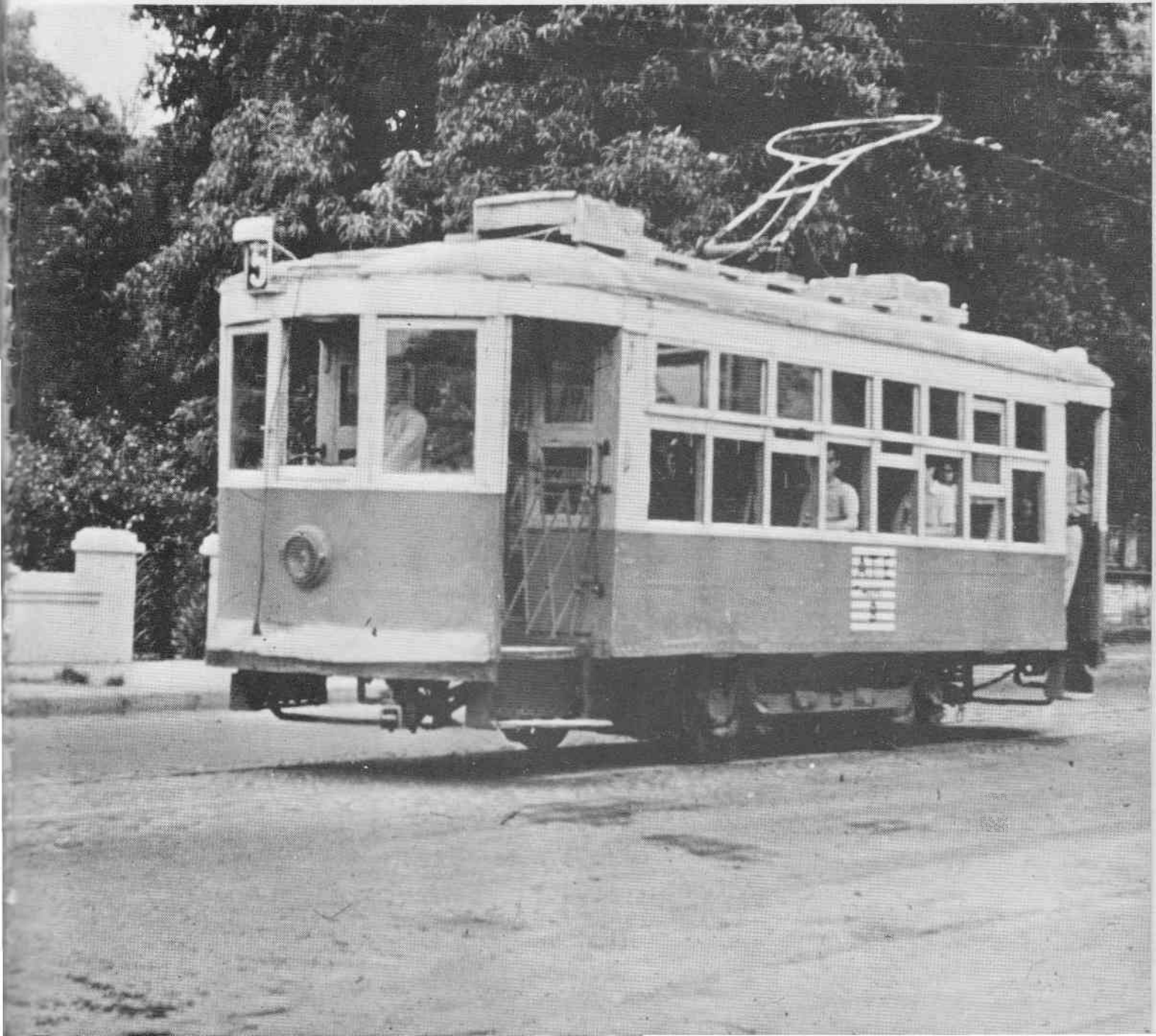


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AUGUST  
1973

# RUNNING JOURNAL

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*The  
Tramway  
Museum  
Society  
of Victoria  
Ltd.*

The Tramway Museum Society of Victoria Ltd. was founded in 1963 as a voluntary non-profit organisation to preserve Victoria's Tramway Heritage.

