tight fist, spending carefully only what must be spent. Various methods have been used to raise money from the members and the public and one of the most successful has been the continuous bottle drive.

Regular outings are organised, and so far conveyances have included trams, trolley buses, diesel buses, trains, rail motors and a ferry. The Society combines with kindred associations in Brisbane to stage various displays.

Membership commenced with about 80 enrolments, rose at one stage to 100, settled back to around 80, and is now slowly rising.

The Society's magazine "Dreadnought" appears each month with news, views and exhortations.

With the museum only temporarily sited at Ferny Grove, little work of any permanent nature could be done. The land the Society was occupying was very valuable real estate and the owner was selling out to a development company. The Society had to find another site urgently and sought the assistance of the Brisbane City Council again. Many sites in the metropolitan and near rural areas were considered but all were ruled out for various reasons.

In October 1971, the City Council offered the Society use of vacant land, formerly occupied by the Council's Health Department, at Ferny Grove, about half a mile on the city side of the original site. Two large wooden buildings, one with a concrete floor and steel frame roof, and a small but well kept hut were on the grounds and nearby was a rubbish tip that was gradually being filled in. Initially the Society was offered the use of the land at the will of the Council and late in 1972 a lease was drawn up over an indefinite area at a nominal rental. The Council is surveying the area to determine its best overall use and envisages offering the Society a long term lease over part of it with the remainder being developed as parklands and playing fields.

As soon as approval to occupy the new site had been received in March 1972, the move was commenced, preparations having been previously made in anticipation of this decision. By this time the land developers were breathing heavily down the Society's neck. Relations between the Society and the landlords had never been harmonious and at this period became definitely strained. The developers threatened to bring in their bulldozers, trams or no trams. Their efforts were frustrated however because the City Council still had an interest in the trams. Finally, either in magnanimity or desperation, the developers offered to pay for the removal of the trams to the new site.

Never slow on the uptake, the Society accepted this offer and Aitkins Transport were once again pressed into action. With the lessons learned from the first move still remembered, trams and equipment poured out of the old site at an incredible rate. On the main day, Sunday 23rd April 1972, there were more trams in Samford Road than there were buses in Queen Street (well, almost). The Society purchased its own 4-ton truck to assist with the move and it proved invaluable.

Although, with splendid co-operation from members, the mammoth move was completed in six weeks, even this rate was not fast enough for the developers. Relations plummeted to zero with threats and Supreme Court injunctions filling the air during the beginning of May 1972. However, the move was completed without incident, and the Society and the developers parted company, each glad to be rid of the other. Today this site is devoid of trams, buildings and trees.

Apart from material still to be collected from Salisbury and Ipswich Road Depot, the Society's efforts were then concentrated on the new Ferny Grove site. The area covers about six acres and is bounded by McGinn Road to the north, Cedar Creek to the west, the rubbish tip to the south and Samford Road to the east. Large tracts of lantana and other scrub have been cleared to reduce the fire risk. A large concrete tank has also been filled with water as a standby. The small hut on the site has been occupied by a caretaker, whose presence has effectively deterred vandalism and theft.

The actual construction work cannot be commenced until surveys are completed and approval received from the City Council. However plans are well advanced, and the tentative opening date of the museum is August 1975, the ninetieth anniversary of Brisbane's first trams.

A depot to house twenty trams needs to be about 100' x 150' and its construction will be no small task. Prices for a new building go as high as \$24,000. Laying track and depot points is sheer hard work and mis-handling of half ton lengths of rails is a sure way to decrease membership. Restoration of trams is slow and painstaking because of the number of hidden faults found once work has started and because of the difficulty of ascertaining precisely what the tram did look like in its original condition. The three cars the Society will restore first are still in reasonable condition (554 is only 8 years old), but each could take a year to do properly, and there are seventeen more. No fears of unemployment at Ferny Grove. Last, but by no means least, is the problem of beautifying and keeping beautiful six acres of suburban scrub and rubbish dump. Nevertheless, it is only by being so optimistic and cheerful that keeps the members going.

Membership fees for the Society are \$5.00 per year including the monthly magazine. Donations of \$2.00 and over to the Society's Museum Fund are deductible for income tax purposes. Any enquiries may be addressed to The Secretary, Brisbane Tramway Museum Society, P.O. Box 77, BRISBANE NORTH QUAY, Qld. 4000.

