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*The
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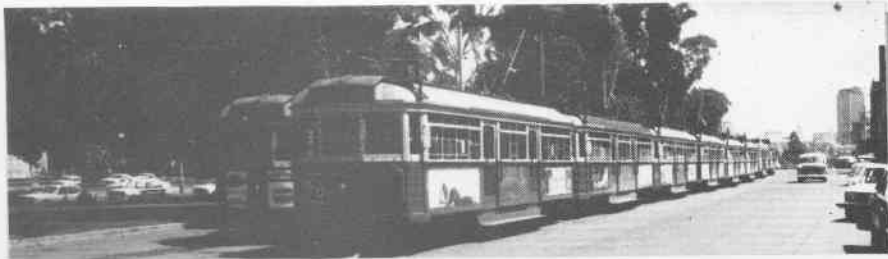
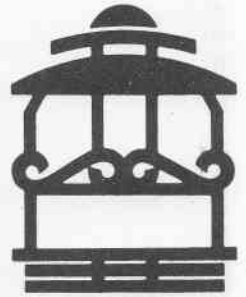
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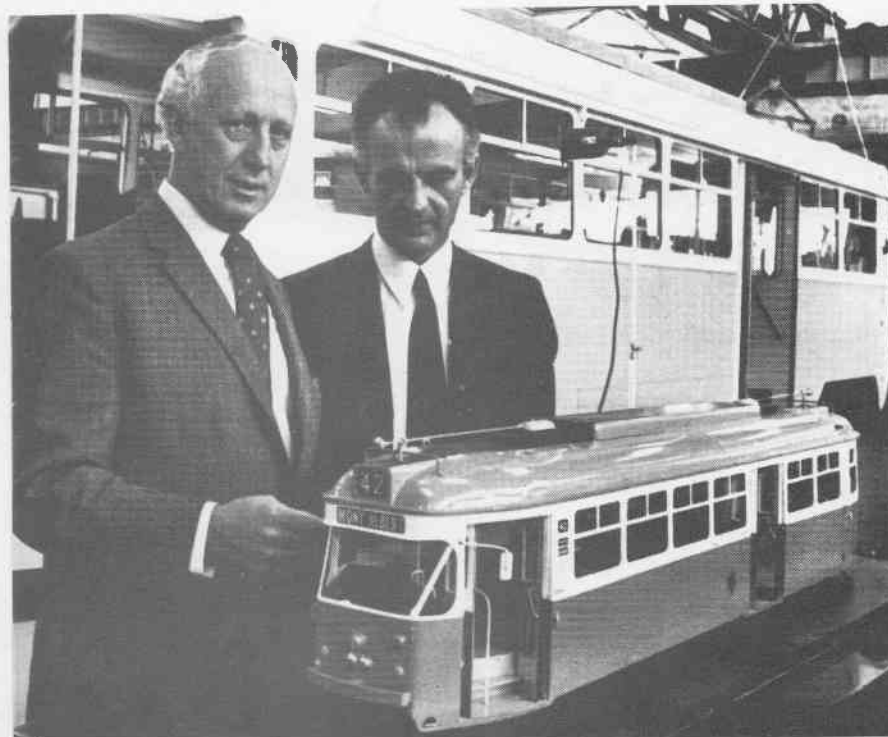
Museum premises: Union Lane, Bylands 3600.



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4

COVER: A scene from the 70's; not the 1870's but the 1970's at Crich, Derbyshire where suitable surroundings are being created for the display and operation of the preserved vehicles of the Tramway Museum Society (U.K.). A similar development is being undertaken at Bylands, Victoria, by the Tramway Museum Society of Victoria. The cars are **Oporto 9** (1873) and **Sheffield 15** (1874).

2: Trams line up ready to transport crowds from the Melbourne Cricket Ground during the Eucharistic Congress.

3: At Malvern Depot Catholic school children prepare to board special trams to the children's mass at the Melbourne Cricket Ground.

4: Vernon Wilcox, Minister of Transport inspects a model of Melbourne's new tram, 1041, with M & MTB official S. Bramish at Preston Workshops in March, whilst on the track behind the new "super-tram" nears completion. Test running of the car commenced in April.

PHOTO CREDITS

- | | |
|-------------|------------|
| 1. | A. W. Bond |
| 2, 3. | D. Menzies |
| 4. | "The Age" |
| 5, 6, 7, 9. | M. Duncan |
| 8, 10-15. | G. Breydon |

BRITAINS TRAMWAY MUSEUM.

BY A. W. BOND.

The tramway museum at Crich, Derbyshire, is possibly the best known venture of this type in the world. The history of the museum society in the UK has some similarities to the development of our organisation in Victoria and certainly many lessons. Winstan, treasurer and board member of our counterpart for several years prepared this article from notes for a talk given in 1972 to a meeting of the Association of British Transport Museums. The information also appears in "The Journal" of the T.M.S. (UK).