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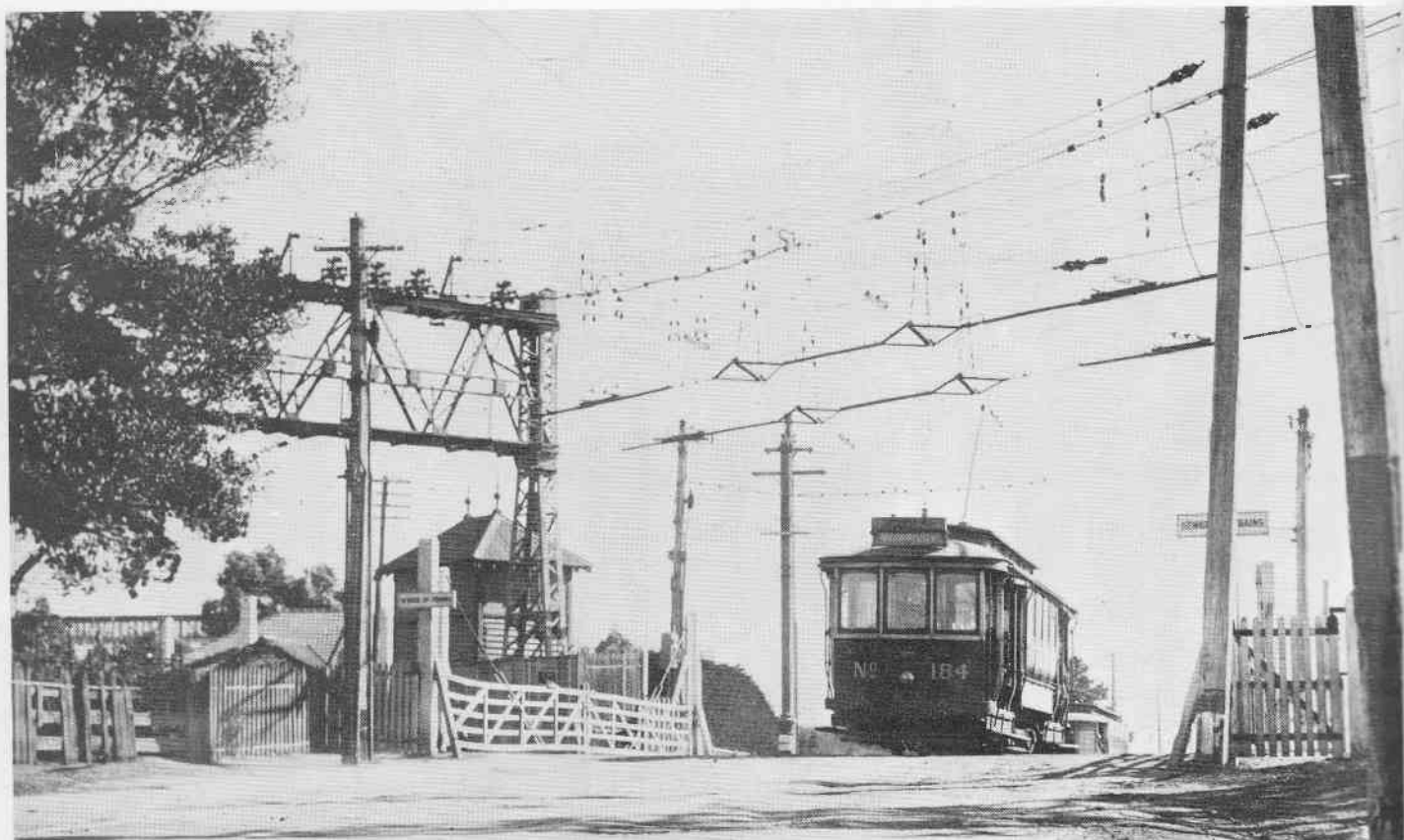
Membership enquiries: Mr. B. George, 16 Saladin Ave., Glen Waverley 3150.

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

Registered Office: 332 Flinders Street, Melbourne 3000.

Museum premises: Union Lane, Bylands 3600.

Publication Code: AT ISSN 0035-9947.



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COVER: Yes, it is a Birney tram on the cover, and it is operating in public service in 1973! The full story of this service is on page 3.

2: This scene, believed to be at the Showgrounds railway crossing in Epsom Road, was typical of Tramways in 1924. Unmade roadway, single truck cars and wooden overhead poles have long vanished from this spot. In fact work began on the grade separation of the crossing in October 1924. The car, M class 184 was ordered for the Footscray Tramways Trust but delivered in 1920, after the formation of the M. & M.T.B. It was transferred from Footscray to Essendon on October 26th 1923. The railway signal box, built in 1906, was replaced by a new structure in June 1925.

# BIRNEY TRAMS-PARAGUAY STILL OPERATES SOME!

By D. MENZIES.

Paraguay is a country that very few people have heard of, let alone visited, yet it has a quaint charm all of its own. It has poverty, yet a quaint vitality and some strange customs; the girls wear black bowler hats as a status symbol, the "lads" in the army do the Goose Step as in former Nazi Germany and the President, who has managed to keep the family in power by simply taking over from his father, has another quaint love, tranvias!

Ascuncion, the capital of Paraguay, is a small place about the size of Bendigo and has retained 10 trams on 2 routes in the city because the President happens to like them. The 2 routes are Nos. 5 and 10 with a short working route 9.

Route 5 is a short route, all single track, with passing loops and 7 trams provide a frequent service on a 5 minute headway.

Route 10 on the other hand is 12 kilometres in length and only uses 2 trams on an hourly headway. This is a rural route as opposed to route 5 that runs through a very elegant suburb.

The fleet consists of 10 serviceable cars, one of these being a spare car in case one of the 9 breaks down.