Although the museum is not yet open, visitors from interstate and overseas societies are welcome, but prior arrangements should first be made. Because of vandalism and thefts in the past strangers wandering into the museum are likely to be challenged. Therefore, to avoid embarrassment, please write to the Society before going to Brisbane, or when there, telephone one of the office bearers first. Some telephone numbers are:-

Robert Thomson	44 4662	Tom Carter	71 2459
John Hudson	98 6132	Allan Miles	36 4425
Stephen Tyrrell	48 3192	Peter Hyde	38 3854

The story related above brings the Society into 1973. Much has been accomplished, but an indefinite amount of work lies ahead. However the Society and its members look forward to the challenge presented so that when at last the trams roll again they can say, "We didn't have to be mad, but it certainly helped".

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To members of the society.

SLIPPERS

EVENING WEAR

WORK SHOES

THE 1922 PLAN — D. MENZIES

Transport history is an interesting subject, sometimes it requires research not only of the time under consideration, but often both prior to and after the main events in order that a complete picture is obtained of what might appear at first a jigsaw puzzle.

In the last article along these lines, "Acts and Antics" (Running Journal December, 1972), the story of the acts, the private operators, and their effect on the finances of the Tramways Board were dealt with. These two factors unfortunately affect this part of the Tramways history.

Under the Melbourne Metropolitan Tramways Act of 1918, Section 34, the Board was required to prepare a general scheme for the development of tramways for the service of the Metropolis and to prepare special schemes for the construction of all future tramways.

The cable system was already under the death sentence by the Royal Commission appointed in November, 1910. This reported in favour of the conversion of the cable system to an electric one using overhead trolley wires for current collection.

To state such a thing is easy enough but to implement it is another. Many "experts" were keen to air their views and the press of the period gave them ample space to do this.

Alderman Sir David Hennesey was such an expert. His main concern was "City Disfigurement" caused by the proposed overhead wires for the trams. He was a member of one of the earlier trusts and while stating that he did not want to embarrass the Tramways Board he certainly caused the Board's Chairman, Mr. Cameron, plenty of work in defending the proposal. Sir David was very interested in the conduit system of current collection and had travelled widely to back up his claims especially dealing with the systems in operation in London and Paris. The Melbourne City Council were also at the start opposed to the trolley wires and Sir David had obtained a lot of information from Paris to assist the noble gentry in their deliverations.

On the other side of the argument was the City Engineer, Mr. Morton, and of course the Tramways Board. Mr. Cameron in one special speech made a series of sarcastic comments on the then existing landscape of Swanston Street, including the verandahs of the shops. One "Electrician" in a letter to the Editor of the Argus 23rd October, 1922, came out with strong support for the overhead system of current collection using overhead span wires. Not only was the argument over conduit V overhead collection but also span wires as opposed to centre poles to support them. He stated "Keep the overhead as far away from Mother Earth as possible", - very apt! Mr. Cameron stated that conduit track

would cost up to £20,000 per mile to construct, no mean sum, and then set off to see systems abroad for himself.

The overhead wires won the fight as we all know on 13th November 1922, the City Council voted in favour of overhead wires for current collection.

On 10th September 1922 the Tramways Board issued a 14 page booklet "The Interim Report" for the development of Tramways in the City and suburbs. It deals with the reasons for the proposed conversion and modernisation of the tramway system. It takes other means of transportation such as the conduit, surface contact, battery, petrol and petrol electric trams, trolley buses, motor buses and the reasons for their rejection.

The motor bus had its part to play but could not replace the electric tram in City transport. Later of course the Board used motor buses in 1925. The trolley bus was stated to be unsuitable for dense service, they still needed unsightly overhead wires and needed a good road surface to run on. So the electric tram it was to be.

The proposals were submitted to the Minister of Public Works on 30th November, 1922 and was passed on by him to the Parliamentary Railway Standing Committee for consideration and report. Sir David Hennessy had given evidence earlier to the same committee on the overhead wire issue.

