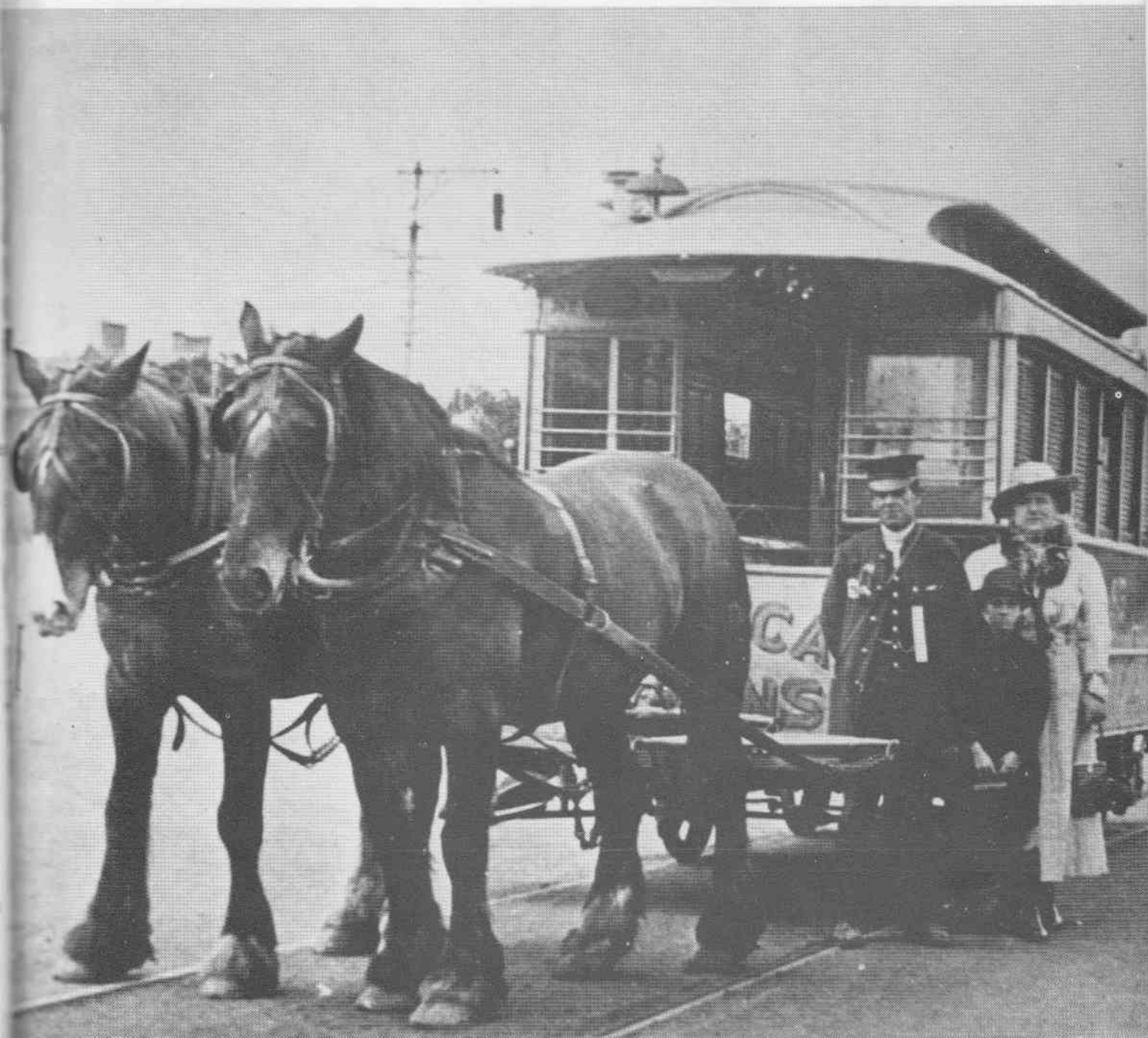


VOL. 10  
No. 5  
OCTOBER  
1973

# RUNNING JOURNAL

35 cents

Registered at the G.P.O., Melbourne, for transmission by post as a periodical — category "C"



*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.

Running Journal is published bi-monthly and issued free to members.

Subscriptions for non-members (\$2.50 p.a.) are obtainable from—  
"Running Journal Subscriptions", 55 Baird St., East Brighton, 3187.

Editors: Messrs. A. Howlett and G. Breydon, 204 Carlisle Street,  
Balaclava 3183.

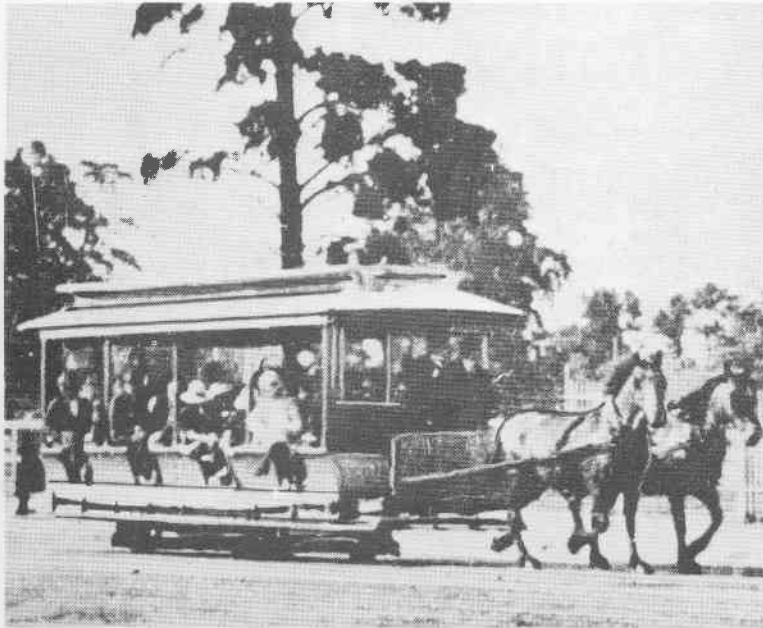
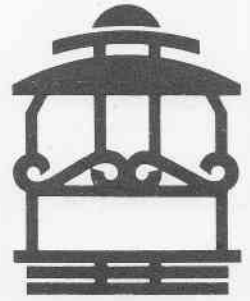
Membership enquiries: Mr. B. George, 16 Saladin Ave., Glen Waverley 3150.