The tram service shuts down during "Siesta" from 1 p.m. to 3 p.m. and doesn't operate on Saturday afternoon or Sundays.

5 cars are ex Buenos Aires Tassara cars built in 1955, 3 are rebuilt ex German cars similar in appearance to the Tassara cars, and, wait for it, 2 Birney trams still at work in daily traffic.

It can be seen from the photo on the cover that the bars from the windows have been removed, safety is not the most important item in that part of the world, a cool breeze is. The tram also has been fitted with a bow collector and 4 doors. Many tram systems in Latin America have this system because of off side loading from safety zones, as in Avenida Corrientes in Buenos Aires or from gay boulevards in the centre of the wide streets - Ballarat style.

With Ascuncion's trams getting a bit more publicity El Presidente might be able to cast his net further afield and get some good secondhand cars to keep the tramway operating for many years. He has his railway to draw the tourist also, with its quaint but beautiful station with its two tracks from which wood-burning locomotives depart through grass covered tracks to Conception.

An earlier locomotive is preserved sitting on the platform at the station entrance on the platform ramp.

I am grateful to Werther Halorwitz of Montevideo for passing on some of this information to supplement my own. He has extended his support and best wishes to our museum in our quest for the Bendigo trams we were promised and we in turn wish him and his new bride best wishes for the future. She has been well trained already as Werther is an active member of the Montevideo Museum which operates the world's first street tramway museum in the back streets of old Montevideo. It continues to flourish and, so we hope will El Presidente and his beloved tranvias, for many years to come.

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ESS - NEWS FLASH - STOP PRESS - NEWS FLASH - STOP PRESS -

TRAM DONATED TO SOCIETY & 3 MORE CARS AT BYLANDS!

The Tramway Museum Society has been given Ballarat 36.

This tram, which was transferred to Melbourne for promotional work after the closure of the Ballarat system has been donated by its owner the Hawthorn City Council. The car, which is the only example in the Society's collection of a drop-end-and-centre combination with maximum traction bogies, will be restored to original condition as intended when the Council obtained the tramcar. It was built by Duncan & Frazer in 1917-18 for the Hawthorn Tramways Trust, which was absorbed by the M. & M.T.B. In 1945 it was sold to the SEC and it operated in Ballarat until closure of the tramway in 1971.

The acquisition of 36 is the result of an enormous effort by several Society officers and others over the past few months. The Hawthorn municipality was approached by the Museum Society when it became evident that unaided, the Council would have had difficulty restoring, financing and displaying the vehicle, which was in storage at the M. & M.T.B.'s Preston Workshops. The Society offered covered storage, display and operation and eventual restoration. In return it obtained another historic tram which, with only minor amendments, fits into its integrated program of acquisitions aimed at gathering a collection representing all major vehicle types and operators associated with Victoria's tramways.

On Friday, September 14th, only a few days after advice of the donation was received, No. 36 was transported to Bylands. This rapid acceptance of the gift was possible as two other car transport jobs were already scheduled for that day so the Society was able to obtain some savings by moving 3 vehicles at once. M.&MTB No.'s 467 & 680 which have been in open storage at Wantirna 27 Km. (17 miles) east of Melbourne accompanied 36 to Bylands, bringing the tally of trams at the Museum to 7, (viz: Ballarat 36, 17 and scrubber, M&MTB 467, 680 and i. and Geelong 22). Despite the economies of the simultaneous moving and assistance from the M&MTB in loading 36 the Museum Society faces a large transport bill which will drain the coffers. Consequently donations (which are tax deductible if \$2 or more) would be welcomed. Further details of these events will appear in the next issue of R.J.

# PROVINCIAL CITY REPORTS

Since closure of the SEC tramways the following track/overhead alterations have occurred:

## BENDIGO Routes (as at 21/6/73).

- Golden Square - Charing Cross \* Golden Sq. to Honeysuckle St. Rails lifted, wire down. 4-lane re-surfaced road put down.
- \* Honeysuckle to Violet Sts. Passing loop wire still intact. Rails lifted.
- \* Turn-out from Violet St. spur (to Mine) in mass concrete.
- \* Violet St. to Charing Cross. Track and wire intact. No apparent alteration.

## Charing Cross - North Bendigo.

- \* Charing Cross to North Bendigo. Track and wire intact. No apparent alteration.
- \* North Bendigo terminus. Off street spur retarred and beautified.

## Charing Cross-Quarry Hill.

- \* Charing Cross to west side of Railway Bridge. Track, wire and centre span poles removed, and re-surfaced four lane road put down.
- \* Railway Bridge to terminus. Track intact including loops. Wire removed.

## Charing Cross to Eaglehawk.

- \* Charing Cross to Q.E. Oval. Tracks and centre span poles intact to Oval. Wire removed.
- \* Q.E. Oval to Darby St. Track intact. Wire removed.
- \* Darby St. to Creeth St. Track removed, road re-surfaced. Wire removed (to terminus).
- \* Creeth St. to Excell St. Track intact to 100 feet past Excell St.
- \* Excell St. to Speedy St. Track removed, road re-surfaced.
- \* Speedy St. to Murdock St. Track intact.
- \* Murdock St. to Parsonage Grove. Track removed, road re-surfaced.
- \* Parsonage Grove to terminus. Tracks removed, new centre median strip. Most centre span poles remain, although some have been shifted a few feet sideways near turning bays. Track intact from Borough Hall westwards. Wire removed.