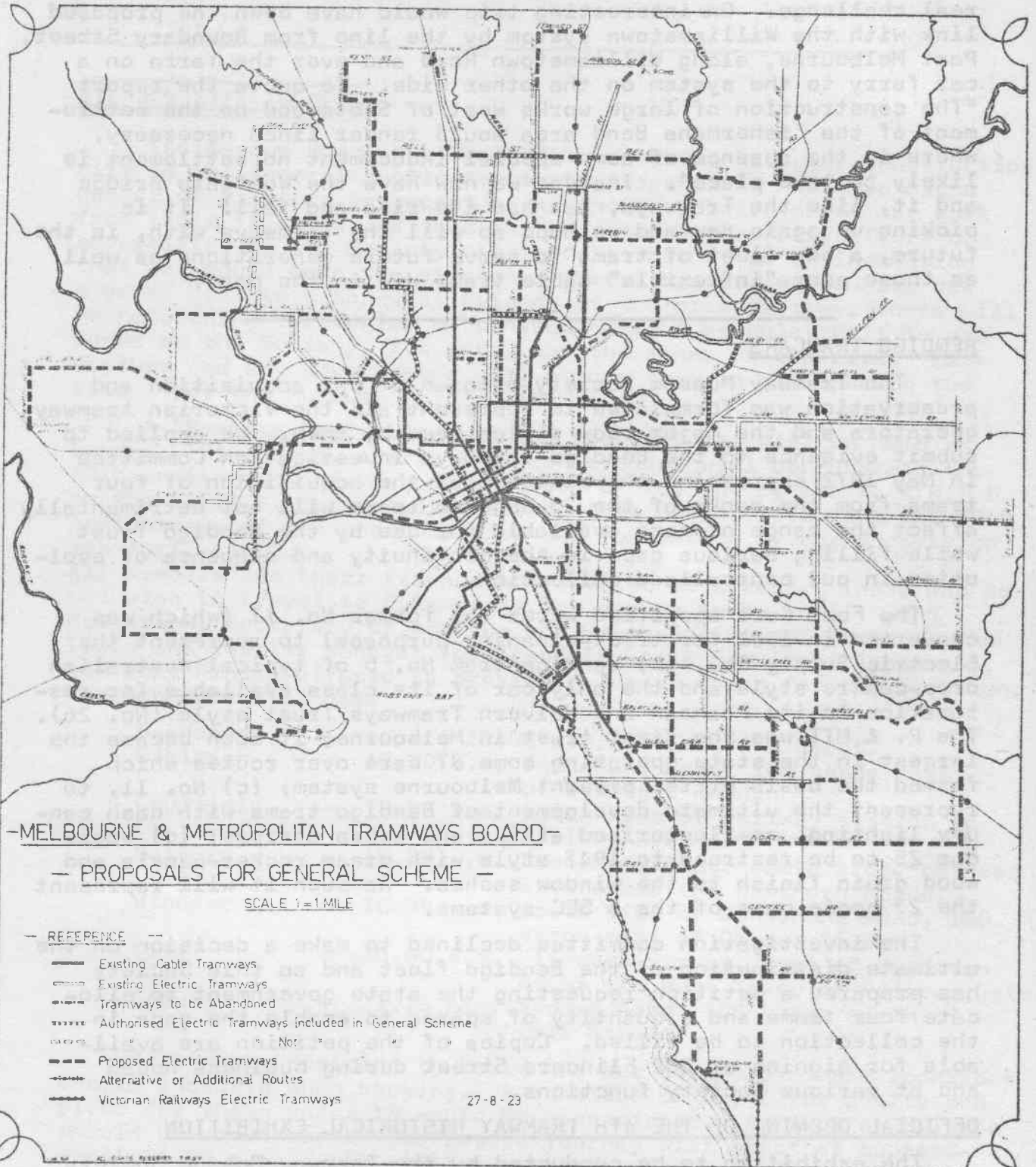
On December 2nd, 1922 the complete report was released to the press. There were to have been 226 miles of tramway by 1940. At the time of the report there were 125 route miles of cable and electric tramway. The existing electric services had to be linked up and co-ordinated. The conversion of the doomed cable system was to be an integral part of the whole project.

The cable tram was said to be inflexible, an interesting statement as how many of us have heard the same statement made against the electric tram and the trolley bus. The cable tram was said to be particularly unsuitable for handling special services, whereas by electrification the Board would be able to deal satisfactorily with crowds from football matches, racecourse meetings, and other events involving lots of people. Any combination of cable and electric systems were ruled out.

A map containing the proposed extensions is included to show the extent that the system was to be extended.

To simply state that the cable tram must go is easy but to carry that out was another matter involving considerable traffic and engineering works. This was without taking account of opinions voiced in the press by experts and lobbying by vested interests for their respective causes. Of course like all great plans it was not completed although the plans were well received by the press of the time. The press urged that the money being filched by the State Government under section 88 for the Infectious Diseases hospital be given to the Tramways to carry out this work. The lack of finance caused by this and the competing private operators were blamed by the Board in later years for the failure to carry out the plans.

