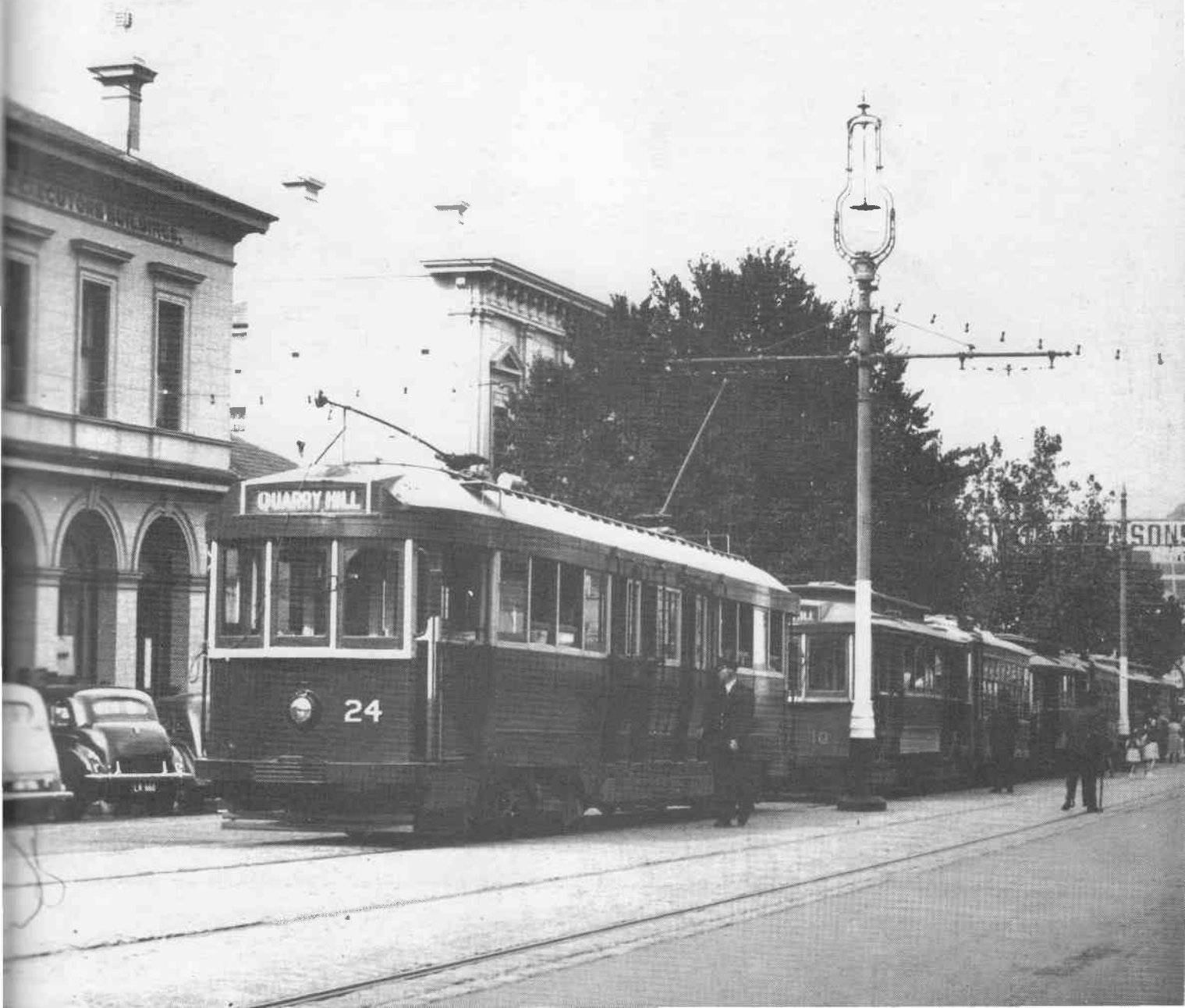


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*The
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of Victoria
Ltd.*

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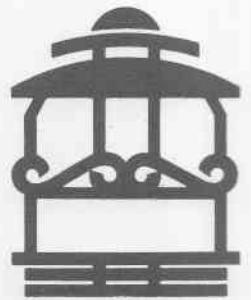
Membership enquiries: Mr. B. George, 16 Saladin Ave., Glen Waverley 3150.

Hon. Secretary: Mr. L.N. Millar, 16 Lodge Road, Hartwell 3124.

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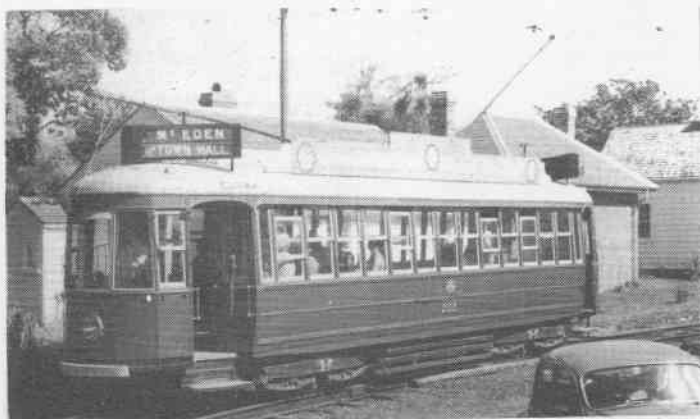
Museum premises: Union Lane, Bylands 3600.

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COVER:

View Street, Bendigo on Easter Monday 1949. 24 prepares for Eaglehawk shuttle service and 10, 27, 4, 29, 7 & 12 await return to the depot after the Easter procession has passed. Cars 10, 27, 4 & 7 are all long since scrapped.