## BALLARAT Routes(as at 22/6/73).

### City-Gardens via Drummond St. North.

- \* City to Drummond St. Track removed, road re-surfaced and wire down.
- \* Drummond St. North and around to Wendouree Parade. Track intact, wire down. Points (1 set) level with Hospital building line intact.

BALLARAT Routes (contd).

- \*Wendouree Parade. Track removed, kerb/gutter constructed and 8' re-surfaced.
- \*Depot. Villa units almost ready for occupation. No trace of former Depot.
- \*Within Gardens gates. Wire and track intact. BTPS 3-road shed enclosed, runout track and points in place. Gauntlet track almost to Wendouree Parade.

Drummond St. to Gardens via Sturt St. West.

- \*Sturt St. West. (Divided section). Track removed, new concrete kerb/gutter constructed and 8' re-surfaced.
- \*Sturt St. West (single track section). Track removed. R.O.W. re-gravelled.
- \*Sturt St. West to Gardens gate. Track intact.
- \*Ripon St. Track intact to 100' past Webster St. thence new concrete kerb/gutter under construction.

Sturt St. West to Sebastopol.

- \*Sturt St. West to Rubicon St. 1 set of points at building line (south side) and then all track to Rubicon St. intact.
- \*Rubicon St. to terminus. Track removed and mostly re-gravelled.

Sturt St. to Lydiard St. North.

- \*Full reconstruction to terminus. (Track removed).

Bridge St. and Victoria St.

- \*Full reconstruction. (track removed).

Mount Pleasant.

- \*Bridge St. to Barkly St. Track intact but tarred over.
- \*Main St. to terminus. Track intact except for loop's blades.

MC DONALDS SHOEWAY \_\_\_\_\_

332 FLINDERS ST. MELB. \_\_\_\_\_

SMYTHES MENS WEAR

359 GLENHUNTLY RD.

ELSTERNWICK

# FROM THE PRESS

Compiled by B. Young.

## "Arqus" November 1st 1916.

The official opening of the complete line of the Melbourne, Brunswick and Coburg Tramways Trust took place on Tuesday afternoon at Queensberry St., the ceremony being performed by the Minister for Public Works, Mr. Adamson, M.L.C., who in a brief speech wished success to the enterprise. Six cars gaily decorated with flags were filled with invited guests of the Trust, including Mr. Solly, M.L.A., Mr. Jewell, M.L.A., and Sir Henry Weedon, and representatives of the three councils in the Trust, and of the Malvern & Prahran and Hawthorn Tramways Trusts. At half past three o'clock from Queensberry St. the first car moved off. It was driven by the Lady Mayoress, who cut the blue ribbon suspended across the track. At Park St. the ribbon was cut by the Mayoress of Brunswick, Mrs. D. Phillips, and at the intersection of Moreland and Sydney roads the Mayoress of Coburg, Mrs. H.J. Richards, performed a like office. When the cars reached Bakers Road, the northern terminus of the line, the storm, which had been threatening throughout the run, broke.

In the large carbarn afternoon tea was provided. A number of toasts were honoured. The Chairman of the Trust, Mr. T.O'L. Reynolds, expressed his hope that in time the City Council would see the wisdom of permitting the extension of the line from Queensberry St. to Lonsdale St. The Lord Mayor, Sir David Hennessy, in responding for the City Council, did not hold out much hope of the Council granting the concession unless the conduit or underground system were introduced.

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## November 1st 1916.

### THE MELBOURNE, BRUNSWICK & COBURG TRAMWAYS TRUST.

Tenders will be received until 5 p.m. on Wednesday, November 8, 1916, for the manufacture only of KHAKI TUNICS and CAP COVERS. (khaki and buttons supplied by the Trust).

CHARLES ANDREWS, F.I.S.A., Secretary,  
Nicholson St. Coburg, October 27, 1916.

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## November 1st 1916.

### HAWTHORN TRAMWAYS TRUST.

Tenders will be received up till noon on Wednesday, November 8, 1916, addressed to the Acting Chairman of the Trust, 31 Queen St. Melbourne, for the supply and delivery of DISTILLED TAR (4,500

FROM THE PRESS (Contd.)

gallons), and SCREENINGS, 250 yards, as required, for the 12 months from 1st November 1916. Further particulars can be obtained from the car depot.

A.M. Hislop, Acting Secretary to the Trust,  
31 Queen St. Melbourne, 31st October 1916.

November 1st 1916.