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

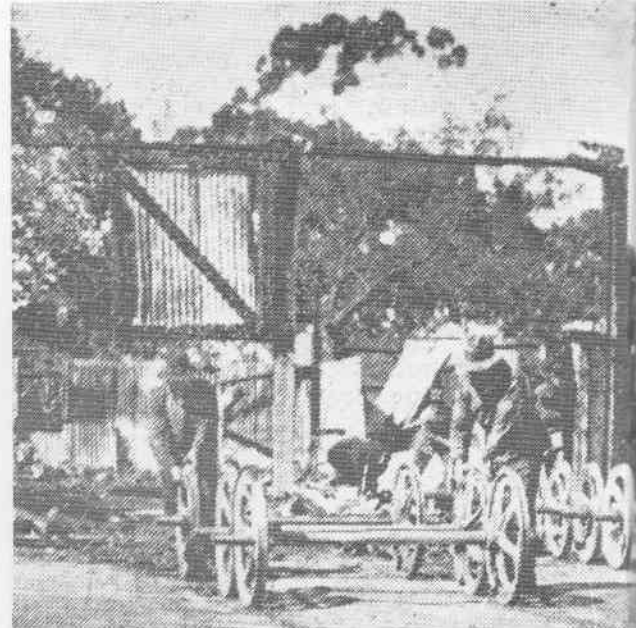
Registered Office: 332 Flinders Street, Melbourne 3000.

Museum premises: Union Lane, Bylands 3600.

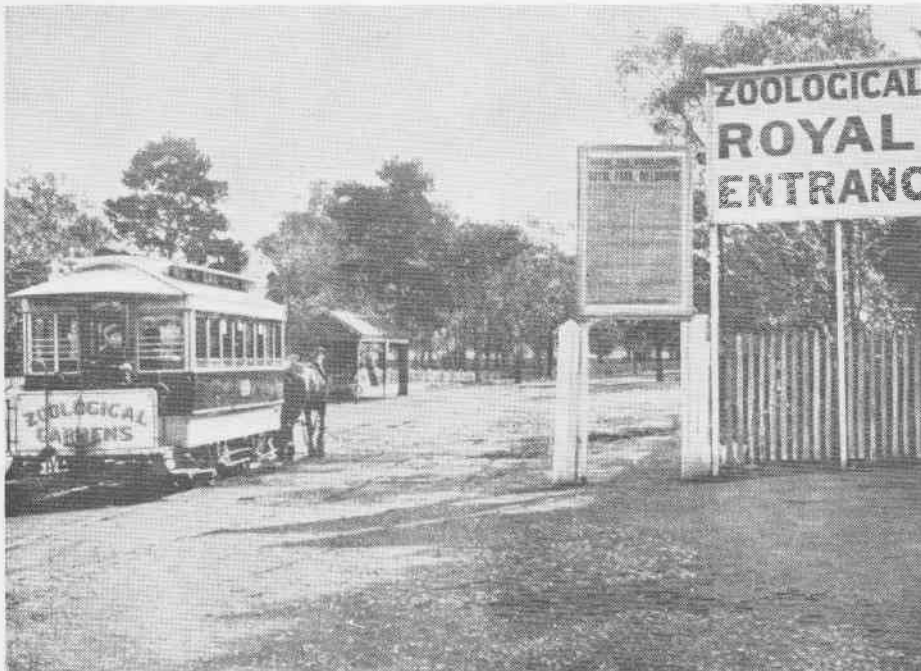
Publication Code: AT ISSN 0035-9947.



1



2



3

COVER Driver Richardson of West Brunswick and two passengers pose beside Zoo horse tram No. 43 at the Royal Park terminus. (R.W. Green Collection)

1: A crowded open cross bench car rumbles through Royal Park on a sunny Melbourne day. (P.W. Duckett Collection)

2: The aftermath of the fire which destroyed the Zoo horse tramway shed and cars - 4th. Nov., 1923. (Melbourne Sun).

3: Car No. 43 at the entrance gate of Melbourne Zoological Gardens. (M.G. Rowe Collection).

# THE ZOO HORSE TRAM

By A.E. Twentyman.

It is now fifty years since the Zoo horse tram ceased to operate. The line was opened on 10th March 1890, and ran between the junction of Gatehouse Street with Royal Parade, Parkville, to the main gates of the Zoo, a distance of .62 of a mile. The double track through the Park was almost flat, the plan of the route was like an elongated "S" and finished near the main entrance to the Zoo, where the car shed and stables were situated.

Two open cross bench cars, about the same size as a cable trailer, drawn by two horses were used on the line. These cars had canvas curtains which could be drawn horizontally in case of inclement weather. They were given Northern group numbers 252 and 253.

Gongs, the same as fitted to the cable dummies, were installed at each end on the hood over the end platforms, where the driver stood. The driver was obliged to lead the horses from one end to the other at each terminus, and he also attended to the collection of fares.