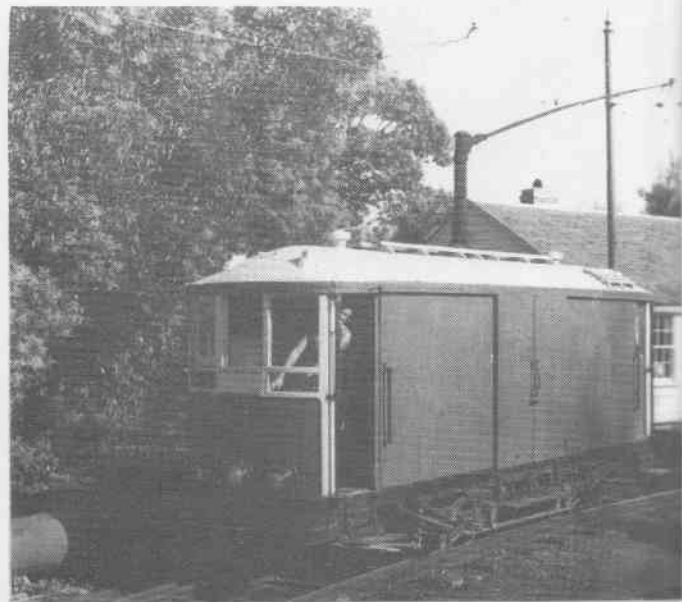


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- 2: Auckland 253 in service at the Museum of Transport and Technology in that city.
- 3: 257, a "Fiducia" car far from its Wellington home about to collect a load of Passengers at the Auckland Museum.
- 4: Mike Cornwall drives freight car 301 down the line during his recent New Zealand trip.



4

BENDIGO TRAMS -THE T.M.S.V's. CASE FOR FOUR CARS.

INTRODUCTION:

Since the closure of the Bendigo tramway system in April 1972 the Tramway Museum Society of Victoria Limited has been involved in continuing negotiations to obtain various tramcars and spare parts previously promised to the Society by the S.E.C. The moratorium on the distribution of the relics imposed by the Government, pending a decision on the feasibility of the Bendigo Tourist Tramway Scheme, presents a threat to our ability to complete a central collection illustrating the development of this mode of transport in Victoria.

This article sets out briefly the reasons for requesting four cars and the action taken by the Society in relation to them.

We have submitted repeatedly that the acquisition of these four trams from the ranks of the 23 Bendigo trams will not detrimentally affect the range of cars available for use for the Tourist Tramway. There are ten bogie cars, of which two have suffered accident damage, which leaves six serviceable if our Society acquires its two. Of the seven conventional single-truck cars there are three either unserviceable or damaged which leaves four, since the Tramway Museum Society does not wish to preserve any Bendigo examples of this type. (We have acquired Ballarat No. 17). Of the five Birney single-truck cars, we wish to obtain one of the two damaged ones which leaves two serviceable and one unserviceable for the Tourist Tramway and our Adelaide contemporary.

The Bendigo Tramcars:

The following table lists the number of each type of tramcar in Bendigo, and notes which ones we originally sought:

Type	Quantity	Requested by TMSV
Bogie - ex PMTT	3	1
- ex HTT	7	1
Single Truck	7	-
Birney	5	1
Cleaner	<u>1</u>	<u>1</u>
Totals:	23	4

Note: One Birney Tram (No. 15) was officially written off the books by the S.E.C. in 1959 as not worth repairing (considering the damage it suffered and the rolling stock required). It still exists, partly "cannibalised", and it is felt that, considering the 'demand' for Bendigo trams, it should be regarded as a tram, and not a heap of scrap metal.

Why the Society requires Nos. 5,25,11 and the Track Cleaner Car:

Our programme of car acquisition and preservation was formulated in 1964 to ensure that we would fulfil our aim to represent

all the Victorian Tramway Operators and the main steps in the evolution of the design of tramway vehicles in Victoria. The plan has been under continual review to allow for changes in availability of cars and has been published in our Society magazine "Running Journal", the most detailed recent mention being in October 1971. Since then a further car (which was not previously included due to non-availability) was acquired to illustrate an otherwise unrepresented design.

Our Society has applied for bogie car No. 25. This was one of three Melbourne body types that used maximum traction bogies, and was built in 1917 for the Hawthorn Tramway Trust. It spent 30 years in the streets of Melbourne before purchase in 1947 by the SEC for use in Bendigo. It is intended to take this car back to the late 1940's style colour scheme and, as such, it will represent the 23 bogie cars of the three SEC systems.

The Society has also requested Bendigo No. 11, which was imported from the USA in 1924 for use in Geelong where it operated until transferred to Bendigo in 1949. It will represent the ultimate development of SEC trams with dash canopy lighting, reflectorized strips and zebra stripes. The 48 year old car spent some 23 years in Bendigo. Two features of No. 11 which we are anxious to show are the longitudinal seating and full bulkheads behind the driver.

As the original Bendigo No. 17 eluded preservation in 1951 owing to conversion to the track cleaner car, considerable work will be needed to restore it back to its original passenger-carrying design. The amount of work required is justified as this car will then be the only representative of 30 years Tramway service to Bendigo by the Electric Supply Company of Victoria Ltd. Further, it will be our sole representative of the fully-open cross-bench design of tramcar. In preserving this vehicle we are representing a type associated with the following operators:-
The Electric Supply Co. of Victoria Ltd. (Ballarat & Bendigo);
The Melbourne Electric Supply Co. Ltd. (Geelong); both Victorian Railways Tramway Systems; the North Melbourne Electric Tramway and Lighting Co. Ltd.; and Australia's first electric tram operated by the Box Hill and Doncaster Tramway Co. Ltd.