Tenders will be received up till noon on Saturday, 18th November, address to The Chairman, FITZROY, NORTHCOTE & PRESTON TRAMWAYS TRUST, care of the consulting engineers, McCarthy, Underwood and Co., 31 Queen St. Melbourne, for the supply and delivery of 13,200 SLEEPERS, (contract No. 1). The sum of 2 guineas will be charged for each copy of the specification, which will be refunded only on receipt of a bona-fide tender and return of specifications.

W.G. Swift, Acting Secretary to the Trust,  
Town Hall, Northcote.

November 1st 1916.

FITZROY, NORTHCOTE & PRESTON TRAMWAYS TRUST.

Tenders will be received up till noon on Saturday, 18th November, for the supply and erection of NEW BRIDGE and removal of OLD BRIDGE over Merri Creek, on St. Georges Road, (contract No. 1).

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FIREWOOD FOR NOTHING. RAID AT NORTH MELBOURNE. "Age", 24/7/1935.

Hundreds of homes of the poorer class in North Melbourne will rejoice in warm firesides for the next few nights, thanks to the tramway conversion works begun on Monday.

There was a good deal of scattered pilfering of the wood blocks dug up from the old cable line during the day, but when work ceased there was a veritable invasion. By 7 p.m. fully 500 men, women and children, with every conceivable species of hand truck and perambulator, and even in two instances, light waggons, converged on the block in Abbotsford Street, between Molesworth and Haines Streets. Picks, crowbars and a dozen impromptu implements were used to lever up the blocks, which willing hands loaded into trucks and perambulators and whisked away. Men and women manned the shafts of two waggons, which were rapidly filled with free firewood and disappeared into the night. Two policemen and an elderly watchman made attempts to stop the wholesale looting, but without appreciable effect. By 9 p.m. the police had disappeared, and the watchman abandoned active opposition.

By 10 p.m. the volunteer workers had stripped one set of rails as far as Haines street, removing as many blocks as the gang of legitimate workmen had done during their working day.



FROM THE PRESS (Contd.)

Small boys even approached visiting newspaper representatives with "Here you are, mister. Bonza firewood. A truckful delivered for two bob".

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SCREEN WIPERS FOR TRAMS. "Age", 24/7/1935.

In the Legislative Assembly yesterday, the Leader of the Labour Party (Mr. Tunnecliffe) asked Mr. Mackrell (Hon. Minister) if, in the interests of public safety, the Government would take the necessary steps to see that screen wipers were placed on all electric trams. Mr. Mackrell replied that the Tramways Board had experimented with a screen wiper, but it proved unsuitable. A new design had been prepared, and would be tested out. It was hoped to have it on trial in a few days.

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NEWS FROM OTHER MUSEUMS.Adelaide - Australian Electric Transport Museum:

Construction of a tramway track from the museum grounds to St. Kilda beach was completed in July. The line, slightly less than 1 Km. in length was constructed by the Salisbury Council as an unemployment relief project and includes a passing loop and overhead poles. Some drainage work and street sealing is required before the line can be used. Roads 1,3,4 & 5 of the main shed have been connected to the mainline and contracts have been let for the power supply system.

Sydney - Electric Tramway Museum (S.P.E.R.).

The former tramway waiting shed and signal box from Railway Square have been acquired and transported, in sections, to the museum.

Steam Tramway (S.T.P.S.).

A pair of bogies suitable for the KA-class tramcar has been obtained.

Brisbane - Brisbane Tramway Museum Society.

An order has been placed for an all-steel building 40' x 20' x 10' (sub-station) and a permit application for re-erection of a portion of Ipswich Road Depot is about to be lodged. Track has been laid from the front of the shed to the three-way point, which will form the basis of the workshop fan, and beyond.

Perth - (W.A.E.T.A.).

The Association will soon be commencing an operation at Bullen's African Safari Lion Park at Wanneroo. The W.A.E.T.A. will operate a bus service through the lion park and have the use of some three acres of land near the entrance for display and storage of equipment and sale of books and photographs.

# MUSEUM NEWS

## PLANNING A "ROYAL" WELCOME.

As previously announced The Royal Historical Society of Victoria have included the tramway museum on their programme for the fifth biennial historical conference, September 28th-30th, 1973.

The Tramway Museum Society will conduct an open day in conjunction with the visit and all members and friends are invited to Bylands on Sunday, September 30th.

The programme will be:-

9.00 a.m. Regular work team departure from Batman Ave.

11.30 a.m. Museum open. In addition to the regular vehicles and displays extra exhibits will be provided including  
(a) display of 1:24 scale model trams (with several new Australian prototype models).

(b) Former M. & M.T.B. drop-end bus 133, externally restored. This vehicle is owned by a TMSW member and is on loan to the Society for an indefinite period.

(c) Photos and relics from the Society's collection.

Refreshment and publications sales counters will operate throughout the day.

2.30 p.m. RHSV delegates arrive from Kilmore after spending the morning inspecting historical buildings and participating in a forum.

Afternoon tea.

4.15 p.m. RHSV bus departs.

5.00 p.m. Closure.

## ADMINISTRATION.

Two sections of the Society administrative structure have been reorganised recently.