Transfer tickets were available between the Brunswick cable line and the Zoo line, but this concession was withdrawn on 7th March, 1921.

It is presumed that the open cars were built for the proposed horse operation of the St. Kilda Esplanade line, they were similar to some of those in use in America and in English watering places at that time. A newspaper report of 1889 states that they were used on the St. Kilda Road, High Street and Brighton Road routes, but proved unpopular; apparently they were built as soon as the Brighton Road fleet of cars was completed, for it is almost certain that the builders numbers were 324 and 325.

In view of the opposition by the Council and citizens of St. Kilda to a horse operated tramway, the Melbourne Tramway & Omnibus Company must have decided to put the cars to use by building a light line along the road through the Royal Park.. The decision to build this line was probably made in the light of the Company's experience with the horse drawn omnibuses, which operated on the Brunswick route prior to the cable cars. At various times, and especially on holidays, the Brunswick horse omnibuses were diverted from Royal Parade to service passengers to and from the Zoo. Several larger buses drawn by three horses were in use on the Brunswick route.

The Zoo line track was not paved with wood blocks as used on the cable lines, but was in the nature of a tarred Macadam road, and was, as far as can be remembered, fairly rough, and with a deal of loose metal lying about.

At some later date the Company transferred two cable car trailers from the Port Melbourne line. The drawbar equipment and the guards from around the wheels were removed and this lightened the weight by six cwt. The cars were numbered 42 and 43 (builders numbers 452, 453). The original fleet at Port Melbourne was twenty cars but as patronage did not come up to expectations many of the cars were transferred elsewhere.

Early in 1919 experiments with a petrol driven motor were conducted on one of the closed cars with a view to replacing the horses, but the scheme was not satisfactory and was abandoned.

The Victoria Police strike took place early in November 1923 when great damage was done to shops and other buildings in the City. The Zoo horse tram shed and the four cars were destroyed by fire, the horses escaped, but this put an end to another of Melbourne's boom time enterprises. It is difficult to say whether the line could have survived the depression years prior to the last World war, as at that time there was little or no interest in retaining something just for its novelty or historical interest. But, of course, had it been retained until the present time, it surely would have become one of Melbourne's most popular attractions.

#### FROM THE PRESS

Contributed by Brian Young.

With the fitting of Marker Lights (tail and additional head lights) to Melbourne's trams virtually completed, the following extract makes interesting reading:-

"TRAM REAR LIGHTS. "AGE", 17/8/1935.

Replying yesterday to the statement by the Secretary of the Royal Mobile Club, that no reason had been given why trams should not carry a rear red light, the manager of the Tramways Board, Mr. A.D. Murdoch, said trams, which ran on fixed rails, were 45 feet long and were lit at night by eighteen electric lights, including a rear destination sign. They were not an inconspicuous feature of the well lighted streets in which they ran and motorists were well aware that they stopped every 200 yards or so to pick up and set down passengers. All recent accidents in which motor cars had collided with the rear of trams had been caused not by the absence of a rear red light, but because the motor drivers had been trailing the trams so closely (in order to "cut in" on other drivers who were running on the left of the street), and so carelessly, that they were unable to pull up when the tram stopped. In one accident of this nature last week the motor driver collided with the rear of a tram in daylight, showing that the presence, or absence, of a red light made no difference at all to the motorist who was prepared to sacrifice safety for speed."

# RETIREMENT OF R.W.HOUGHTON.

By D. Menzies.

On the 11th August, 1973, at the ripe old age of 60, Ron Houghton retired after 33 years of service with the Tramways Board. The "luck of the roster" had made him the gripman on the last cable tram in Bourke Street on 26th October, 1940.

His story, when taken in the context of today's labour shortage makes interesting reading. He was trained as a conductor early in 1940 but then entered a "pool", as the Board was fully staffed at the time and there was a huge waiting list. This is in contrast to the operating headaches Depot Masters of today have to contend with, namely a shortage of over 460 men at present.

While waiting for a job he was called to train as a gripman on 23rd May 1940 and received no pay during this period. He started on that day at Clifton Hill Depot where the present Assistant Traffic Manager, Mr. N. Elliott, was a Depot Master's Clerk.

When the cable trams closed the cable tram drivers were trained for driving the new diesel buses.

Ron did not want to go on the buses and expressed the desire to drive the electric trams from Kew Depot which, unfortunately, was fully staffed, so it was back to the "pool" again. He was placed at Head Office as a conductor to work when and where required. He started at Kew on 1st December, 1940, as a conductor, training right away as a driver. A further 12 months was spent as a conductor/driver before becoming a driver outright, a position he held until the end of his working life.

We wish Ron and his wife good health and best wishes in his retirement.

MC. DONALDS SHOEWAY  
332 FLINDERS ST. MELB.



SMYTHES MENS WEAR  
359 GLENHUNTLY ROAD  
ELSTERNWICK

# FAREWELL CABLE TRAMS

By D. Menzies.

On 26th October, 1940, Ron Houghton, as mentioned earlier in this issue, drove the last cable tram up Bourke Street and into Clifton Hill Depot for the last time. The end of an era in Melbourne's history!

The cable tram was a while dying and it is interesting to browse through the paper cuttings of the time which manage to give a hint of drama over the affair. The Sun, for 19th April, 1940, for example carries the following headlines: "Cable Trams to be run to death". It goes on to say "To conserve oil supplies, the Bourke Street cable trams will run until the cable breaks, and then the service will be taken up by the new double deck buses," the Chairman of the Tramways Board (Mr. H. Bell) said yesterday. "The cable might snap tomorrow, or it might last three months". At this time Adolf and his lads were tramping over Western Europe and the cables came from the U.K. There were pictures of the new buses being driven overland from Adelaide; the new to drive out the old.