The Editors

This is not a nuts and bolts story, I do not say how to restore a tram, it is a personal review of the factors of chance and economic and emotional force which have created the Tramway Museum Society. In my opinion life is each person's search for a meaning. How intelligent you are depends on how much this worries or motivates you. The working member at Crich is above average intelligence. In many cases he has identified Crich, perhaps unknowingly, with his meaning. This results in personality or human problems featuring heavily in parts of my article. As a child I used to go round museums thinking what nice things they had and how much fun could be had if they were out of their stuffy old cases.

So you see my prejudices - a museum of intense participation for members and fun for both them and the public.

The Catalyst 1948

The wholesale scrapping of systems which took place after their lives had been unnaturally extended by the war left it obvious - only the enthusiast cared.

The catalyst came in a farewell tour of Southampton organised on 29th August 1948 by the Light Railway Transport League. As on a similar tour about twenty years earlier in America the participants said "Why should nothing we love so much be saved - let us keep at least one car ourselves". The result, the purchase of Southampton 45 for £10. It is interesting to note that this event took place over a year before the proposals to save the Talyllyn. From this deed spawned a Museums Committee of the LRTL in October 1949.

The importance of the tram was not recognised by the professional museums or by the industry, either manufacturer or user, with the result that what was one of the essential elements in the development of the Victorian town or city (drinking water, sewers, gas, electricity etc.) would be represented by fewer examples than preserved sedan chairs, which had contributed nothing.

Wandering Nomads 1949-1958

By 1951 seven trams were under its care. Of these four survive in our hands now, Southampton 45, Newcastle 102, and Cardiff 131,

which are currently being rebuilt and Hull 132. Southampton 45 is the only one which has run at the museum.

As the cars were stored on private property, garages of sympathetic transport managers, and in some cases unsympathetic transport committees, they were very much at the mercy of the whims of third parties, if not also the elements and the vandals. What professional curator, would at that date, have built up a collection without any sign of a museum to accommodate it? None, I think, a fact underlining the constant need for the enthusiast who cares. The task was nearly impossible. Thus cars, Liverpool 429 and 558, were scrapped as having deteriorated beyond repair. Douglas Head Marine Drive 1 was presented to the new museum at Clapham to prevent it following the same path. Southampton 45 and Newcastle 102 stood outside at the Montagu Motor Museum. It seemed just a matter of time before everything was reduced to rust. An offer came from an American Museum to take Cardiff 131, the National Museum of Wales having rejected trams. Meanwhile more and more systems were scrapping trams of great historic value and there was so little we could do, though additional cars were clutched. Faith in our ultimate success has been a hallmark of all those who have controlled the collection. Additionally from early days it was always the intent to have an operating museum. This concept is now all the vogue, but it was not professionally respectable at the time.

Whilst all this had been going on the need for a separate museums organisation away from the LRTL, which existed to modernise tramways, became apparent. Accordingly the Tramway Museum Society was formed as an unincorporated venture in 1955 and took over the assets, duties and disasters of the LRTL Museums Committee. Our membership was about 50

Though there was this change in organisation, things carried on as before. The pressing problem was to find a site and some strange places were investigated. Strength was given to the efforts by one vital fact - right from the start everyone who was interested in trams thought of one national museum. The physical requirements of the tram in track, overhead and power supply have proved to be an immense unifying force.

The narrow gauge track hunting expeditions of the Tallylyn Railway Preservation Society descended on the recently closed limestone quarry at Crich, near Matlock, in 1958. This site itself is historic, being served by a metre gauge railway engineered by George Stephenson.

Two of our members who had feet in both camps reported back that there was a possible site, cheap because it was away from urban development and therefore free also from vandals.

The Volunteer Armies 1959-1962

The acquisition of a site transformed the Society. By 1959 hours of work were shorter, for some people Saturday mornings were now a free period, and cash to finance personal travel more attainable even for the young.

The date was fortuitous in another way. Leeds tramways closed on 7th November 1959, Sheffield on 15th October 1960 and

Glasgow on 4th September 1962 releasing a flood of cars to Crich. About half of our fleet, and nearly all the running fleet, came from these systems and the Blackpool 75 year procession fleet of 1960. The first depot holding 4 cars was laboriously built, mainly by hand, from concrete beams and corrugated iron. (It was taken down and sold recently to make way for an extension to the workshop). Meanwhile cars languished on temporary track in a scene worthy of the best scrap yard as the mist and fog, rain and sun, in which the area abounds, sometimes all at once, sought to destroy our heritage. Membership had risen to over 450 by the end of 1960.

In 1961 the now familiar Atcost industrial and agricultural structure was adopted as a standard for depots and the freehold of the basic museum area purchased from the Clay Cross Co. Tree planting to placate the planning authority started! The account showed assets of £4,000. This has been financed from members' subscriptions of £1 adult, 7/6 junior and £15 life, loans from members of over £2,000 and an untold sum raised by sponsors to get their cars to Crich.

The T.M.S. insisted that all cars were donated to it outright, and that they came debt free and with a 50% contribution towards the cost of housing them. The job of restoring them remained with the sponsors. Harsh terms but necessary.

These strict terms upset some sponsors, but kept the collection together even if some people did walk out and some of the enthusiasts got a little worried. Practical finance kept being presented as a more important matter than the acquisition of another tram. As examples of the bewilderment some members felt, there were objections to the money spent on a typewriter, whilst the manager reported that several sponsors would not hand over keys to their trams nor would they do general site work.