The activities committee, responsible for tours, social meetings and other member functions, consists of Tony Cooke, Jim Dowel, David Menzies, Barry George and Ron Scholten. Activity suggestions and comments (preferably in writing) may be directed to any of the committeemen.

ADMINISTRATION (Contd.)

The museum board regretfully accepted the resignation of Andrew Howlett from the position of Works Officer in July. Andrew shifted to Gippsland in early 1973, and although returning to Melbourne most weekends, he felt that he could no longer adequately administer the works programme. He also indicated that he would not seek re-election to the museum board at the next annual general meeting. Andrew has been active in the Society for more than six years. He was the first sales officer, a director, Running Journal editor, and works officer during the construction of the buildings which have sprung up at Bylands in the last few years.

Works, as planned by the Works Committee (Messrs. Kings, Cornwall, Weedon, Howlett and Millar) are now controlled by Len Millar with the aid of two deputy works officers, Keith Kings and Brian Weedon. Our foremen on the job will be: Doug Prosser, Rolling Stock Supervisor, and George Wilcock, Track supervisor, and ad hoc appointments such as Dave Menzies who is supervising 180's repaint.

The works officer, or at least one of his deputies, will be at Bylands each Sunday, so if you are looking for a job see Len, or in his absence, Keith or Brian. A list of odd jobs is on the notice board at Bylands if you cannot find Keith, Len or Brian.

ACTIVITIES REPORT

Thirty members and friends enjoyed a Friday night tour in VR53 on July 27th. As pointed out in the Newsletters we had to decide on Friday night because of the attendance at Bylands on Sundays. As we couldn't have tours on Saturdays until football is over, Friday was the only night possible. Just as we announced the tour VR53 entered the workshops for a truck change so we had SW2 275 on standby. No. 53 was tested on the Tuesday before the tour and left the workshop for South Melbourne depot on the Thursday.

Even though 53 is 31 years old and on secondhand No. 15 trucks she gave us a grand performance. Thanks to those who supported the tour and many thanks also to the workshop for a job well done with the body alterations to this car.

WORKS NOTES.

Depot Roof sheeting completed and trams rolled under cover! Those are the Headlines of this report, big positive steps towards our eventual goal. Further steps are planned in the coming months, provided we continue to get your support every Sunday at the Museum Site, Union Lane, off Hume Highway, Bylands. Transport leaves Batman Ave. tram terminus at 9.00 a.m.

WORKS NOTES (Contd.)Depot.

One Sunday in July, the last sheets of corrugated iron were nailed onto the depot roof, thus completing 7,440 square feet of covered storage. Sheeting the roof is of course nowhere near the completion of our depot and a start has immediately been made on the walls. Bracket and bolts have been bought to attach the wall girts. 128 holes have been drilled through the posts and the bolting up of the angle brackets has begun. Timber for the walls is expected to be delivered soon. Part of Road One has now been laid and Road Two completed but for a few bays at the rear of the shed left for storage of Road Vehicles.

TRAMCAR MOVEMENTS.

As work on the depot roof progressed beyond the half way mark in May, it was felt that the time had come to begin to move those cars stored in the open at the museum toward the shelter of the new roof. Work began slowly at first under the guidance of Doug Prosser and Mick Duncan but only when volunteers could be spared from roof work and other urgent tasks. Sufficient track-age of Road 2 having also to be laid to accommodate the cars. Initially the three mobile cars were located on the old Railway loop siding south of the depot and some 60 feet to the east; Tramcar 22 being located 50 ft. directly north of Depot Road 1. Track on the loop was relaid to north of the depot and the cars moved up. In June a new track was laid up to the store shed and 1 and 23 were moved onto this, the track then being broken and slewed towards the depot leaving No. 17 isolated on the loop. The Ballarat Scrubber was towed to the front of the depot, track slewed back again, 17 pulled towards the store shed, track slewed over and 17 and the Grinder moved up behind the Scrubber.

July 8 saw the Scrubber moved into the shed after a number of methods were tried to ease it around the sharp curve into No. 2 road. No. 17 followed quite easily the next Sunday, but the heavy M. & M.T.B. Grinder took longer. The actual grinding head was moved onto No. 2 road on Sunday July 22 but the Motor/Cab section gave trouble and was not successfully "run in" until the next Sunday July 29.

Geelong Car No. 22 was a different problem, as the Radiax truck that was obtained from 182 is dismantled, something temporary was needed. So the St. Louis truck ex-218 was towed up to Bylands on a tandem trailer behind a 4-wheel drive vehicle belonging to a friend of Len Millar. Sunday August 12 saw 22 jacked up, temporary track laid under it and the truck rolled under. The car was lowered onto wheels and moved along the track and onto the freshly laid No. 1 road trackage. This was the first time that 22 has moved on rails and been under cover since the abandonment of the Geelong Tramways in 1956.

WORKS NOTES (Contd.)Switch Room.

Limited work has been done on this building since the last report, however the installation of "noggings" for the internal lining is nearly completed.

Museum General.