The employees had a farewell smoke night at the Northcote Town Hall on 9th April, 1940, to say farewell and swap yarns of the old days.

On 2nd October there was speculation that cable trams may again trundle along Lonsdale and Russell Streets on the Johnston St. Bridge route as the City Council was told by the Tramways Board that they did not intend scrapping the Lonsdale Street tracks. The Board was concerned that petrol rationing might affect existing transport. Rumours were rife. However, on 26th October the last cable tram went off the Melbourne streets at 9 p.m. with buses taking over. There was a fear of vandals wrecking the trams as they had done on earlier closures. The main worry was the patrons of the Princess Theatre. The Age of 27th October states that the Tramways Board Chairman was not prepared to keep the cable going for any longer for safety reasons. It was stated that the life of a cable was 17 weeks, but by meticulous examination and careful maintenance the rope endured for a further 38 weeks, a period that was easily the longest in the history of the system. The Board did keep the engine houses, tracks and tunnels in running order so that, if the necessity arose, an extension of the war for instance, preventing the importation of adequate supplies of fuel oil, the cable trams could be resurrected for a further period.

This did not happen of course and an interesting era in Melbourne's history ended quietly - an era that seems to evoke more nostalgia than anything else. The few cable crews that survive in the Tramways Board look back with pride on "The Days of the Cables".

# OUR MUSEUMS AND THE PUBLIC

We reprint the following Editorial which appeared in the July-August, 1973 issue of "Tramway Topics" the official Journal of our three New Zealand contemporaries. It contains points that are both interesting and pertinent to our Society, and we commend its messages to all readers.

"It is from the Public that each of our Museums receives its support, its patronage, and therefore its ability to survive. But how often do we, the workers at the Museums, regard them as a nuisance, a necessary evil, and even as an impediment to the full enjoyment of our hobby of preserving trams?

"Priorities in Museum development can sometimes be clouded by forgetting that the level of pleasure and satisfaction derived by the public is a sure measure of the support and esteem by which the Museums are and will be held. One dissatisfied or upset visitor will not return and can cause many others to stay away. On the other hand, a person who enjoys his visit will tell others about it, and more likely than not come back himself before very long.

"There are several simple but often neglected matters which should receive attention from all members. Loading and departure areas for the trams must be kept tidy (as should all Museum premises), and clearly signposted. Vehicles should be clean and thoroughly swept. The tram crew and ticket sellers must be neatly attired and able to present a good image. All members working in and around public areas of the Museum should adjust their behaviour accordingly.

"The vital importance of good public relations can easily be underestimated. If this aspect of our Museums was given a higher priority than formerly, it could not but have a beneficial effect".

---

## THE BYLANDS SITE (Contd. from Page 10).

pleasant views of the countryside and plenty of fresh air can be inhaled. All told, a pleasant one or two (or three) hour break in a drive to the "near north". A limited range of items from the Sales Department is available for purchase.

---

## WORK PARTY - SUNDAY, DECEMBER 23, 1973.

The usual Sunday work party (and Batman Avenue "pick-up") will be cancelled on December 23rd, due to the "Golden Jubilee Tour" with No. 219. Caretaker George Wilcock will act as guide for this day at Bylands, and the site will thus be open to visitors.

## A PHOTO APPRECIATED

It was good to see that photograph belonging to Keith Kings on the cover of Running Journal (June issue) and to read the list of the trams shown in the picture. It was not often that one saw the three main types of tram used in Bendigo - maximum traction bogie cars, single truck combination cars, and Birney safety cars - on the one track at the same time. Only at Easter could one see so many trams grouped together, and just a few years later, the number of trams brought out for Easter was noticeably smaller.

No. 24 is shown in the livery that all the bogie cars then in Bendigo, and the others that arrived in 1951, had with one exception. The first bogie car to arrive in Bendigo, No. 23, instead of being painted green only between tops of windows and the roof, was there painted green above and cream below. When yet another five bogie cars arrived from Geelong, they first appeared in the same scheme as 23, but with coach lines added. All bogie cars were eventually repainted in the same way, which, except for dash canopies and zebra stripes added later, was the way in which trams appeared as long as they were part of the S.E.C. service. It was only in very recent years that bogie cars ventured onto the Golden Square-North Bendigo route. It was not unusual for four or five of these veterans to be running simultaneously, in business hours, between Quarry Hill and the "Borough".

One of the obvious advantages of bogie cars is (usually) double trolleys. This came in handy several times in Bendigo when bogie cars were seen with a bent pole hooked down at the rear and the front pole rotated as on a single-truck car. However the truck cars are not to be scorned. One day I noticed a single-truck car towing a broken-down bogie car from the Golden Square terminus. The coupling was plenty of wire cable and speeds were slower even than the usual. Although one trolley of the bogie car was bent, I assume that that was not the only problem.

The Birney cars were not only the most modern trams in Bendigo, giving a smooth if swaying ride, but also the most interesting, especially to visitors from abroad. Quite a few years ago some very keen Americans wished to buy all the Birneys in Bendigo to return them to their "birthplace". Happily they did not sufficiently tempt the S.E.C., but they received a ride on four Birneys, four bogie cars and two older truck cars as a consolation prize, as part of an organised tour!

I cannot remember seeing No. 30 running until the mid or late fifties, although the others were all observed regularly before then. Today, a particularly interesting question is the location



and condition of the body of No. 27. I have been told, reliability uncertain, that No. 27 was damaged but no worse than No. 15 which is still on wheels.