So we must early reflect that we do not have any plan of
track to ride on but to at least by the end of 1922
before that period, that our plan will have been a



-MELBOURNE & METROPOLITAN TRAMWAYS BOARD-

- PROPOSALS FOR GENERAL SCHEME -

SCALE 1=1 MILE

REFERENCE

- Existing Cable Tramways
- Existing Electric Tramways
- Tramways to be Abandoned
- Authorised Electric Tramways included in General Scheme
- " " " " " " " " " "
- Proposed Electric Tramways
- Alternative or Additional Routes
- Victorian Railways Electric Tramways

27-8-23

So we must sadly reflect that we do not have 266 miles of track to ride on but to at least be thankful that 123 survive; better than nothing. Tours over that mileage would have been a real challenge. One interesting trip would have been the proposed link with the Williamstown system by the line from Boundary Street, Port Melbourne, along Williamstown Road and over the Yarra on a car ferry to the system on the other side. To quote the report "The construction of large works west of Spotswood or the settlement of the Fishermens Bend area would render lines necessary, where in the absence of some special inducement no settlement is likely to take place". Instead we now have the Westgate Bridge and it, like the Tramways, has had its rise and fall! It is picking up again now and we hope so will the Tramways with, in the future, a new fleet of trams to serve future generations as well as those poor "inflexible" cable trams did in the past.

BENDIGO TRAMCARS

The Tramway Museum Society program of car acquisition and preservation was formulated to represent all the Victorian tramway operators and the major body styles used by them. We applied to submit evidence to the Bendigo Tramways Investigation Committee in May 1972 expressing the belief that the acquisition of four trams from the ranks of the 23 Bendigo trams will not detrimentally affect the range of cars available for use by the Bendigo Trust while filling serious gaps in the continuity and sequence of evolution in our centralised collection.

The Four Cars specified were: (a) former No. 17 (which was converted in 1951 for track-cleaning purposes) to represent the Electric Supply Co., (b) Bendigo tram No. 5 of typical Australian drop-centre style and the only car of its class available for restoration to its Prahran and Malvern Tramways Trust style (No. 26). The P. & MTT was the first trust in Melbourne; it soon became the largest in the state operating some 97 cars over routes which formed the basis of the present Melbourne system; (c) No. 11, to represent the ultimate development of Bendigo trams with dash canopy lighting, re-reflectorised strips and zebra stripes; (d) bogie car 25 to be restroed to 1947 style with cream rocker-panels and wood grain finish to the window sashes. As such it will represent the 23 bogie cars of the 3 SEC systems.

The investigation committee declined to make a decision on the ultimate distribution of the Bendigo fleet and so this Society has prepared a petition requesting the state government to allocate four trams and a quantity of spares to enable the gaps in the collection to be filled. Copies of the petition are available for signing at 332 Flinders Street during business hours and at various Society functions.

OFFICIAL OPENING OF THE 4TH TRAMWAY HISTORICAL EXHIBITION

The exhibition to be conducted by the Tramway Museum Society during Moomba 1973 will be officially opened by W.L. Floyd, O.B.E., M.P. at 8 p.m. on Monday, 5th March. The display hall is located in Stanhope Street, Malvern. In keeping with the practice of previous years, this night will be a members night to which all members and friends are invited to attend.

MUSEUM NEWS

BYLANDS SITE TO OPEN,

The Museum Board has decided to open the Museum's construction site to the general public for their inspection. We have had a number of visitors in recent weeks who have heard about our work from their friends. As this has happened without any effort or advertising by the Society, it is felt that it is an indication that we should open the site on a formal basis. As we have not a great deal to display at Bylands at the present time, there will be no opening ceremonies of consequence. A pamphlet will be produced on the Society, its work, and the items on the site. Literature and any advertising will stress that we are opening the site - not the Museum.

A "Members Day" will mark the opening, and will be held on Sunday, 18th March, 1973. This achievement will commemorate the 20th anniversary of the presentation of No. 164 by the M. & M.T.B. to the A.E.T.A. for preservation on 19th March, 1953, and the 10th Anniversary of the incorporation and foundation of our Society on 9th April, 1963.