The accounts gave not the slightest inkling of the thousands of pounds which were raised at the time by sponsors to get the trams to Crich - the enthusiast proved that he cared.

1962 showed a marginal rise in subscriptions, which have remained unaltered for now for eleven years - further extensions to the Atcost structures provided cover for 14 cars and an experiment was made in operating a horse car.

Just as the L.R.T.L. Museums Committee gave way to the unincorporated T.M.S., so that in turn was transformed into a charity limited by guarantee. A point to which I shall return.

These were the days of muscle and will power, everybody mucked in. It was the era when the museum magazine, The Journal, produced periodic maps showing the location of the trams at Crich - the movement of any car being both an event and a strenuous physical exercise. The working team, which never represented more than a fraction of the total membership, was, as now, a mixture of the idealist, the impractical, the playboy, the engineer and the business man. An explosive combination and one which still erupts like a dormant volcano.

The Watershed 1963-1968

Harsh realism now. A detailed report on the vehicles constituting the collection was presented to an Extraordinary General Meeting.

It served to stem the flow of cars to Crich by subjecting them to an academic test as well as a financial one. It did nothing to undo previous mistaken decisions made by pure enthusiasts - the results of which still moulder at Crich to our shame.

A limited Company, The Crich Tramway Corporation Ltd., was promoted to raise capital from members. The capital would be used to develop the commercial side of the museum, provide car parking accommodation, toilets, a shop and extend the tramway. The profit on its operations would pay interest to the shareholders, who would covenant to pay it back if they so wished. Voting shares and directorships were interlocked with the T.M.S. It was a way round the impasse of charitable status which prevents the T.M.S. from paying dividends.

Over £7,000 capital was soon raised, but the arrangement did not prove to be a long term success. Whilst it undoubtedly gave a rapid boost by financing the car park, toilets and bookshop block, members' mess-room and an extension to the tramway, it proved to be an expensive way of raising capital. Its land was fully rateable and its profits taxable. There were also personality clashes and talk of a rival museum. It wasn't a move to be lightly deprecated however, as it did produce finance from members at a critical time for non-tramway objects, something which we have been able to repeat except for some generous loans from individuals.

During 1963 the depot accommodation had been increased to the extent of providing cover for 22 out of the 31 cars then at the museum. Limited operation of a horse car had commenced to yield a profit of less than £40.

1964 saw the next traumatic experience, when electric operation began. The members were overjoyed and convulsed - everyone wanted to play! Bye-laws of a practical nature were drawn up and our insurers insisted that an Inspecting Officer, Mr. Edgley Cox, General Manager of Walsall Transport should inspect the plant. They also insisted that intending drivers should be subjected to a medical and professional inspection. So even though we operated on our own land this did not release us from official control.

Our power supply was primitive and surrounded by mystery. Only the most initiated could start it. When a photograph of our second mobile unit appeared upside down in the Journal, few realised the mistake. It was complexity for the sake of personal power.

The battle between accountants and engineers now began. Whilst the enthusiasts fought over who should drive, and which car, and when, the electrical department kept on demanding more and more power units. As a result we now boast a very comprehensive collection and in my experience each electrical engineer has said, "This is the last, we shan't need anything else, we can run anything".

The advent of electrical operation nearly doubled our financial resources. During these years we had about £4,000 per annum to play with. This was in addition to the development being undertaken by the C.T.C.

From 1959 until about 1965 the same 50 to 70 people did the work, heaved the rail, swung the pick, and generally limbered up

for the equivalent of a spell in Siberia, all because they believed in what they were doing. Communications between the doers and the thinkers, who are definitely not always different persons, became an obvious problem. It still is and human nature being what it is, I expect that it always will be. Factional battles between the old established working members and newcomers became serious. But the museum has proved to be very robust and can take a lot. Life always goes on in the end.

In 1965 the short route was doubled in length and its capacity increased by partial double tracking. Television found us and proceeded to use us for Edwardian location shots. An unpaid security officer took up residence in a caravan. Another generator arrived - definitely the last - until the next one!

After a futile battle during the whole of 1966/67 winter, hand digging a trench for a sewer, the sense of spending money on mechanical aids began to be accepted. A costly lesson was learned which demoralised and lost us some members. Leaders should never engage in futile battles and fighting a sea of mud and rock some fifty yards long, six feet deep and three feet wide on a weekend basis was a battle lost before it had been commenced. Nature showed that determination, energy and a spade were not enough. There had been a row over acquiring a little hand operated crane, but money had to be spent on things other than trams.

1967 and the period under review closed with three other factors:
1. - A Development Report was presented to the members at an Extraordinary General Meeting and this brought to a head another battle. Were we a tramcar museum or a tramway museum? The plan looked at the future circulation of visitors and of tramcars, recommended that the museum should be developed to resemble an Edwardian street with seats, gas lamps and old buildings. The report then divided the site into planning areas with which it dealt in turn. Modern amenities such as car parks were kept out of sight of the museum proper.