The single truck combination cars are dear to me, since these are the ones on which I travelled most, on the Golden Square line. In the years that I can remember (1951 onwards) the usual cars were 19, 20, and 21, and equally "odd-car" 13, although sometimes a Birney was substituted. For most of the day three trams provided the service and at night, and on Sundays, only two were needed. Usually at least one Birney was substituted for one of the older truck cars. In the last stages of the S.E.C. era trams ran on all lines at the off-peak frequency all day.

No. 10 appeared on several occasions, when during a peak period, say after the picture matinee or when a "Railway Station" car was needed, an extra tram was required for only a short period. So did No. 6, which should not be confused with the present No. 6 ex-Ballararat. These unconverted cars ran only on the Quarry Hill-Eaglehawk route as required when I saw them. On the other hand the four "regular" converted truck cars mentioned above each took their turn at sometimes working the other route, mostly on Sundays. Whenever I saw 10 and 6 they always had door blinds rolled down all along one side, regardless of good weather.

Another old car, No. 4, which was superseded by the bogie cars coming from Geelong, is still in Bendigo not far from my home. Unconverted, it was scrapped and sold to some people living in Specimen Hill. The husband used to drive a taxi with the company for whom I work. The tram is not really restorable, but although for years it has been a garden shelter come pot-plant storage, it still looks very much like a tram. It has hardly been altered structurally, although it was repainted off-white: the number still shows through the paint on the apron.

I was never lucky enough to spot the No. 7 shown in the picture although rarely I did see No. 12 and also No. 16 which, like 12, has been stored for years. The last time I can remember 16 running she did not sound the best and even at low speeds had a very loud knocking sound. Over the Easter holiday this year, many of the trams were on display outside the tram shed leaving others visible inside - behind a cyclone mesh barrier. On at least one day No. 12 appeared outside the shed, in the depot's inner yard.

From my home we could hear the trams running on the two routes, being midway between them, a mile from the Post Office. The grinding of the bogie cars running around the curves in Ironbark over the hills, the lurching sound of the single-truck combination cars and the high-pitched whine of the Birneys were distinct sounds. Even now at nights I sometimes seem to hear them again. Since no trams ever run at night for the Bendigo

Trust, and trams cannot run towards Eaglehawk at all, it must be heavy transports or revving motor cars. I must confess I hear these sounds only when I am tired, perhaps half asleep!

Although for years a casual observer of Bendigo trams, my appreciation of them took a big step forward with the publishing of "THE BENDIGO TRAMWAYS - an Illustrated History" written by K.S. Kings. The Bendigo Trust's new booklet (since Easter) called "Talking Trams" is worth reading and has many new and interesting photographs, but it should be noted, has no night photos and does not cover all the information in Keith's book, especially earlier track layouts, and track and bridge reconstruction. Also the editing of the joint publishing effort by the A.R.H.S., A.E.T.A., and T.M.S.V. is flawless.

The same book has been a great help to me and I gladly acknowledge it.

J.A. Theodore. (Bendigo).

## THE BYLANDS MUSEUM SITE

Many of our steady stream of Sunday visitors to Bylands state that they had difficulty in finding the site. This is quite understandable as Union Lane is unmarked and there are no signs indicating where the Museum is located. We have been aware of this situation for many months, and an application was made to the Country Roads Board early this year for signs to be placed on the Highway. Whilst acknowledgments have been received to the application and "follow-ups", no decision has yet reached us on the type and location of the sign/s or their cost.