All members and their friends are invited to attend. Those who do not wish to travel to Bylands by car can do so by bus. John Masterton, Secretary of the Bus and Coach Society of Victoria, and Tours and Charter Manager for Grenda's Coach Services, Dandenong, has very kindly offered to provide a luxury coach for the occasion. The schedule will be:-

Dandenong	-	depart 10.00 a.m, ex Grenda's Depot.
Oakleigh	-	10.20 a.m. Dandenong Road, 100 yards east of Warrigal Road.
Caulfield	-	10.25 a.m. north side of railway station in Railway Avenue.
Malvern	-	10.30 a.m. Dandenong Road, south side, between Glenferrie and Hawthorn Roads.
Windsor	-	10.35 a.m. south side of Dandenong Road, 100 yards east of Chapel Street.
City	-	10.50 a.m. Flinders Street, east of Swanston St. at the West Tower of Princes Gate.
Coburg	-	11.15 a.m. Sydney Road, 100 yards north of Bell Street

Passengers desiring to board the bus at any of these locations should indicate when booking. A donation of \$2.00 for adults and \$1.00 for those under 18 would be appreciated. Arrival at Bylands should be about noon. The return journey will start at approximately 4.00 p.m., with similar set-down points as those on the forward trip. The bus should reach the city about 5.00 p.m. and Dandenong about 6.00 p.m. Would members please bring their membership cards to obtain exemption from the gate charge.

Fires are not permitted in open countryside during the summer months, so barbecues will not be available. Please bring a cut lunch or salads. Soft drinks will be available from the Canteen. Bookings to "Bylands Day", C/- Tramway Museum Society, 332 Flinders Street, Melbourne, 3000.

Pamphlets will be distributed to the public at the Malvern Exhibition advising that the Museum's construction site will be open from the following Sunday. As soon as suitable weather-proof space is available at Bylands some of the displays from the Malvern Exhibition will be positioned for public viewing. Meanwhile, limited display boards will be placed in the Ford bus body. This will be used as the sales and refreshment area, while Pengelley No. 22 will become the crew mess room.

Staff. Opening the site will mean that someone will be needed each Sunday to act as gatekeeper/guide/host/sales officer/PR man, etc. It is felt that one of the regular workers, clad in grimy overalls, safety hat and sporting dirty hands, just cannot handle this position on an "as required" basis! Therefore we need offers from members to fill this position each Sunday (from late morning to late afternoon). Please contact Keith Kings (83 4932) or Anthony Cooke (25 2996). Your availability on a frequent or infrequent basis will be greatly appreciated.

Another aspect of Society work is the assembly of this bi-monthly magazine. Keith Stodden (tel. 533 864) who co-ordinates this work has come up with some interesting facts about the volunteer effort involved. Since he took on the role in May 1970, 24 volunteers have participated in the 1½ dozen evenings. Individual attendances range from 1 to all 18 with an average of 7 evenings per person. Other members and friends who may wish to help in this way can contact Keith for details. These work-bees, which are usually held in Elsternwick, finish at about 10 p.m. with a light supper.

Museum Board

Shortly after the five vacancies on the Board of the Society were filled at the 1972 Annual General Meeting the directors met to determine the principal office bearers for 1973.

Keith S. Kings was appointed Chairman succeeding Jim Dowel. Keith is well known as a transport historian, author, and for his many active roles including first secretary in this organisation & positions/its predecessor, the Australian Electric Traction Association. Keith's involvement in the establishment of the Museum project, and the preparation of a systematic plan of vehicle preservation and restoration will serve him well in his new important position.

Anthony Culpepper-Cooke, deputy chairman, and Len Millar, hon. secretary, were re-appointed for a further term each.

The pattern of retirement for members of the present Museum Board is:-

- 1973 - G. Breydon, M. Cornwall, A. Howlett
- 1974 - J. Dowel, L. Miller, A. Cooke
- 1975 - R. Green, K. Kings, B. Weedon

Museum Board (contd.)

Two new positions, Minute Secretary and Roster Officer have been filled by Robert Green and Mike Cornwall respectively; Mike's task includes scheduling of transport and officers in charge at Bylands.

Cable Tram Colour Postcard

The Society's sales department has arranged for the production of a postcard depicting Mr. A. Twentyman's preserved cable trams. The card, to be printed by Nucolourvue Productions, will be available at the exhibition for 12 cents.

Exhibition

Posters advertising the 4th Tramway Historical Exhibition to be conducted by the Tramway Museum Society during Moomba week were distributed with the last edition of Running Journal. Please help by displaying them in your local shop, office notice board, etc. and by attending yourselves.