The sorting of stores has continued as volunteers are available, perishable items are being tidily stacked in the Store shed and the area is slowly being tidied. Some attention has also been paid to drainage.

Rolling Stock.

180: Good progress is being reported from Malvern. Quite a few extras have been helping Dave Menzies on Sunday mornings. More varnish work has been sanded and scraped down and treated by Oleic acid where necessary. Both Controller covers, coated with years of grey paint, have also been cleaned down to the bare wood and varnished. Externally, paint work has been sanded and undercoated, some top coating has begun in parts.

ACKNOWLEDGMENTS.

Since the C.M.F. exercise in October 1972, an amazing and varied amount of work has been carried out by our loyal group of volunteers. These people never get the thanks that they deserve and as some acknowledgment of their efforts we happily list them (in no particular order):

Dave Caddy, Mick Duncan, Robert Aspinall, Graeme Breydon, John Wilson, Len Millar, Mike Cornwall, Hamish Haugh, Andrew Howlett, Colin Hirst, Jeremy Johnson, Gary Davey, Keith Kings, Doug Prosser, Bill Johnson, Chris Anderson, Ian Stanley, Brian Weedon, Craig Coop, Ellen Butland, Richard Buxton, Ian Mathews, Mike Cox, Robert Green, C.S. Kings, Dave Menzies, Ron Scholten, Henry Twining, Mal Lind (Sydney) and Alf Twentyman. Very fortunately the list is growing all the time. Thank you all.

RUNNING JOURNAL IS INTERNATIONAL.

The Tramway Museum Society has been paid two rare compliments. Firstly, Running Journal has been assigned an International Standard Serial Number (ISSN) which will identify it in the catalogues of periodicals in libraries throughout the world. The Society was recently advised by the New York office of Ulrich's International Periodicals Directory that the magazine had been assigned the number, which will be carried on all future issues.

In addition to its circulation among members and local subscribers our Journal goes to major Australian libraries and subscribing institutions and individuals in the UK, U.S.A.,

RUNNING JOURNAL IS INTERNATIONAL (Contd.)

Canada, France, New Zealand and South America. This wide circulation will be extended even further as a result of an invitation received recently from the Xerox organisation. An agreement has been reached with a Xerox company, University Microfilms, for the production and distribution of a microfilm version of Running Journal.

Since 1949 the company has produced microfilm (in strip form and microfiche (pronounced 'micro-fish' - these are small card-like micro films) of just under 7,000 periodicals dating from 1668 to the present for distribution to libraries and scholars. The agreement will place the historical research published in the Journal in the world's leading historical and educational collections.

PUBLICITY PAYS DIVIDENDS.

The posters provided by the Society for a display of old-time advertising in 'Georges' store during July resulted in several enquiries to the Society. These included an approach by Macmillan & Co. of Australia to provide material for use in a book to be published by them in 1974 concerning Australia during the Second World War period.

On Friday/Saturday 12/13th October the "hobby exhibition of the year" will be conducted in the Missions to Seamen, Flinders Street Extension, Melbourne. Hours are from 7 p.m. to 10 p.m. on Friday and 10 a.m. to 10 p.m. the next day. A display will be provided by The Tramway Museum Society of Victoria.

CORRECTION: "From our Records" in the last issue stated Melbourne's route mileage as 123. This should have read 133 which is the present street mileage of the M. & M.T.B. system. This is after eliminating duplication for sections where two or more services share common track (e.g. St. Kilda Rd.). Without this elimination the figure jumps to 198!

-----ooOoo-----

The latest work vehicle acquired by the society This donated McCormack – Deering 1938 tractor with a Cummins "A" model engine will be utilised on all haulage work at Bylands, including tramcars, thus prolonging the life of tower waggon No. 3 which in addition to serving as an exhibit and elevated work platform has been the main work-horse at the museum site.



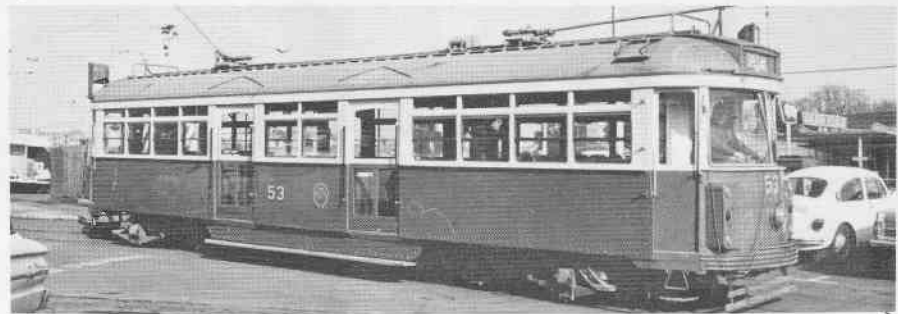
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Another society vehicle at Bylands. Registered truck TM-164 is now being utilised to bring spare parts and building materials from Melbourne. Here its first load is being transferred to rail trolley for movement to the storage area by the gang shed.