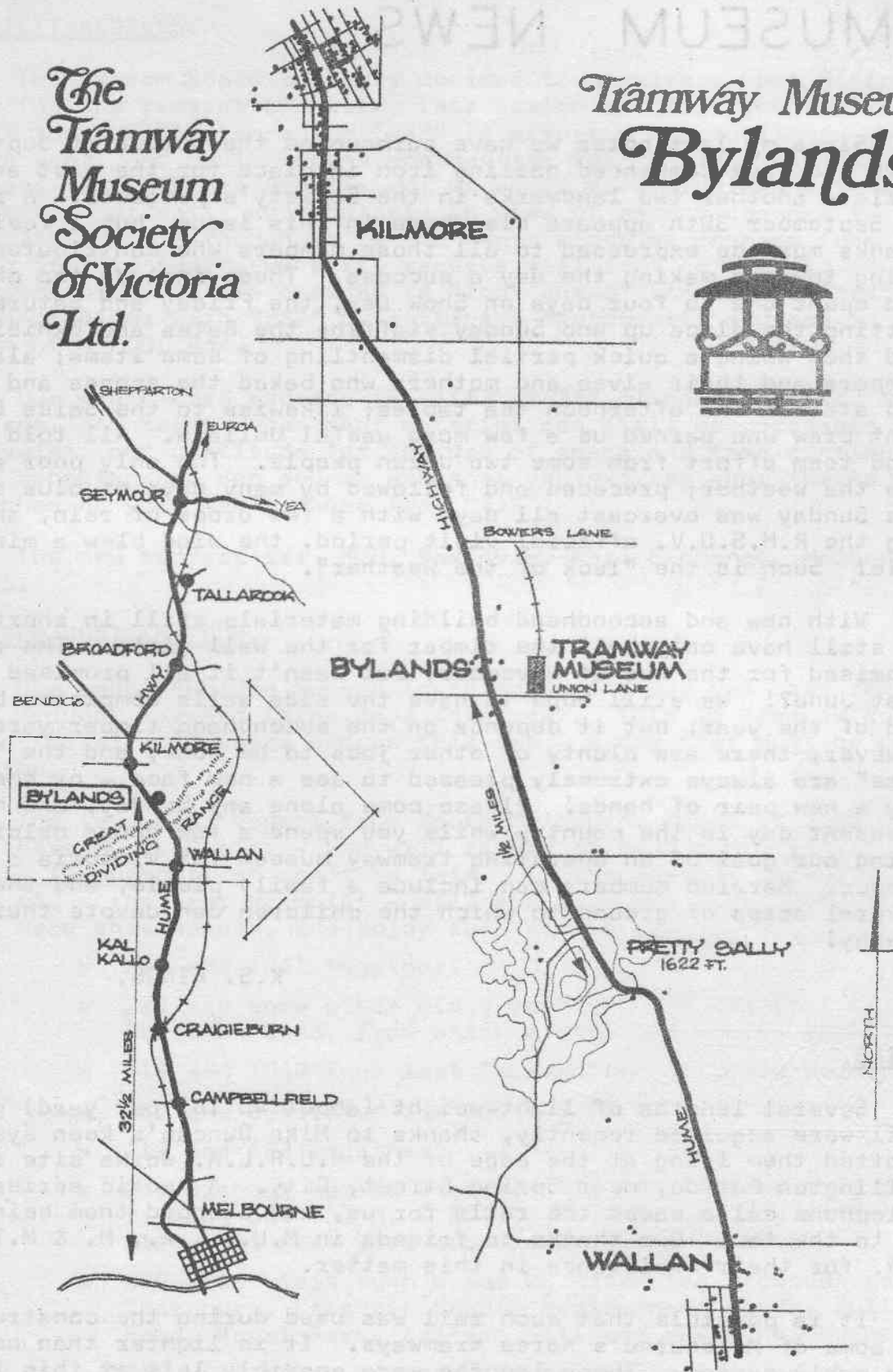
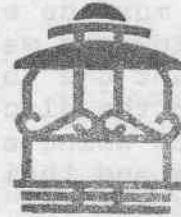
To assist visitors to find the site general and sectional maps have been drawn and are printed in this issue. Additional copies are available from the Secretary if you desire to give them to relations or friends. Whilst facilities are limited at present, visitors are nevertheless quite welcome to have a picnic lunch on the site and to stay for any length of time. Admission is 40 cents donation per car, and this includes a set of Notes on the Society and the Exhibits on site, and a colour postcard of Mr. Twentyman's cable trams. (So many visitors have asked if we had a cable tram, or when the cable trams would arrive, that we decided to include a postcard in the admission donation as a form of consolation. These enquiries are yet another tribute to the foresight of Mr. Twentyman in obtaining the cable cars for preservation between 32 and 43 years ago).

TMSV members and their immediate family are admitted free of charge to the site, but are asked to present their current membership card to the Guide so that embarrassing situations will not arise. Tell your relations, friends, workmates, about Bylands. An interesting time can be had looking at the trams, photo-displays and exhibit cases which are on site. In addition, there are

(contd. on page 7)

The  
 Tramway  
 Museum  
 Society  
 of Victoria  
 Ltd.

Tramway Museum  
 Bylands



BYLANDS  
 TRAMWAY MUSEUM  
 UNION LANE

PRETTY BALLY  
 1622 FT.

NORTH

# MUSEUM NEWS

Since my last notes we have surmounted the hurdle of September 30th and have commenced nailing iron in place for the east and west walls - another two landmarks in the Society's progress. A report on September 30th appears elsewhere in this issue, but I feel that thanks must be expressed to all those members who contributed something towards making the day a success. These include the chaps who spent one to four days on Show Day, the Friday and Saturday setting the place up and Sunday staffing the Gates and Exhibits and then doing a quick partial dismantling of some items; also those members and their wives and mothers who baked the scones and pikelets and staffed the afternoon tea tables; likewise to the Sales Department crew who earned us a few more useful dollars. All told a very good team effort from some two dozen people. The only poor aspect was the weather; preceded and followed by many days of blue skies, the Sunday was overcast all day, with a few drops of rain, and, during the R.H.S.O.V. official visit period, the wind blew a minor gale! Such is the "luck of the weather".

With new and secondhand building materials still in short supply, we still have only half the timber for the wall girts. The rest is promised for the end of November; but wasn't it all promised for last June?! We still hope to have the side walls completed by the end of the year, but it depends on the secondhand timber yards. However, there are plenty of other jobs to be done, and the "regulars" are always extremely pleased to see a new face - or should I say a new pair of hands! Please come along any Sunday, and have a pleasant day in the country while you spend a few hours helping to bring our goal of an operating tramway museum for Victoria a little closer. Married members can include a family picnic, and there are several acres of ground to which the children can devote their energy!

K.S. KINGS.

## RAILS.

Several lengths of light-weight (about 40 lb. per yard) grooved rail were acquired recently, thanks to Mike Duncan's keen eyes. He spotted them lying at the edge of the M.U.R.L.A. works site in Wellington Parade, near Spring Street, City. A hectic series of telephone calls saved the rails for us, and stopped them being carted to the tip. Our thanks to friends in M.U.R.L.A., M. & M.T.B. and V.R. for their assistance in this matter.

It is possible that such rail was used during the construction of some of Melbourne's horse tramways. It is lighter than used on the cable system. These lengths were possibly left at this location by a contractor many years ago. They are now at Bylands and could be used in connection with the proposed cable tram display area.

SOCIETY ADDRESS.

The Museum Board recently decided to acquire a Post Office Box for the receipt of mail. This action stemmed from the fact that the building in which "332" is situated was auctioned earlier this year, and could become another job for "Whelan" at some time hence. If "332" is demolished, we would have problems with re-direction of mail, particularly in view of recent changes to postal regulations. Although it is two years since we changed from "141 High St." to "332", we still receive mail sent to the old address. Consequently, it was decided to "look ahead" and try to forstall such problems with "332" by getting a "permanent" address in the form of a P.O. Box.