Nothing short of the atmosphere appropriate to the day of the tramcar was to be attempted. The tramcar enthusiasts position to me seemed to be illogical. Who would frame the Mona Lisa in a soap box? Similarly, why restore a tram with intricate scroll work, polished woods and fine gold leaf and then run it up and down a scrapyards? There was much shaking of heads but the plan was agreed. Few really expected anything to happen - you can after all agree to do almost anything but how could action be taken on such grandiose ideas?

The members of the Development Committee had however, in my view, two strengths - they realised that having presented the plan, they must not disband but must see it through themselves and secondly they realised that it would be several years before anything tangible appeared as a result.

2. - One tangible result did come rather quickly. The report suggested that a balloon might be used at periodic intervals to arouse public interest. From this idea grew what has developed into being the largest show of its kind on earth - 'The Grand Transport Extravaganza'.

3. - The third factor which opens our next period was a further accountants v engineers clash. The electrical department kept getting

generators, the mechanical department wanted workshops. The initial estimates staggered the imagination, but work was started on a limited scale. Again hope and faith pleaded, whilst business acumen watched suspiciously

Growth 1968-1971

This period was one of spectacular growth. Gross income jumped from £6,000 to £21,000, then to £27,000, and then to £32,000. Why?

- The new bookshop was open and sales were transferred from the now dormant C.T.C. An energetic lady proved what good buying could do to profits.

- a 1/- charge was levied at the car park.

The Extravaganza, a yearly weekend event, made profits ranging from £800 to £2,800 per year depending on the weather.

- Doubling of the tram fares on Sundays to 2/- for an adult and 1/- for a child (Saturday fares remaining at 1/- and 6d. respectively).

The pits and workshops which had seem so out of reach financially rapidly approached fruition at a cost of £10,000, a fire alarm system was installed and a good start was made on equipping the depots with doors and fire walls. A large self-service cafe, clad in a Victorian verandah was opened and indeed stays open to members for hot meals on winter Sundays - a service not boasted by any similar museum. Similar improvements abound everywhere, but not always so noticeable, as you can't really admire drains and gas mains once they are filled in, more land was purchased and stocks of rail and other material acquired for the future.

An overflow store was rented from British Rail at Clay Cross and it soon became filled.

A full time employee, competent in engineering and administration was engaged.

Even setts and gas lamps were allowed to sprout and a token staging of a Victorian street scene, complete with horses and people in period dress proved the worth of a tramway ideal in 1971.

The Future

Our accounts show that we intend to keep the museum free from heavy debts. The results for 1971 show a plateau effect - the increase in revenue has levelled off. We need another injection as in 1968, but where is it to come from? Natural decay in our tramcars still works faster than our efforts at preservation, even taking into account the potential of the new workshop facilities.

News from other Museums

The Science Museum of Victoria (Swanston St. Melbourne) recently established a small cable tramway technology display. The exhibit comprises a large model of a cable tram set, two conductors, bell punches and a miniature replica of a cable tram grip mechanism, all in a large glass case. The Museum, which shares the state library premises, has an extensive transport section embracing planes, ships, motor vehicles, and horse-drawn transport.

THE TRAMWAY HISTORICAL EXHIBITION - 1973

Four years ago the Society was able to fill most of the main hall at Stanhope Street with a mixture of models, photos and relics for a display presented in conjunction with the international convention of railway modellers. Many borrowed items were necessary to fill gaps then. This year the main hall, entrance, and three side rooms were used and some exhibits used on previous occasions could not be fitted in this time! The annual exhibition has become the major event on the Society calendar, and an important source of finance, new members and publicity.

What was on display this year? The typical visitor saw the following:-

Passing the banners, lights and flags outside he paused at the entrance to pay, receive free literature about the museum and related groups and to admire the HO birney running on a small but well detailed layout on the entrance table. He would then be directed to the Bendigo Display with its explanation of why the Society is seeking four trams from that city and invited to sign a petition in support of this aim. Moving into the main hall the 1:24 scale model tramway, over 60 feet long with nearly two dozen vehicles caught his eye, then the stage with its large (5ft. x 3ft.) photographs of Melbourne in the cable tram era along with smaller photos, diagrams and relics. The activities of the Society, and history of Victoria's past and present tramway operators were illustrated by photos, tickets, models and relics displayed along one whole side of the main hall. At this stage our typical visitor may have moved into the theatrette in response to an announcement from the stage. Three items were on the theatrette program, two being specially produced for the 1973 exhibition. These were synchronised slide/tape presentations. "Victoria's Tramway Heritage" (20 min.) describing the history of Victoria's street public transport and "Trams for Posterity" (15 min) detailing the role and achievements of the Tramway Museum Society. The third item was the 16mm. cable tram film used at previous exhibitions but still drawing capacity crowds.

As a centrepiece in the smaller of the two halls was a large display stand featuring the light railways of Victoria's timber areas. This unit has been placed in the care of this society by its owners, the Forestry Commission. Also in this room were related society displays, the publication sales counter, "Drive-a-Tram" utilising Tony Cooke's Western Australian "OO" scale models, and other models, maps, photographs and diagrams. In the room between the two halls the canteen kept up a continuous supply of drinks and food for workers and visitors.