Bendigo Tram No. 5 presents the last practical opportunity for our Society to represent the most virile and rapidly expanding Municipal Trust - The Prahran & Malvern Tramways Trust. This car was built in 1913 and carried their number 26. Upon acquisition by the M&MTB it retained the same number and served on the Melbourne system until 1948 when it was sold to the SEC and was operated in Geelong as that system's No. 36. In 1956 the car was transferred to Bendigo where it spent the last 16 of its 59 year life. This tram is the second one in the progenitor class for 825 Melbourne cars of the drop-centre style which was almost purely Australian in use. The P. & M.T.T. became the largest electric Tramway Trust in Victoria and operated 97 cars of 11 different classes that had seven different body styles. It is ironical that we need this one car to represent the biggest Trust because earlier car scrapping programmes removed these older vehicles first.

The Campaign to obtain the four Tramcars:

That the four tramcars required by the Tramway Museum Society of Victoria Ltd. had been promised to us is undeniable. As a result of representations at various levels over many years prior to closure, our case had been acknowledged both verbally and in writing. The approach of the closure however brought a number of developments. Ironically the publicity gained from special tram tours of Bendigo, organised by this Society, its predecessor, and kindred railway Societies, dating back some 25 years, made some Bendigo citizens rather belatedly aware of their city's historic tramway system with its old, secondhand trams. Two books, researched and written by a senior member of this Society had gained further publicity for the Tramway. As 17 of the remaining trams came from Melbourne and one from Geelong we feel that the people of Melbourne have a right to have representatives of their former trams in a Victorian Tramway Museum reasonably near to them.

As a result of representations from the Bendigo Trust, the group sponsoring the Bendigo Tourist Tramway Scheme, the State Government set up a committee to investigate the feasibility of this scheme. On Wednesday 31st May 1972, our Society presented some 20 pages of written evidence, with diagrams and other aids to this Committee, giving very full details as to the aims of our Society, and the reasons for requiring the four cars. In addition many letters, press releases, and submissions have been prepared to present the points summarised in this article. When advising Cabinet's decision to allow a trial of the Bendigo Tourist Tramway, Mr. Hunt, Minister for Local Government, wrote to the City of Bendigo in Sept. 1972, stating "That the Government will meet the cost of making 4 tramcars properly serviceable". There was no authorization in this letter to alter the four cars nor to allow access to the remaining cars and equipment.

Having received a copy of the Report of the Bendigo Tourist Tramway Investigation Committee, the Tramway Museum Society presented eight pages of comments to State Cabinet correcting historical and factual inaccuracies, and clarifying our attitudes on items covered by the Report. (For example we corrected claims such as the "fact" that the single truck cars were "built in 1915 by Duncan & Fraser of Adelaide using chassis from Westinghouse and General Electric". They were, of course, produced by Duncan & Fraser, Meadowbank Manufacturing Co. and James Moore between 1916 and 1920, with Westinghouse and G.E. supplying the motors and control equipment). We explained that we feel that the section of roadway to be used by the Ballarat Tramway Preservation Society, .85 mile within the Ballarat Botanical Gardens, cannot be compared with the Bendigo route which is mostly along highway and arterial roadway through the central business area of the city and fully developed residential suburbs. By Feb. 1973 we were extremely alarmed at the situation in Bendigo and we again asked Cabinet to restrict the Bendigo Trust to using the vehicles not sought by our Society and to insist that no parts be removed from them to maintain the 4 cars authorized for their use. Accordingly, we have applied for the urgent allocation of the 4 tramcars and some spare parts, and in support have circulated a Petition. More recently, some directors of the Society have had the opportunity of discussing this problem further with senior members of the SEC and the Minister for Fuel & Power (Mr. J.M. Balfour). Members and friends can help by disseminating the facts outlined above, seeking the support of their local Members of Parliament, and gathering signatures for the Petition.

NEW ZEALAND HOLIDAY —

By M. Cornwall.

As a result of a rather enlightened policy on the part of the firm I work for, Union-Bulkships Pty. Ltd. I was able to take the opportunity of a trip to New Zealand at Xmas.

As this not only enabled me to see my family again but also gave the opportunity to visit two of New Zealand's three tramway museums, I was more than just a little eager to go. I sailed on the "Marama" from Melbourne at 5 a.m. on 21st December. "Marama" is one of two ships the Company operates on a fortnightly service to New Zealand. She is a modern roll-on, roll-off, container ship, to use shipping jargon, a 'Ro-Ro-' ship, of 6350 tons.

As I was officially a supernumary, the only thing I was required to do was eat the meals put in front of me, and naturally this left plenty of time for drinking, sunbathing and reading - in that order!

Following an uneventful crossing plus Xmas dinner, we arrived in Auckland at 7 a.m. on Xmas morning (hence 2 Xmas dinners!) in pouring rain. On Boxing Day the destination was, naturally enough the Museum of Transport and Technology. As my young brother is in the aircraft division of M.O.T.A.T., the aircraft were the first stop. I didn't argue, as he was doing the driving. However it was a pleasant surprise to see how the whole museum has progressed since I last saw it. On the Tramway Division front the track itself hasn't been lengthened, it is still 300-400 yards long, most of the work appears to be in the consolidating class. Asphalt has been laid on the mid section where it passes through a "street". At each end of the track 'A' frame type shelters have been built which can house one tram each. Only one has been connected so far while the track has been laid to the second and it will only be a matter of time before it is in use.

Auckland 'Queen Mary' No. 253 was in service and carrying a good load. Later on Wellington Fiducia No. 253 was bought, mainly for my benefit, and it certainly brought back memories. After the museum had closed Wellington freight car, cum grinder was also brought out for photos during which I was lucky enough to talk regular driver Kerry Bennett into letting me have a small drive. This hand braked car took some getting used to.