Our registered address is still at 332 Flinders Street, Melbourne, and Sales Department material can still be purchased there. Likewise, our gratitude for the use of space and time continues to Mr. Scholten and Ron and we ask that you express your thanks by purchasing your men's shoes from "332"!

The new address is: P.O. Box 4916, Mail Exchange, Melbourne, 3001.

GOLDEN JUBILEE TOUR.

Our usual "Golden Sunset Tour" on Boxing Day has been re-named and brought forward three days this year. This is because No. 219 is officially 50 years old on this day - a day that must be commemorated.

The tour will depart from South Melbourne Depot at 2.30 p.m. - be there by 2.20 p.m. - and will return at 8.35 p.m. Timing is vital throughout, so don't be late. If the loading is sufficient No. 653 - the last W2 built - will run with No. 219. Come along and make this happen, and enjoy such events as:-

- \* 219 and 1041 together.
- \* 219 and some other old W cars at the original (1906) Essendon Shed, from which W cars ran in the mid-1920's.
- \* 219 and 1040 (our last "conventional" tram) together.
- \* 219 and decorated car 900 together.
- \* 219 and 653 together.
- \* 219 without marker lights. All other trams have been fitted, but the M. & M.T.B. have generously deferred 219 until next year especially for this tour.
- \* 219 will visit such W and W2 "stamping grounds" as Thornbury, Essendon Depot, Maribyrnong River, Bulla Road, Royal Park, Eastern Hill and South Melbourne.
- \* 219 will carry Essendon Depot destination boxes.

GOLDEN JUBILEE TOUR (contd.)

Refreshment breaks are provided at Essendon station and Bourke/Spencer Streets (alight at Swanston Street for cafes if desired). Sales and Refreshment sections will be open during the trip.

Fares: Adults \$5.00; Children \$2.00; Families - as arranged.

Enquiries: Ron Scholten (62-6592), Dave Menzies (62-0291, Ext.449).

Make this your Xmas present to yourself. Come along, help our funds, and make 653 run, too!

SALES DEPARTMENT.

- \* To coincide with the Zoo Horse Tram article in this issue, the timetables of the Kew and Hawthorn horse lines have been reprinted. They are available at 30c. each, plus postage.
- \* Christmas Cards, featuring Mr. Twentyman's cable trams are 20c. each plus postage.
- \* A series of black and white pictures featuring the W2 class cars (starting from No. 219) are on sale at 15c. each from 332 Flinders Street, Melbourne. The range will be expanded as time and sales permit.
- \* Slides of historic Ballarat trams (about 1962) are available. All types of cars are in stock, including No. 17.
- \* The usual wide range of books, slides and postcards are also available.

MEETINGS.

1973, December 3rd at 8.00 p.m., Lecture Room, Malvern Town Hall. Bruce Tilley will be screening slides from his recent overseas trip, mainly European trams, with some trolley buses.

1974, February 4th, as above. Preliminary notice - tramway movies including Blackpool (and the Illuminations), and narrow gauge steam railways in the U.K.

ROYAL HISTORICAL SOCIETY VISIT.

Despite poor weather, the visit by members of the Royal Historical Society of Victoria's Bi-ennial Conference on the "Open Day" held at the Bylands Museum on Sunday 30th September, was most successful. A fortnight earlier, the Bylands fleet had been dramatically increased by three vehicles and this undoubtedly accounted for the interest generated by our display.

ROYAL HISTORICAL SOCIETY VISIT (contd.)

With the previous Thursday being the Show Day holiday, a number of members spent the day at Bylands to prepare the cars and exhibits and tidy the site. Four members also attended on the Friday and still more over the weekend. With the exception of No. 22, the interiors of all cars were available for inspection and notices were affixed giving details of all the vehicles and brief notes of their history. To improve their appearance, trolley poles were fitted and the cars were cleaned out and dusted. The Wantirna cars required a lot of attention and Dave Caddy, Colin Hurst and Gary Davey spent many hours cleaning grime and paint from the windows.

The newly lined switch-room was immediately put in use to house the Bylands model and displays explaining the development of the project and details of the tram collection. Additional displays were scattered in and about the cars and a large collection of  $\frac{1}{2}$  inch to the foot models were housed in No. 680. Signs were attached to all major items of equipment and buildings, describing their function and future use and all visitors received descriptive notes on the museum and the trams on display. Located in a tent beside the depot building, Sales Department provided its usual grand display of publications and souvenirs.

To coincide with the visit by the Biennial Conference members, the Society declared the function an "Open Day" and invited a number of special guests. The Hon. Fred Grimwade, M.L.C. and Mrs. Grimwade were among the guests and expressed great interest in the project and its progress. Other guests included senior Tramway Board officers, Councillors from the Shire of Kilmore and City of Hawthorn, and Mr. K. Makepiece of Bendigo. Sun columnist, Keith Dunstan, accompanied by a photographer spent over  $1\frac{1}{2}$  hours examining the museum and devoted almost his whole column the next day to a fine report of his visit. The Age was also represented and an imaginative photograph appeared the following day. ATV Channel 0 shot many feet of news film but this has not yet appeared on television.

As the day progressed the weather deteriorated and just as the two buses of conference visitors arrived, rain started to fall and a bitterly cold south wind developed. Afternoon tea was immediately served in a tent located on the platform and the visitors then made a hurried inspection of the site before an early departure. Despite the weather, most people admired the museum and the November R.H.S.V. Newsletter praised our hospitality and the work put into the site, especially for the visit. Referring to the Bylands project, the Director of the R.H.S.V. expressed the thought that "ultimately your museum will be of outstanding importance in Victoria".