Both the attendance figures and financial results showed a decline to approximately 1971 levels, possibly explained by the unusually high level of free publicity during the course of the 1972 display.

Preliminary results are as follows:

	<u>1973</u>	<u>1972</u>	<u>1971</u>
Adults	1119	1577	1344
Children	795	963	717
Total Attendance	<u>1914</u>	<u>2540</u>	<u>2061</u>

Cash Receipts	<u>1973</u>	<u>1972</u>	<u>1971</u>
(excluding sales)	\$640	\$772	\$352

Expenses have yet to be finalised but a surplus of about \$300 is anticipated.

Both Publication and Refreshment sales were at record levels and are estimated to have contributed a further profit of over \$300 to Society funds. A total financial gain of some \$700 for the museum project resulting from the week and a half of activity.

To thank the many individuals who built, staffed and dismantled displays would be impossible, however organiser Tony Cooke deserves special mention. Some of the organisations assisting were:

The Melbourne and Metropolitan Tramways Board; Tramways Benefit Society; The James Flood group of companies; National Trust of Australia (Victoria); Bus and Coach Society of Victoria; Forestry Commission; Historic Fire Engine Association of Australia; The Sun; The Moomba Festival Organisation and GTV9.

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TO MEMBERS OF THE SOCIETY ++++++

===== SLIPPERS ===== EVENING WEAR ===== WORK SHOES =

"FROM THE PRESS" Compiled by B. Young.

1-3-1928. NOISY TRAM EXPERIMENTS.

Difficulties have been experienced by the Tramways Board in its experiments with a worm and pinion driven tram car, which were instituted in an effort to reduce the noise of trams. The Chairman of the Board, Mr. A. Cameron, explained yesterday that while the new method was satisfactory on ballast tracks, it was remarkably noisy on concrete and corrugated tracks.

THE DAY THAT ROUTE 88 DID NOT GO TO E. PRESTON.

BY D MENZIES

In February, 1972, Melbourne was hit by severe flooding, it stretched Melbourne's run down public transport to the utmost. A year and one new silver train later these facilities were stretched again, this time for the Roman Catholic 40th Eucharistic Congress which was held from 18th-25th February, 1973 in Melbourne.

A lot of work went into the planning for the moving of the people to and from the numerous functions held in the City and suburbs. Mr. Eldon Hogan, of the Association of Railway Enthusiasts, did much of the liaison work between the different undertakings involved and was also hard at it directing the crowds at the final Mass at the Cricket Ground on Sunday, 25th February.

The trial run for the Congress was carried out last November when a Mass for the sick was held at the Showgrounds. This gave an idea of some of the problems that were to be encountered later.

Hanging over the heads of the organisers were the problems of industrial unrest, staff and rolling stock shortages. Some railway rolling stock was destroyed prior to the Congress and this did not help matters. Two Museum Officers on the Board's Administrative Staff, Barry George and Brian Weedon, had "brush ups" at the Hawthorn Driving School to work as required on the big day, the Children's Mass at the Melbourne Cricket Ground on Friday, 23rd February. Barry went to Kew and had the thrill of making the motors turn again. Brian went to South Melbourne and only managed a few "shunts". One can't win them all!!

The big day dawned with the thought of the huge task of moving 98,000 children in chartered public transport after the A.M. peak to be in their places for the start of the service at 11.15 a.m. Quite a task and the writer is grateful for getting a day's leave to see and film part of the sights. Let's see how it was done.

To handle the crowds and to make it easy for pupils and harassed teachers find their trams, the trams carried "codes" in their destination number boxes, hence the title of this article. In addition they carried their run numbers.

The railways adopted a similar system of run discs for their suburban electric stock and numbers chalked on the front or side on the locomotives for country trains. 65,000 children were carried by rail, 15,000 by tram and the rest by buses. The schedules for the trains is in a 40 page booklet and it should be remembered that in addition to moving the crowds a normal service had to be operated by the various undertakings.

Malvern Depot is an example of the scene in many suburbs where over 1,100 children from 2 schools were loaded into 11 trams. Children from the De la Salle school, over 700 of them, were swiftly

loaded into 7 trams by the Depot Master, at minute intervals, starting at around 9.40 a.m. Of these trams four were Malvern trams, run numbers 30, 31, 32 and 48 and assisted by run numbers V2 and 72 from Camberwell and run GH62 from Glenhuntly Depot. The route number for identification purposes was No. 20. The rest of the children, those from the Kildara College, boarded the trams in High Street, Malvern, all Malvern trams, run numbers M62, 15, 69, 68. These showed No. 81 in their route boxes.

All 11 trams ran down High Street, along St. Kilda Road to Batman Avenue where they shunted and ran "bang road" round the curve to Olympic Park. 35 trams went around this curve to discharge their lively loads at minute intervals.

Batman Avenue was quite a sight with 51 trams lined (with Congress flags waving gaily in the breeze on a fine hot sunny day) up on both tracks. Trams from Wattle Park and Prahran shunted at the Olympic Park crossover and the passengers were transported to the City by 3 Mark V1 buses. The children walked over the footbridge to the Cricket Ground.