There were five other trams stored on the site in varying stages of restoration. Auckland LL, 247 and the 'Palace' car from the zoo. This 1902 built car is in superb condition and with a set of bogies underneath one feels as if it would move

again immediately. It has been at the Zoo under cover since 1952. The other two cars were Wellington 135 and 'Big Ben' No. 47. This will certainly be a drawcard when it is running as it is very impressive.

But without doubt the most impressive thing about the whole museum is the new \$100,00 Display Pavilion that is being erected, in fact it should almost be completed as you read this. It is a brick structure with rounded turret-like structures on each corner. There is a single dual-gauge track laid down the middle which will accommodate two trams. A mezzanine floor will surround the trams for other exhibits while, I understand, an aircraft will hang from the roof, presumably above the tram. Adjoining the main exhibition hall is a 2 road workshop that will take 4 trams, this will be complete with concrete floor and pits. It is enough to make one green with envy. Once this has been completed most of the fleet will be under cover, something that can't happen soon enough as the cars are starting to show the effects of their years outside.

All in all, it was most encouraging and the only doubtful thing about the whole enterprise was the pathetic little 'book and lolly' shop that was about as big as that building in the back corner of your garden. We have shown how much can be made out of selling books and this is the one obvious improvement that could be made.

I would like to take this opportunity to thank Kerry and his unnamed driver for their co-operation and friendliness.

After a quick look at the declining Auckland trolley bus fleet I had to fly to Wellington to join 'Marama' for the return trip. Due to the fact that she was sailing earlier than I expected, I only had 4 hours there. This was just enough for a quick ride on the cable car, and for some photos of the trolley buses, but not enough time to visit the tramway museum at Queen Elizabeth Park. I did however manage to meet fellow TMSV member Rod McGovern and we managed to bring each other up to date on our respective museums.

All too soon the ship was sailing and it was back to Melbourne, where we arrived on New Year's Day after a lively crossing during which the 'Marama' lived up to her reputation. Appropriately there to welcome us back as we came up to No. 2 North Wharf was a good old W2 clanging its way across Spencer St. Bridge.

ACTIVITIES COMMITTEE: Roll up and cash up. We need it for the goods you will purchase at our mighty auction. This will take place at the Malvern Town Hall Lecture Room on 13th August, 1973. You never know - you may be able to purchase a lamp used in the tunnels of the cable tram system by the greasers and cable splicers OR perhaps you can bring something of equal interest to earn a few dollars for Society funds.

FROM OUR RECORDS.

Further to the map dated 1923 that appeared in our February issue (Vol. 10, No.1) and which showed proposed electric tramways as at that date, the following is a list of the complete proposals for new routes and extensions as at 1929. Many of these routes were between suburbs or would have at that time "run through districts sparsely populated" and were clearly uneconomic.

One wonders why so many councils were interested; perhaps it was because the MMTB was committed to providing 17 ft. of roadway ("the best roads in the suburban districts are those on which tramways run"), to provide lighting for the streets traversed by tramways (cost \$18,000 annually in 1929), to pay rates on its tram tracks (\$30,000 a year)....and no doubt land speculators would have benefited.

The present route mileage is 123, the proposals listed total 162 miles!

REQUESTED TRAMWAY EXTENSIONS

	Approx. Length in Chains
North Road to Sandringham, by Hawthorn Rd, Union St. Point Nepean Rd, Bay St., Hampton St., South Rd. to Railway Line.	276
Bay St. from Hampton St. to Port Phillip Bay	108½
Point Nepean Rd. to Bay St.	36
From Dendy St. to St. Kilda St. at Park St.	108½
North Rd. - Ormond R.S. to the Bay	321½
Centre Rd. - Bentleigh R.S. to Hampton St.	133
South Rd. - Moorabbin R.S. to Brighton Beach	217
South Rd. - Hampton St. to Sandringham R.S.	124
South Rd, Bluff Rd., and Royal Avenue	149
Bentleigh R.S. to Boundary Rd.	100
Footscray - Summerhill Rd. to Sunshine	282
East Brunswick - Nicholson St. Cable Terminus to Albion St.	100
Brunswick - Nicholson St. to Holmes Rd.	123
Brunswick Rd. East and Nicholson St. Intersection to Essendon, Footscray, and Back Beach, Williams- town.	910

REQUESTED TRAMWAY EXTENSIONS (Contd.)

	Approx. Length in Chains.
Brunswick and Coburg - Queen Street, from Flinders St. Corner, to Sussex St. at corner of Gaffney Rd.	663
Caulfield-From the River Yarra at Heyington to North Rd. and so down to the Beach	463
Continuation of Brighton Rd. Line along Point Nepean Rd. and North Rd. to Ormond R.S.	304½
Glenhuntly Rd.-Extension to Oakleigh	220½
Gleneira Rd-From Beach to Byron St. to Caulfield R.S.	278
Koornang Rd.-From North Rd. by Lower Malvern Rd. to Burke Rd.	293
Camberwell-From Gleneira R.S. to Boundary Rd.	162
Boundary Rd. from High St. to Norwood Rd.	81
Preston-Regent St. to Edwardes' Park.	86
Extension to Reservoir R.S. along Bell St. from Plenty Rd. Preston to Nicholson St. Coburg.	174
Footscray-Barkly St. to Braybrook Boundary,	50
From Intersection of Napier and Nicholson Sts. to Maribyrnong River, Dudley St. and Docks Rd. to Intersection of Flinders and Spencer Sts.	319
Gleneira Rd. Tramway League-From Murrumbeena by Gleneira Rd. to the Beach.	400
Hawthorn-Burwood Rd. and Camberwell Rd.	150
Heidelberg-Station St. from Heidelberg Rd. to Edwin St.	78
Livingstone St. from Darebin Creek to Waterdale Rd.	52
Heidelberg Rd. from Queen's Parade to Railway oppos- ite Rocke St.	278
Upper Heidelberg Rd. from Rocke St. to corner Plenty Rd. and Bell St.	256
Waterdale Rd. from Upper Heidelberg Rd. to Bell St.	94
Kew-Along Willsmere Rd., Princess St., Church St., to Burwood Rd. East of Hawthorn Bridge.	133
Extension of High St. Line from Strathalbyn St. to Burke Rd.	59
Barker's Rd.-High St. to Burke Rd.	157
Studley Park and Johnston St. Bridge Rds. from High St. to Johnston St. Bridge.	118