Members Newsletter

It was decided to produce two editions of the Journal in quick succession instead of issuing a January-February newsletter to members. This was done to assist the magazine team to catch up time lost and in view of the heavy workload due to the exhibition and other Society projects. Newsletters will resume following this issue of Running Journal.

WORKS REPORT

Our volunteer workforce has been very active in a variety of areas since our last report. We are always pleased to welcome new workers any Sunday either at 10.30 a.m. at the Museum (Union Lane, Bylands) or if you require transport at 9.00 a.m. at Batman Avenue terminus. A very active works programme is planned over the coming months as well as running our Annual Tramway Exhibition, so any extra assistance will be greatly appreciated.

Depot

All purlins have been lifted up onto the trusses and placed on their respective cleats. The nailing of cleat to purlin is well under way and at the time of writing about 2/3rds are now completed. The top 'girt' requires adjustment and the wind bracing in the walls must be tightened before roofing can be commenced.

In anticipation of this time, the Museum Board has ordered \$1,900 of Corrugated Iron, Fibreglass panels and associated fittings for the roof, skylights and west wall. These materials were delivered in the first week of February. CGI for the east wall is already held in stock and is at present stored at Alf Twentyman's house.

WORKS REPORT (contd.)Switchroom

This structure has progressed rapidly since our workers concreted the floor on January 7th. The concreting was done under the supervision of our Chairman's father, Mr. C.S. Kings, using materials which were mainly donated by Ben Huxren. A fortnight later the walls were clad and lined with 'Sisalcraft' insulation. Delivery has been taken of the intake and exhaust vents for the forced-air ventilation and these will be installed along with the internal lining this month.

Permanent Way

The lifting of 400 metres of track beyond our northern terminus at Bower's Lane has now been completed with the exception of the rails across the level crossing. Rails and sleepers have all been brought up the grade into the main museum area by trolley. Many of these rails have now been dragged into the depot and placed along each wall ready to be placed onto sleepers. The laying of both depot roads will begin soon.

Rolling Stock

680: Ron Scholten has been spending some of his days off painting the roof of this car. One coat has already been applied and the second is under way.

Geelong 22. We were very fortunate to be able to remove parts from sister car No. 23 by courtesy of Whelan the Wrecker. 23 was discovered at St. Catherin's School, Toorak (a long way from its home in Geelong), and was to be demolished. While structurally 23 was in far poorer condition than our own car, it was almost complete in terms of body fittings, so, thanks to the generosity of the Whelan organisation we were able to obtain almost all the parts to complete a restoration of 22.

While on the subject of our Geelong Pengelley, the Radiax truck that we acquired for this car was transported to Bylands on January 13th. A 4-ton hire truck was used and also picked up other items on its way to the Museum. Geelong 22 has now been cleared of the parts stored in it for the last 5 years. These parts are being placed on new shelves recently built in our Storshed. The opportunity was also taken to tidy this shed.

Truck No. 1

Our Society Ford 1 ton truck was moved from Black Rock to Mick Duncan's father's house at Mont Albert on Saturday January 6th. Work has recommenced on the truck under the watchful eye of Mick Duncan. The new tyres have been installed, electrical system overhauled and motor is being overhauled. The deadline for completion is for the exhibition.

Fire Alarms

Recently we obtained from the Melbourne Fire Brigade the third type of alarm and pillar for our 'tramway street'.

Running Journal - Vol. 1, No. 1,

1973 marks 10 years of the Tramway Museum of Victoria and also the ninth year of Running Journal. What was the first issue like, many may ask? To meet this demand we have reprinted the first issue (others may follow) using a better duplicating process than the original spirit duplicated form. Vol. 1., No.1. is available through our usual Society outlets at a cost of 20¢ or 27¢ posted.

Safety

We previously mentioned the subject of Safety Footwear and the desirability of members wearing such when on work parties - particularly when handling rails! The response has been disappointing as only two members have subsequently purchased Safety Shoes. (Two other members already wore protective footwear). You are urged to see Ron Scholten (at McDonald's Shoeway, 332 Flinders Street, Melbourne) or Keith Kings, to arrange to purchase these items at a discount.

It has been pleasing to note in recent weeks that members working on the Depot framework automatically put on Safety Hats. Works Officer, Andrew Howlett, decreed this some time ago, but initially a little "prodding" was necessary. It is good to know that "we've got the message". The M. & M.T.B.'s Safety Officer gave us a useful talk at the meeting and it is now up to us to heed what he said.