Wellington Parade on the other side of the railway was also crowded with trams and buses. In this area were the trams showing route 88 for St. Josephs school, South Melbourne. 17 trams were stored in the Simpson Street sidings.

All trams were normal service trams, no stored trams or LW3, W4 class trams operated.

A meal transport bus was used to take some crews to South Melbourne and some crews found their own way to Cameron Hall, Kew, at Kew Depot for refreshments.

96 special trams were run and 44 M. & M.T.B. buses to the ground, including the vintage Ansett bodies bus No. 530. 2 buses operated a shuttle to Box Hill Station and 3 as mentioned on the Batman Avenue shuttle.

Shortly after 1.00 p.m. the sound of the children cheering at the end of the service was heard by those outside who braced themselves for the hoards. The children were in groups in the ground and moved as announced over the Public Address system. A masterpiece of planning, bearing in mind the hot day and many tired hungry children.

The despatch went smoothly as far as the trams went and the children had all been moved within 30 minutes, quite a feat. The trains took longer with the large crowds and they did a great job.

All was not finished for crews however, for that evening the Showgrounds was the venue for the Mass of the Sick and special trams operated for that function.

The finale was on Sunday 25th February at 6.00 p.m. at the Cricket Ground, 120,000 attended this service and extra trams ran in Flinders Street and the usual 20 minute service on most routes as a normal Sunday. People were urged on the radio to use public transport, but the congregation was larger than expected. The mass

terminated shortly after 8.00 p.m. by which time, apart from extras in Flinders Street and Batman Avenue and a few extras on a few routes, the headways were down to 30 minutes on most services, so the taxis did a great trade getting people home.

Slides of trams, trains and buses at both the Children's Mass and the finale are available from the sales department at the usual address.

The writer extends his thanks to all who provided information -they are many-so that these events were recorded on film. It is unlikely that such sights will be seen again.

FROM THE PRESS (continued) compiled by B. Young.

31.1.1923. THE MELBOURNE & METROPOLITAN TRAMWAYS BOARD
Persuant to section 100 of the Melbourne & metropolitan tramways act

Notice is hereby given that the M.&M.T.B. proposes to compulsory purchase the lands.....(vol., fol, registered owners, etc)..
.....for a site for workshops for the said M.&MTB.

Dated this twelfth day of December, one thousand nine-hundred and twenty two. By order of the said board,

W.O.Strangward,
Secretary, M.&M.T.B.

From an advertisement in the Age, March 9, 1927;

Saturday 12th March. at 3 O'clock. On the land in a seated Marquee.
TRAMWAYS WORKSHOPS ESTATE, PRESTON.

43 valuable shop sites.

At the junction of three electric trams, at the entrance to the City of Preston.

These splendid shop sites are right beside the new Tramway workshops which will employ over 1000 men. The greatest investment ever offered in this most progressive district. And these allotments are in the centre of a thickly populated area.

Owing to the phenomenal progress of Preston, the Tramways Board are duplicating the lines in front of the estate.

Take Preston trams in Swanston Street, or StGeorges Rd. cable tram direct to estate.

Note the easy tremms; £5 deposit, 20/- monthly, per lot, up to three years, with interest at the rate of 6% per annum. 5% discount for cash.

Inserted by LLEWELLYN JONES, auctioneer,
High St. Preston. Phone Northcote 4.

And from a latter date;-

20.11.39. GEEELONG; because of the poor patronage accorded the midnight trams on Friday nights, they have been cancelled. The Saturday midnight tram will still be run on all lines.

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MUSEUM NEWS

SOCIETY EVENTS

May 23rd: Social Meeting, Town Hall, cnr. Glenferrie Road and High Street, Malvern. Commences 8 p.m. Publication will be on sale before and after the meeting.

Aug. 13th: Social Meeting, details as above.
(NB-This meeting is on the second Monday in August instead of our regular first Monday).

Each Sun-day: Work party at Bylands. Transport depart Batman Ave., City, a few minutes after 9 a.m.

Each Sun-day: Tramway Museum site, Bylands, open for public inspection from 10.30 a.m.

ADDRESS CHANGE: The postal address of the Australian Electric Transport Museum (S.A.) is now - Box 2012, G.P.O. Adelaide, 5001. If you are changing your address too, don't forget to notify us in writing so that you will continue to receive Running Journal.
Members - 16 Saladin Ave. Glen Waverley, 3150.
Subscribers-55 Baird St. Brighton. 3186.

JOINT SOCIETY CONFERENCE

In mid-February representatives of the Tramway Museum Society of Victoria, Australian Railway Historical Society, Bus and Coach Society of Victoria, Light Railway Research Society of Aust., and Historic Fire Engine Association met to discuss co-operation in the display of examples of their respective forms of transport. Discussion centred on the proposal for the Bylands-Kilmore region described in Running Journal, October 1972. The A.R.H.S. indicated that their present circumstances have resulted in primary re-location investigations being directed to other sites. The other groups indicated that they agreed with the principle of joint development of the museum complex but, understandably, wish to keep their options open. Discussion quickly revealed that the groups share many problems and a valuable exchange on aspects such as government policy on transport and technological museums resulted.