REQUESTED TRAMWAY EXTENSIONS (Contd.)

	Approx. Length in Chains
Coburg-Baker's Rd. to Cemetery Gates.	78
Malvern-Electrification and Extension of Tramway along Toorak Rd. from Burke Rd. to Chapel St., Church St. and Swan St. and on to Victoria Pde.	467½
Tooronga Rd. from Wattletree Rd. to Dandenong Rd.	55
Burke Rd. from Malvern Rd. to Waverley Rd.	119
Extension of Waverley Rd. Line from Darling Rd. to Malvern Rd.	37
Extension of Wattletree Rd. Line to Malvern Rd. and by Belgrave Rd. to Dandenong Rd.	150
Further Extension from Belgrave Rd. to Warrigal Rd.	106
Nunawading-From Boundary Rd. to Elgar Rd. and then on to Box Hill R.S.	203
Northcote-From High St. to U.K. Hotel, Clifton Hill.	301
Oakleigh-Darling Rd. Line to be extended via Waver- ley Rd. to Box Hill Rd. Oakleigh.	266
Extension of Glenhuntly Rd. line to Warrigal Rd.	220½
Point Nepean Rd.-Ormond R.S. to Warrigal Rd. and on to Dandenong Rd.	205
Extension from Burwood Rd. Terminus to Beach Rd. Mentone.	795
Prahran-Intersection High St. and St. Kilda Rd. to St. Kilda, by Lorne St. Albert Park.	87½
Preston-From Nicholson St. Coburg, to Plenty Rd. Preston, via Bell St.	124
Werribee-From the intersection of Geelong and Will- iamstown Rds. to Altona Beach	500
Intersection of Blackshaw Rd. and the proposed main Brunswick-Williamstown Line, along Blackshaw Rd. to connect with the Altona-Geelong Rd. Line.	193
Intersection of Somerville-Williamstown Rds. along Yarra or Somerville Rd. to Geelong Rd.	60
Williamstown-Intersection of Melbourne and Station Rds. to Morris St. at the Railway.	100
Nunawading-Along Whitehorse Rd. from Union Rd. to Middlesborough Rd.	175
Burwood Rd. Terminus to Station St.	107
Northern Municipalities-Essendon to Heidelberg.	<u>740</u>
Approximate Total Length	<u>162 miles</u>

MUSEUM NEWS

From the Chairman:

By the time you read this issue of "Running Journal" roof framing and all sheets of corrugated galvanised iron and transparent fibreglass should be in place and secured - the whole 7,440 square feet of it! This gives us a ground area 240 ft. long by 28 ft. wide, covering two depot tracks. I feel that this is a most commendable effort from the members concerned, and we should all be proud of them.

Concurrently, many other tasks have been tackled and completed. Also, by the time you read these words, the three trams at Bylands will have been moved under cover of the Depot roof.

These achievements will undoubtedly boost our general morale, and will form an excellent springboard for our future efforts. Completion of the walls and spouting on the Depot is our major item for the next few weeks, and is the largest task planned for completion before the official visit by the Royal Historical Society biennial conference on 30th September - just three months hence.

The R.H.S.O.V. have bestowed a remarkable honour on our Society by wanting to visit our site and inspect the work in progress and the items we will be able to display. A heavy responsibility thus rests on the shoulders of all our members to ensure that we do not let down either the R.H.S.O.V. or our own Society. I therefore make this personal appeal to each and every T.M.S.V. member to please find at least a few hours during the next three months to do something to make 30th September a most successful day. If you can't go to Bylands and work on the site, there are jobs to be done in Melbourne. Ring our Roster Officer, Barry George, 232-7808, and talk with him.

I feel that we can "make the grade". My only doubt is how high we can rise. Let us all contribute something and make the result "A one plus"!

K.S. KINGS.

Publicity:

Member W.L. Floyd, who recently retired from State Parliament, has appeared on several episodes of a newsreel segment on HSV7. He took the opportunity on one of these to mention the Society. The R.A.C.V. have mentioned us twice to motoring members this year, firstly in their 'tour notes' circular and then in "Royal-

auto" magazine. Keith Dunstan of the Sun wanted some old tramway posters for a display of old-time advertising and packaging by the National Gallery Womens Association and so we dug into our archives. In return for the loan of some four dozen wartime posters we received 22 columninches in the Sun on Friday June 15th.

What's in a Name?:

'Tramway Historical Park' and 'Victoria's Transport Museum' have been secured by the Society as alternative names for our Bylands museum project. It is intended that the Society name will remain the primary name of the project but this move recognises some of the alternatives which the public have used to describe our work.

H.J. Prentice:

Harold Prentice, well known to many Society members, passed away in May 1973. The Society extends its sympathy to his wife and son.