From the Chairman

Our Directors have entrusted me with the important job of Chairman of our Society, and I hope that I can worthily discharge the duties of the office. I see the position as covering the spheres of leadership, guidance, planning and co-ordination of our many activities. The practical implementation of these items will generally be through individual officers of the Society or small committees.

All of us have realised that none of us can build a tramway museum on his own. Hence we have joined together in this Society to collectively achieve our desired ideal. We have virtually agreed to "use each other up" best mutual advantage. Some can, and will, give generously of their energy, time and money; others, because of their personal circumstances, will contribute to a lesser degree. But the important thing is that each will do what he can towards the attainment of our aims and objects.

Collectively we will progress. The last two or three years have witnessed a dramatic change in our Society - from a handful of active members restoring two trams in Malvern Depot (and maintaining others in open storage), to a good working group constructing buildings at our Bylands site; from occasional sundry tasks to many and varied jobs; from limited public contact to an expanding PR and exhibitions programme.

Progress is synonymous with increasing activity - which means greater involvement by more people. This will need leadership

From the Chairman (contd.)

guidance, planning and co-ordination. I will endeavour to play my part. Our officers and working members are tackling their jobs. Will un-committed members and non-members please become involved? There's plenty to be done and many "vacancies" - ours is an "Expanding universe"!

On behalf of all our members, I thank our retiring Chairman, Jim Dowel, for his services as Chairman and look forward to his continued support as a Director. Jim is the only one of our five original Directors to remain continuously in office since the inception of the Society almost ten years ago. He has proved most valuable in many ways, but is possibly best known to members as the driver of most of the special tram and MMTB bus tours that we have operated over the years. Jim has recently not enjoyed the best of health and spent nearly a fortnight in hospital during late January. He is now home and improving steadily, and should be back "on the job" in the near future. I'm sure we all wish Jim a quick and full recovery.

KEITH KINGS.

CLASSICAL COMMENTS (or "Bylands Bulldust")

We have quite a scattered crop of Scotch Thistles on the site. On a recent Sunday one member was energetically trying to persuade these botanic specimens to vanish by spraying them when a shouted comment enquired: "Are you spraying for aphid or watering them?".

Then there was the day when the sub-station building was receiving its silver Sisalcraft insulation and galvanised iron on the walls. A 54 inch roll of silver insulating paper was run right around the building and must have caught the eye of one wit who called from the tower wagon: "What are you doing - gift wrapping it?".

THE OTHER "EXODUS"!

The latter portion of 1971 saw our Society's appeal called "Operation Exodus" - funds to enable the trams we hoped to receive from Ballarat and Bendigo to be transported to Bylands. (Incidentally, this appeal has not been closed - if you still desire to contribute towards it please send a donation to the Treasurer). These notes deal with quite a different "exodus" - human beings leaving Australia. March looks like becoming a record month: for "fans" leaving on overseas trips. So far we know of five departures:

Graeme Jones, Graeme Cleak and Glen Mills depart during the first few days of the month. G.J. will be back by mid-August, G.C. in September and G.M. a couple of days before Christmas. The last two to head off are Bruce Tilley and Geoff Mann on 14th April. They will return on 11th June, concentrating mainly on U.K. and Europe. Bruce will almost be doing a "refresher" course to his mammoth trip of two years ago.

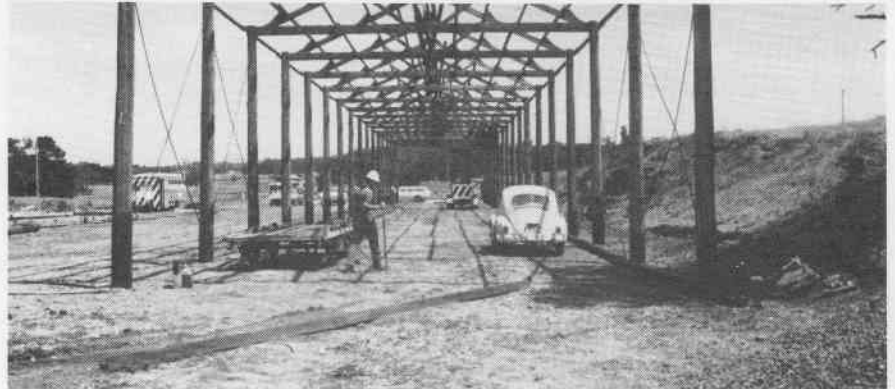
We wish them good travelling, "happy hunting", and look forward to seeing some of the results later in the year.