At the conclusion Victor Isaacs (ARHS) thanked the Tramway Museum Society, on behalf of all present for hosting and administering what is envisaged as the commencement of a series of meetings to discuss and co-operate in our common fields of activity.

FROM SALES DEPARTMENT:

We now have our own colour postcard - cable Grip Car and Trailer in the beautiful setting of Mr. Twentyman's home at Northcote, 12 cents (plus postage). A reprint of issue number one of Running Journal is also available at 20 cents.

TICKETS: We would be interested in hearing from someone interested in helping to house, file and index the ticket segment of the

Tramway Museum Society archives. Please drop the secretary a note if you can help. If we are rushed we will have no trouble finding other tasks for the "unsuccessful" applicants!

BENDIGO TRAMS:

A detailed submission was made by the Society to the Premier and members of State Cabinet on February 23rd. The submission contained comments on the report of the Bendigo Tourist Tramway Investigation Committee to which we presented evidence in May 1972 and repeated our request to be allocated four tramcars and spares from Bendigo.

MORE DISPLAY WORK:

For the two weeks preceding Easter 1973 the State Savings Bank chamber in the heart of Melbourne, at the corner of Bourke and Elizabeth Streets, contained an extensive display on all aspects of the Society's activities. Models (both 4mm and $\frac{1}{2}$ inch scales), photographs, tickets and relics previously utilized at the Tramway Historical Exhibition were presented and a leaflet describing the Society was distributed.

WORKS REPORT:

A roof above our heads: The last issue of Running Journal reported the purlins were in place and 2/3rds were nailed. We can now report the remaining 1/3rd nailed, all purlins firmly attached with steel strong wind bracing and a start made on the installation of the actual roof-sheeting. Five of the big corrugated sheets were lifted and nailed on the first day (covering one side of most of the first bay) and now more than half the roof is completed...

Our other sheds haven't been neglected, To complement the re-sheeting of the storeroom completed some time ago structural alterations have now been made to alter the pitch of the roof. Both this building and the gangshed have been painted green, along with the exposed side of the seatainers resulting in a more pleasing appearance at the north end of the museum area.

The Switchroom bears a remarkable resemblance to a steam loco now that the large "balloon-stack" style ventilator has been placed on the roof. This will form the basis of the cooling system for the solid-state power supply for electric tram operation.

Ballarat 17 now houses five display boards for the benefit of visitors to the museum site at Bylands, while in the bus are book and magazine racks enabling the Sales Department to present their stocks. Worker facilities have been transferred from the bus to Geelong 22.

Materials Storage is always a problem for the Society. Restacking of the contents of the seatainers at Bylands has provided extra space but this is quickly being filled with parts from 23, items from the cars at Malvern, etc. The space released at Malvern is filling with our expanding display material all of which has meant many hours of stacking, sorting and transporting over the last few months.

Next Social Meeting:

The next bi-monthly social meeting of the Society was scheduled to be held on Monday, 4th June, 1973. Subsequently, we received an offer from Dr. John Radcliffe, President, Australian Electric Transport Museum, Adelaide, to address a meeting late in May. John will be in Melbourne for a week or so for a science conference, and is thus able to accede to a long standing invitation to talk to one of our meetings. The meeting has therefore been changed to Wednesday, 23rd May, 1973, at the Lecture Room (as usual), in the Malvern Town Hall. John will talk on the history and development of the Adelaide tramways, and the A.E.T.M., assisted by colour slide illustrations. John was also fortunate to spend about four months overseas last year during which time he visited tramway museums in U.S.A., and U.K. We'll probably be able to hear a few comments on these, as well. A most interesting evening is in store for us and a good attendance of members would be appreciated. Please be early so that a start can be made punctually at 8.00 p.m. The Sales Department will be open before and after the Meeting.

Conferences:

Mention has been made elsewhere in "R.J." of Conferences in which our Society has been involved. Two not recorded to date have been held with the Ballarat Tramway Preservation Society. The first took place on 23rd September, 1971, when B.T.P.S. representatives met T.M.S.V.7 members at a room in the Victorian Railways Institute building, Melbourne. Unfortunately none of the Ballarat-resident members of the B.T.P.S. were present but, undoubtedly, the prospect of a late night drive back to their homes decided against their attendance.

Basic principals of co-operation between the two Societies were agreed, and subsequently a joint statement was circulated. The loan of specialised items and interchange of spare parts was agreed upon, and the T.M.S.V. donated to the B.T.P.S. the surplus cleaning equipment from the Ballarat cleaner car. The B.T.P.S. representatives stressed that their Society's aim was to preserve their six Ballarat tramcars in the condition in which they ended service, and to run them as such. No plans were envisaged to rebuild or repaint cars to previous conditions, or to acquire cars from other systems; that is, not to set up a tramway museum which would parallel the work of our Society.

The second conference was actually part of the 100th meeting of the Board of our Society after the B.T.P.S. wrote asking that a delegation be allowed to attend one of our Board meetings to discuss incidents at our 1972 Moomba Exhibition.

Presumably other conferences or meetings will take place from time to time as necessary, to discuss matters of mutual interest.