Royal Historical Society of Victoria:

The theme of the 1973 R.H.S.O.V. biennial conference to be held on the last weekend in September is 'Transport'. We have been honoured by a request that delegates be allowed to pay an official visit to our museum site at Bylands on September 30th. This recognition of our work by such a respected body is the biggest step to date in our Society's history and to justify the faith which they have placed in us we are striving to complete the depot and move further cars to Bylands before the visit.

Track Supervisor:

George Wilcock, museum caretaker and former VR ganger has agreed to supervise track construction at Bylands. His knowledge of materials and methods has already proved valuable in the preparation of depot trackwork and the transfer of 1, 17 and the scrubber from the loop.

Ballarat Road Roller:

At the time of closure of the Ballarat tramways the Society considered the acquisition of an S.E.C. road roller which had been in use on the system. This unique vehicle had been specially constructed for use on tramway paving having rollers which fitted exactly between the rails of standard gauge track. The financial position at the time led to the museum board deciding not to acquire the vehicle, however it was stored in Ballarat and as it is still available for display at Bylands it has now been decided to add it to our display. The preservation of this ancillary item is a further step in the development of an integrated tramway museum, rather than just a tramcar collection. It will be moved to Bylands later this year.

Other Acquisitions:

A transformer has been purchased from the SEC and trucked to Bylands where it will be re-wound as an isolating transformer for our substation by Noel Gipps.

Melbourne-Brighton Bus Lines, occupiers of the former VR tram depot at St. Kilda has donated a quantity of rail to the Society. This was trucked to Bylands in June with the transformer.

WORKS NOTES:

By the end of September, when the Royal Historical Society will visit Bylands we must convert our present construction site into a Tramway Museum. This will involve:

1. Completion of the Depot;
2. Completion of Depot trackage;
3. Transportation of four or five more trams to Bylands;
4. Erection of at least some of the William Street poles;
5. Move bricks and rails off former railway station platform;
6. Erect public toilets;
7. Generally tidy up site, install markers of future street and buildings, erect some "street furniture", attend to some fencing etc.

Quite a lot of things to be done, but we think we can finish them. This will happen if more members attend the Sunday work parties. Even one day a month, or every two months, will help. Please endeavour to do your part to make this a reality. Transport leaves Batman Avenue Terminus at 9.00 a.m. every Sunday.

DEPOT PROGRESS:

Since the first 5 sheets of iron were nailed up on April 1, the rate of cladding has increased to an average of 15 sheets per working day (weather permitting). At the time of writing (mid-June) only the two southern bays remain to complete the task; covered storage for our cars is no longer a dream but a reality.

In conjunction with the roof work track-laying has continued to a stage where two-thirds of Road 2 has been put down, while outside the depot temporary track has been laid with Trams 1, 17 and 23 being moved northwards to the Storeshed. Track connecting the cars and Road 2 is nearly complete, to allow the first cars to be rolled into the depot before the end of the month.

Diagonal wind-braces have been installed at the Southern end of this building and tensioned along with the corresponding set at the Northern end.

SWITCHROOM/SUBSTATION:

The two wall vents which are part of the Forced-Air ventilation have been installed, - the spouting connected and the transformer (mentioned under 'acquisitions') moved to the museum. This item cost the Society \$400.

TRACKWORK:

Most work in this field has been described adequately under previous headings but two important aspects should be repeated. Firstly, the appointment of our Resident Caretaker, George Wilcock, to take charge of trackwork. George, as many will know, has just retired from the Permanent Way Branch of the Victorian Railways, and is very experienced in this field, especially considering he supervised on one section of track for over 15 years. The second is the acquisition of tramway track material from the old Railways Tram Barn at Elwood.

ROLLING STOCK:

It has been some time since we have been able to report little more than maintenance work under this heading, however things are changing.

180. Under the hand of Dave Menzies and with help from Mike Cox, this ex-M&MTB tramcar is receiving a full repaint. To date, the car has been primed, filled and completely rubbed down. The first undercoat is now being applied. Work at Malvern is currently "on" every Sunday if you can spare a few hours and can't make it to Bylands. Contact Dave - 237 Wattletree Road, Malvern.

467. Ron Scholten has been busy again, having painted this ex-Footscray car's roof. He has also washed down the sides of 467 and 680 and is tidying and cleaning their interiors in preparation for their move to the museum.

MUSEUM AREA - GENERAL:

The tidying of the Museum area and the resorting of materials is a continuous job made more urgent with the approach of Sept.30. A number of outstanding tasks must be completed before then. One fairly major one was the removal of the large stack of bricks obtained from Kilmore last year to the general materials area near the Gangshed. An incinerator has also been set up in this area to cope with the ever increasing paper menace.

MATERIALS AND SPARES:

The continuing 'Exodus' of spares from Melbourne to Bylands continues. Three station waggon loads were moved from Lloyd Roger's garage and are now stored in a seatainer.

We were recently successful in tendering for some excess material from Tramways Disposals. This includes two blacksmith's vices, track bolts, workshop trolley and other minor items. These also will have to be moved to Bylands in the near future.

SMYTHES MENS WEAR. 359 GLENHUNTLY ROAD ELSTERNWICK

PHONE: 53-3261.

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332 Flinders Street Melbourne 3000. (V. Scholton Prop.)

EXTEND OUR DISCOUNT SERVICE TO MEMBERS OF THE SOCIETY.

HISTORICAL DISPLAYS.

This Society, with the National Trust, Australian Railway Historical Society, and others, is providing material for a local history display at the Hawthorn City Council Gallery, Glenferrie Road, Hawthorn. The items will be exhibited for the first three weeks in August.

During May/June the museum was involved in a similar exhibition at St. Kilda in conjunction with the opening of the new St. Kilda Municipal Library.

TIMBER.