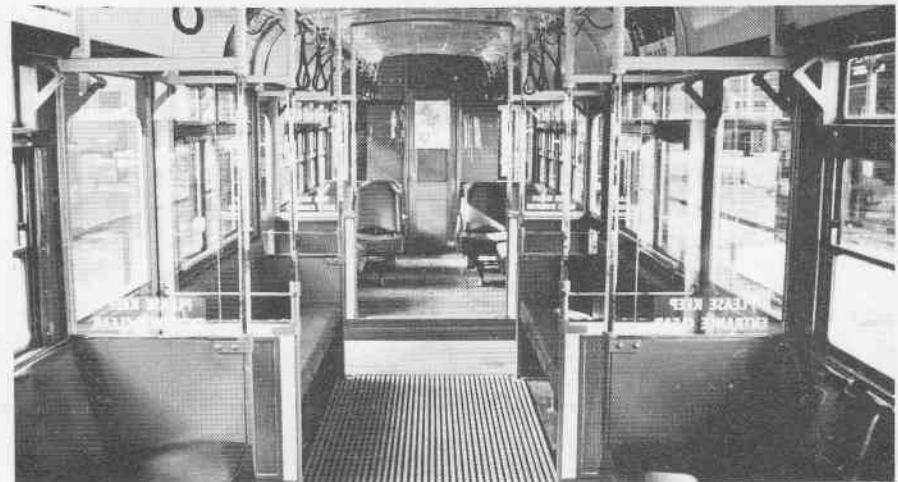
4

Tramway Museum tour tram, VR 53 showing the recently modified drop-centre. Increasing the width of the doorways resulted in the elimination of the centre window.



5

Interior of 53. Note the longitudinal seats in the smoker section.



6

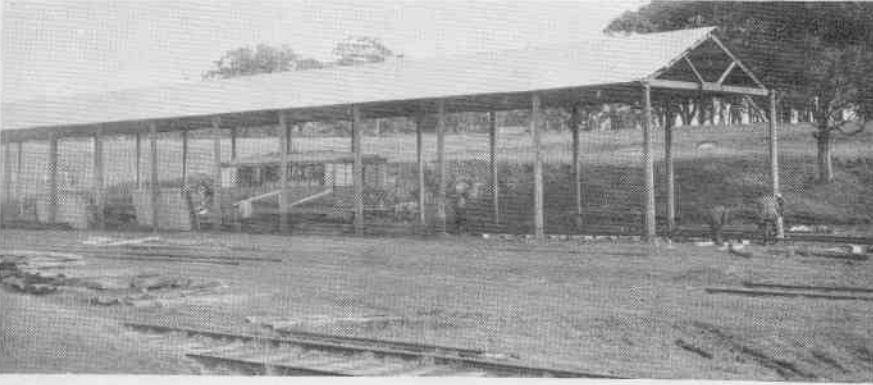
**PHOTO CREDITS**

- 2. The Herald
- 3. A. Culpeffer-Cooke
- 4-7. K. S. Kings
- 8-10. D. Menzies.



7

7: The isolating transformer for the Museum power supply being unloaded on June 11th at the south end of the depot. It has been placed under the depot roof (since completed) pending re-winding. When complete, the traction power supply will comprise firstly a pole-mounted S.E.C. owned transformer to step down 22Kv AC to 415v AC, 3 phase. From this the current will pass to the isolating transformer and then still as 415v AC to the switchroom and rectifier building where a solid state rectifier will produce DC at 560 volts.



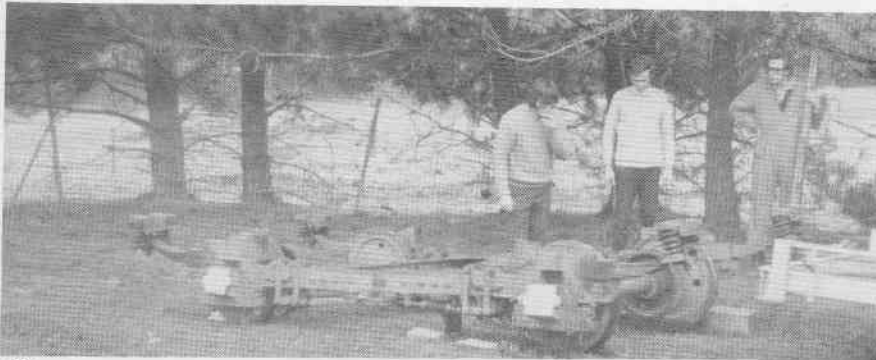
8

8: Ballarat 23 (cleaner) under cover at the museum. It was followed by Ballarat 17 and Melbourne Grinder 1.



9

9: No. 17 prior to moving into the depot. The angle of the temporary track to the shed caused some difficulty when moving the car over the final few yards from this position.



10: Movement of the body of Geelong 22 into the depot on road one first necessitated the transfer of the truck salvaged in January 1969 during the dismantling of 218 from storage at Doncaster to Bylands. Here Len Millar, Robert Green and Brian Weedon consider the best way to lift it onto a tandem trailer.