**PROGRESS AT
THE TRAMWAY MUSEUM**

6: December 24th:— Len Millar and Graeme Breydon lift purlins onto the depot roof assisted at ground level by Bern Hurren and Bill Johnson.



7: New Year's Eve:— Mick Duncan uses his car to position rails along the sides of the building ready for tracklaying.



8: January 7th was spent mixing concrete for the floor of the substation/switch-room located a few feet south of the depot framework.



9: January 21st:— Brian Weedon and Andrew Howlett insulating and sheeting the switchroom walls. To the left are the radiax wheel and axle sets recently shifted to Bylands for use under Geelong 22.

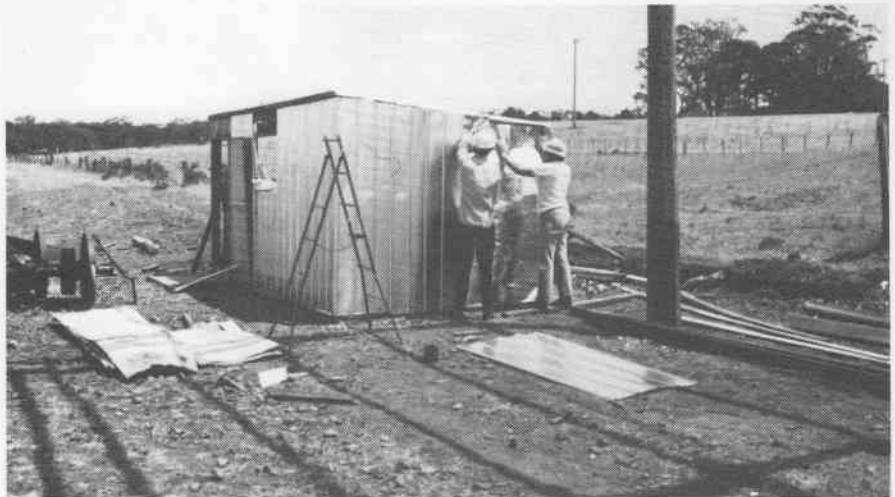


PHOTO CREDITS

- 1 Victorian Railways
- 2, 3, 4, 5 A. Miles
- 6, 7, 8, 9 K. Kings
- 10, 11 R. Scholton
- 12 G. Breydon
- 13 D. Menzies

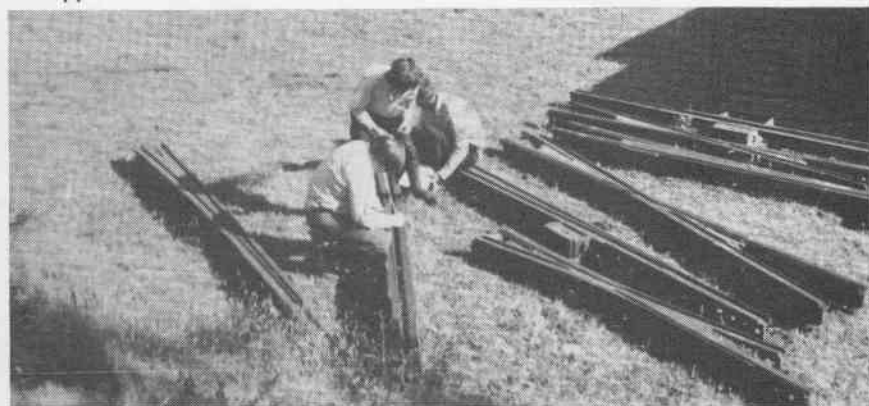


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10 Opening day in Bendigo. Cars 30 and 25 (former Melbourne and Adelaide trams respectively) now dressed in a new colour scheme, carry passengers on the Bendigo Trust tourist line between the gold mine and the Chinese Joss House which was restored by the National Trust of Australia.



11



12: At Bylands volunteer workers measure track components obtained from the M & MTB for use in constructing the museum's depot fan.

12



13: The museum workforce pauses to display their latest catch. We are not quite sure which one is the bunny! In the background is Geelong 22. Parts recently obtained from 23 will enable a complete, accurate restoration of this vehicle of the Melbourne Electricity Supply Co. fleet.

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