Can you help us obtain a large (at least 1000 ft. lots) quantity of 4" x 2" hardwood in 16 ft. lengths at a reasonable price? We urgently require it for the depot at Bylands. Ring Robert Green (58 3819) if you can help.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.

The Victorian Division of the Association has met for many years on a Friday night. They have now changed to the first Wednesday in each month; V.R. Institute, Flinders St., Melbourne at 8 p.m. Further details, Secretary, W.K. Craven, 85-3395.

RUNNING JOURNAL BACK ISSUES.

Pre February 1972 editions are still available at the discount price of 5 for \$1 from Museum Sales (mail order) 237 Wattletree Rd. Malvern, 3144, and (over the counter) 332 Flinders St. Melbourne, 3000. The contents of these issues are listed in the April 1973 Journal.

FROM THE PRESS.

The Age - Tuesday March 15, 1910.
"CARS FOR PRAHRAN TRAMWAY. Adelaide, Monday: About five months

FROM THE PRESS (Contd.)

ago Messrs. Duncan and Fraser secured a contract from the Malvern and Prahran Tramway Trust (sic) for the construction of the bodies of the first thirteen cars to be used on the new electric tramway between those places. After being put together the cars have been taken to pieces for transport to Melbourne. Mr. R. Duncan, who has superintended the construction of the cars, will go to Melbourne to supervise the re-assembling of the parts, and he will take with him a number of the firm's expert hands."

(A.H.)

DIRECTORS.

Just a reminder that nominations for the Museum Board were called in the last members' Newsletter. Applications are available from the secretary.

TRUCK ON THE ROAD.

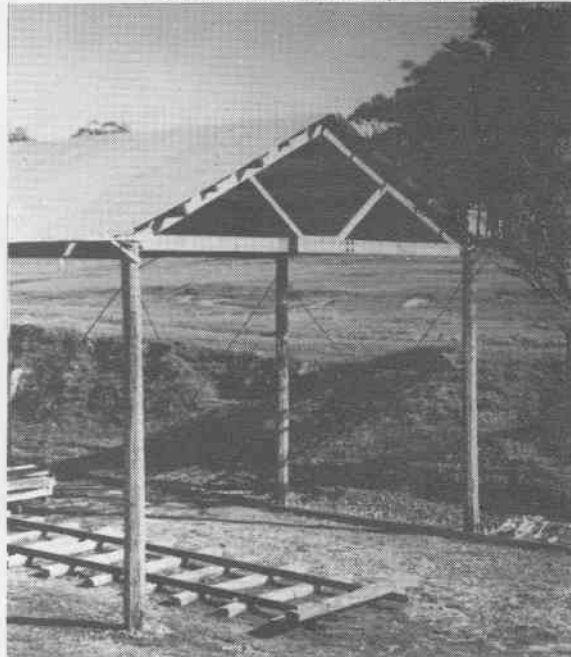
After many delays the Society's Ford truck is operating and carrying registration TM-164 (164 being the first electric tram preserved in Victoria). Its first task, in July, was to move some materials recently purchased by the Society to Bylands. It is planned to use the truck each weekend to move items accumulated by the Society in Melbourne to the museum.

DONATIONS.

The Society's finances have received quite a boost during the past 18 months as a result of major cash donations to the building appeal, operation exodus and general funds. Contributions have been made by: L. Millar, K. Kings, R. Scholton, G. Jones, I Manning, B. Hurren, L. Rogers, A. Cooke, D. Caddy, R. Jackson, D. Prosser and D. Menzies, all of sums exceeding \$100. Other major contributors include: I. Wainwright, A. Marshall, B. Weedon, Mr. & Mrs. Kings, C. Andersen, G. Breydon, H. Haugh, A. Maggs, M. Duncan, J. Christiansen, R. Green, B. Morrell, A. Howlett, R. Buxton, H. Atkinson, G. Cleak, E. Andrews, P. Duckett, J. Goddard, A. Hill, N. Gipps, D. Cranney, W. Johnson, B. Lane, W. Mercer, K. Stoddon, A. Twentyman, J. Wilson, E. Cohen, M. Cooper, S. Brennan, B. Worthington and B. Huggens. That there are now trams under cover at the Tramway Museum is largely due to these people who have given in excess of \$5000, and to those who have provided other donations, labour or support at tours and other fund-raising ventures.

We regret that we have not acknowledged other donors (due to the magnitude of such a list) but recognise that a number of our younger members and those with other commitments have also given significant support in relation to their available resources.

To all who have assisted - Thank you.



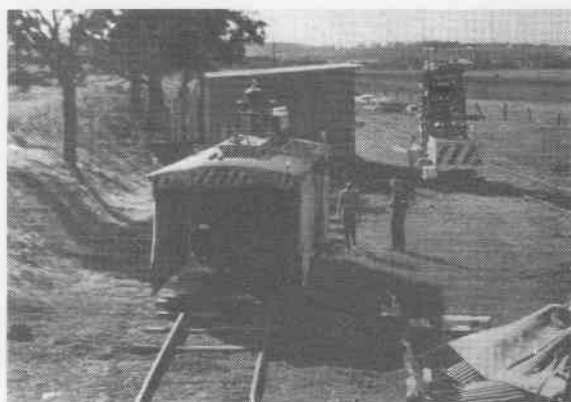
SOCIETY PROGRESS

- 5: Grinder 1, the Ballarat track cleaner and 17 were moved along the loop at the museum during May in anticipation of the completion of roof and track of 2 road of the new depot.
- 6: The major immediate aim of the society has been achieved; covered trackwork for the storage of the museum fleet. Note the rails placed along the far wall ready for construction of 1 road.
- 7: The Ballarat tramway roller, now part of the museum collection.
- 8: "Tower Power" — Ex M. & M. T. B. No. 3 was used to move trams towards the store shed ready to be shunted back towards the depot.
- 9: No. 1's grinding unit is exposed during the move. This unique item of machinery is usually attached to the cab/drive unit seen in the previous photo and protected by canvas blinds and the cab's cantilever roof.