LATE NEWS

The Bendigo 'Advertiser' for Tuesday, 24th April, 1973, carried front page headlines, "Hamer Says Trams Will Stay Here." Mr. Hamer, Premier of Victoria, had been in Bendigo the day before - Easter Monday - to officially open the Easter Fair.

We quote further extracts from the 'Advertiser':-

"The trams belong to Bendigo. None of them will leave without the permission of the Bendigo authorities and the Bendigo people", Mr. Hamer said....."The fact that they came from some other place at one stage of their lives is not the important thing"....."They were to have been on trial until next Easter but their success as an attraction has been so marked that there's no question of them not continuing," he said."the trams could be sold or exchanged at the discretion of the Bendigo people".

The foregoing statements appear both remarkable and conflicting. The presence of the Premier in Bendigo for the second time in six months, the grand announcement, and the State Election on May 19th, would appear interlocked; both seats in the Legislative Assembly which involve the Bendigo urban area are regarded as "swingint". In one, the sitting Liberal Party member is retiring, while Labour holds the other!

Readers may draw their own conclusion

Our Petition is to continue, and all members are asked to re-double their efforts. We need signatures from everyone you can contact. It will take time and effort but, remember, nothing worthwhile was ever achieved without sacrifice. Friends, relations, members of other clubs and societies, work mates, people you travel with on the tram or train, are all potential signatories. Please explain to them that all we seek is what we were promised. The Bendigo tourist tramway will not be spoilt if we receive four of the 21 trams; it will be detrimental to our project if we do not receive what we have been promised.

Please press on. Obtain signatures for the Petition; write a protest in firm terms to your local Member and other candidates (some of our members have already done this - with encouraging replies received). Keep plugging away. It's up to you!

We must do our best not to become a "victim" of the apparent success of the Bendigo Trust.

Supplement to Running Journal

*****TRAMWAY MUSEUM SOCIETY*****
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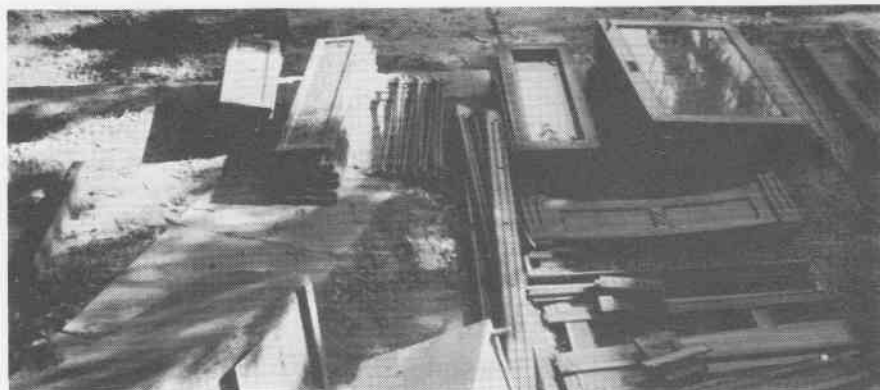
5, 6: On goes the roof! At Bylands society volunteers are busy putting corrugated iron onto the frame of the depot storage building. At the time of writing almost half the roof had been covered.



7: At ground level the track team are laying 2 road under the supervision of George Wilcock, the museum caretaker and former VR ganger.

7

8: Some of the many fittings obtained from 23 at Toorak prior to its demolition by Whelan the Wrecker. These parts will be used to restore Geelong 22.



8

9: Some of the display boards in the saloon of Ballarat 17 at Bylands. A steady flow of visitors has continued to call in at the site to inspect the cars and displays each Sunday since mid-March.



9



10

10: A GTV9 cameraman films the exhibits at the fourth Tramway Historical Exhibition conducted by the society during Moomba.

11: The main exhibition hall with the 1 : 24 scale model tramway in front and to the left, the James Flood cable tram display on the stage, and other photographs along the walls. Further exhibits were mounted in other rooms in the building.



11



12

12, 13: Crowds in the State Savings Bank Chambers at the corner of Elizabeth and Bourke Streets, city, admired the photos, models and relics exhibited by the Tramway Museum Society for a two week period preceding Easter.

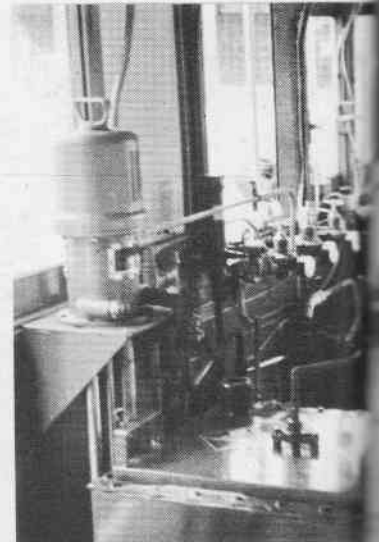


13

14: W2 no. 233, now utilized to spray-paint white road markings adjacent to Melbourne's tram tracks. Note the arm supporting the spray nozzle attached to the bogie.



14



15: Inside 233 a maze of pipes and valves control the flow of paint and air to the nozzle.