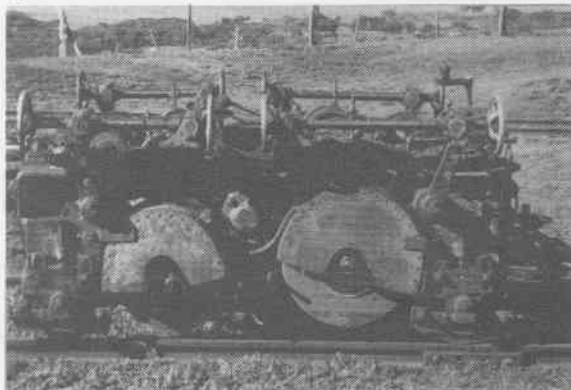
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PHOTO CREDITS

- 1 K. Kings
- 2, 3, 4 R. Cornwall
- 5, 6, 8, 9 G. Breydon
- 7 M. Rowe
- 10, 11 L. Millar
- 12 State Library of Victoria

THE NEW AND THE OLD



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10, 11: Melbourne's new "all electric" tram is seen here in Gertrude Street near Nicholson Street corner on Thursday 19th April. Built at Preston Workshops, Victoria it incorporates Hobart trolley retrievers, American bogies, German doors, control equipment from Belgium and destination indicators of Italian design.

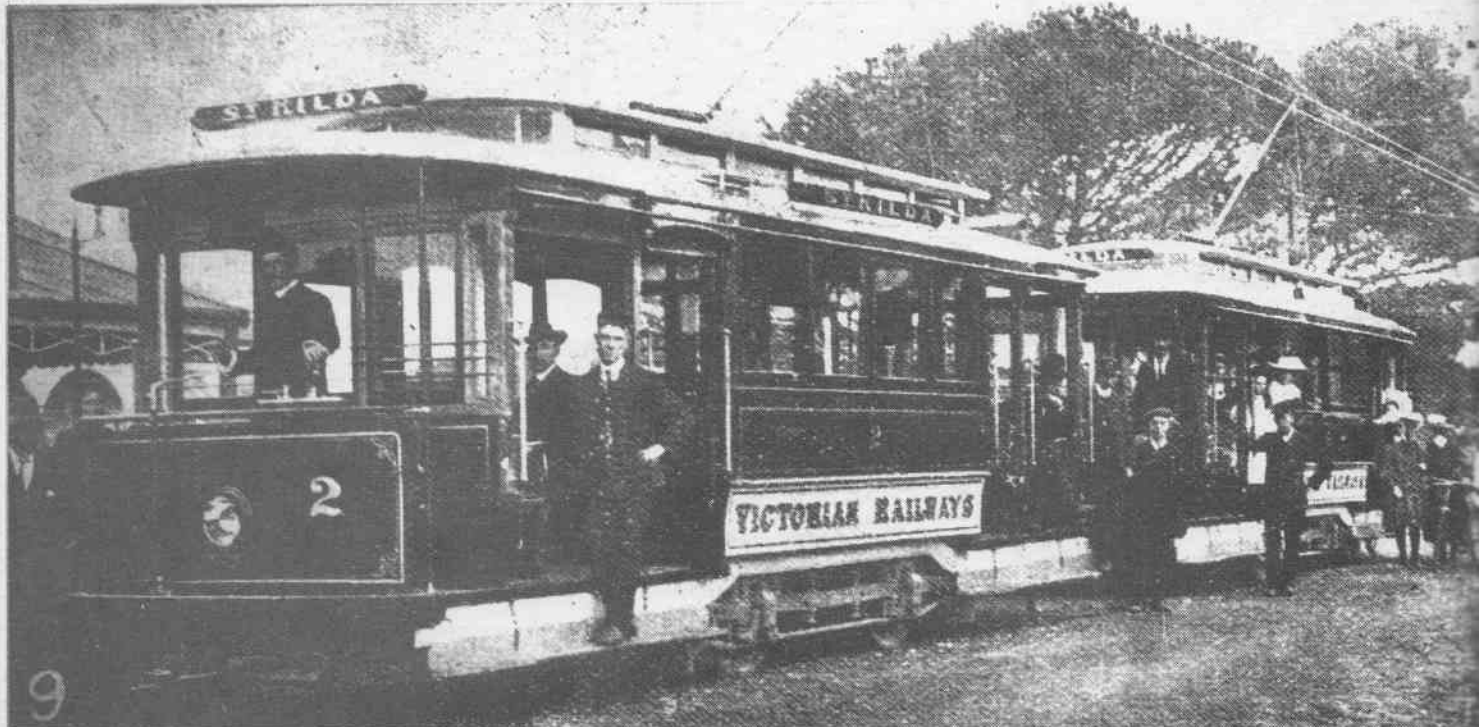


12: From "The Leader" of 8th July 1916 comes this view of two single truck open california combination cars built in 1906 by J. G. Brill & Co and assembled at Newport Workshops. Seven of these cars worked the Victorian Railway's St. Kilda to Brighton line in company with 3 saloon cars and 7 open cross bench trailers until a fire destroyed the fleet on 7th March 1907.

You are invited to visit the Tramway Historical Park being developed by the Tramway Museum Society at Union Lane, Bylands (1½ miles beyond Pretty Sally Hill on the Hume Highway) any Sunday from 11 a.m. Four of the Society's 13 tramway vehicles are on display, photographic exhibits can be inspected and publications and refreshments may be purchased.

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