Thanks are due to those members and friends who spent so much time preparing for the Open Day especially those who undertook the

ROYAL HISTORICAL SOCIETY VISIT (contd.)

afternoon tea arrangements, the Sales Department officers, and gate-keepers Norm Cross and Ian Matthews. The intangible benefits of the publicity received are impossible to measure, however the exercise served to further define the establishment of the Bylands Museum as the Society's contribution to the preservation movement in Victoria.

WORKS REPORT.

The September/October report could very easily be broken into two sections: "Before September 30th" and "After". The former, telling of the tremendous effort by our works team in completing many outstanding tasks, cleaning the trams and in general tidying the site; while the latter heading can tell of the solid effort made at completing the depot and to provide Workshop facilities.

ROLLING STOCK.

Happily we can report that another 3 trams have been moved from Melbourne to our museum. One of these is ex-SEC Ballarat car No. 36, which is of course a new addition. Details of its acquisition and transport, together with Nos. 467 and 680, were given in August "R.J."

Tramcar 36, which was not immediately placed back on its trucks due to failing light, eventually moved into the depot on Showday (27/9). Bob Lilburn took the opportunity to clean and paint its Life Guards and these were refitted on September 30th. Bob also did the Life Guards on the other trams at Bylands and applied Silverfrost to the railings of Nos. 36 and 17. Trolley poles and bases have been fitted to all Bylands cars except 22 and 467, thus adding considerably to the Tramway atmosphere. Ex-Footscray cars 467 and 680 have been emptied of the spare parts and other fittings which have been stored in them for many years. These cars have also been cleaned and their seats scrubbed to remove bird droppings and general dirt. For those who haven't been to Bylands recently, cars are stored in the following order:-

No. 1 (west) road: 36, 680, 467 and 22.

No. 2 (east) road: Grinder 1, 17, Ballarat Scrubber, Cable Trailer Chassis, Tower waggon.

Order is from the front to the back of the Depot.

DEPOT.

Work on our Major Project paused slightly prior to the end of September, while timber was acquired, sufficient for half the walls, and the corrugated galvanised iron for the East Wall was transported to the museum. This iron was obtained when we bought the trusses and has been stored at Mr. Twentyman's; it was transported to



DEPOT (contd.)

Bylands free of charge on Geoff Maynard's truck. Erection of both East and West walls began at the southern end of the depot on October 7.

Construction work involves six horizontal timber girts, brack-  
ted onto the vertical posts, with the C.G.I. as cladding. New iron  
in a 16ft. continuous run is being used on the West wall. On the  
other wall the shorter (14'6") secondhand iron is being used, and  
three foot sections will be cut to complete the cladding. At the  
time of writing a total of four bays have been enclosed, and with  
sufficient enthusiasm, this important task will be finished about  
the end of the year.

Trackwise, the laying of Road One was completed, the majority  
in conjunction with the car movements mentioned previously. Two  
additional lengths have been laid onto Road One in front of the  
depot to facilitate unloading of the three trams received on Sept.  
14th.

WORKSHOP.

At a recent Works Committee meeting, it was agreed to reserve  
at least the rear 30ft. of the depot as a Workshop, with development  
to commence once the walls were erected. As part of this project  
the Ballarat Wheel Lathe is to be re-assembled in this area. When  
our Workshop is completed, benches will be provided for wood and  
metal working, along with specialist tools and machines. Tracks  
in the area will be filled to sleeper height (this has already been  
commenced), and then concreted to rail level. Formwork for the  
concrete base for the lathe has now been set up. The lathe bed and  
parts were transported by crane from temporary storage near the  
Store Shed to the rear of the Depot on November 4th, to allow the  
final wood formwork to be installed and concrete to be poured.

SWITCHROOM.

The internal lining of this building has been progressing slowly  
due to the personnel concerned being required on other more pressing  
tasks. It was completed for the R.H.S.O.V. visit. Lined throughout  
in Asbestos Cement Sheet with timber skirting boards, it is a credit  
to the painstaking work put into it by Chairman, Keith Kings, and  
his father, Mr. C.S. Kings. At present the Switchroom/Substation  
is "earning its keep" as a " Mini-Museum", housing displays, but  
we sincerely hope this is not the situation for long.

MUSEUM AREA.

The sorting and stacking of spare parts around the Storeshed  
has now been completed, leaving the area far more presentable to

MUSEUM AREA (contd.)

the public. Part of the old railway loop and all the temporary truckage has now been dismantled, so that when the Wheel Press and some sundry rails and sleepers are removed work can start on levelling for the depot fan.

Before the Museum Open Day our complete area was tidied, rubbish being removed and burnt, and other waste material removed to the tip. Both entrance roads into the museum have been improved with grading and gravel being placed in low areas. Kilmore Shire are to be congratulated on the improvements made to Union Lane; road and gutters have been re-formed and the whole Lane was re-metalled.

ADDRESSING MACHINE.

For a number of years, all our Running Journal envelopes and many mailouts have been addressed using the Puffing Billy Addressing Machine kindly operated by P.B.P.S. member Terry Norton. Due to other commitments Terry has had to cease this operation, and the Museum was faced with the dilemma of either having to hand address envelopes or to buy an expensive machine. Luckily, we have been donated a similar machine by McKinley Wilson & Co., Stock Brokers of 10 Queen St., Melbourne, who were disposing of equipment no longer required. We also obtained a magazine rack and some shelving. One of the partners in McKinley Wilson's is, of course, Andrew Howlett's father, whom we sincerely thank for this generous donation. Keith Stodden has now mastered the machine and has addressed the envelopes for this issue of "R.J.".

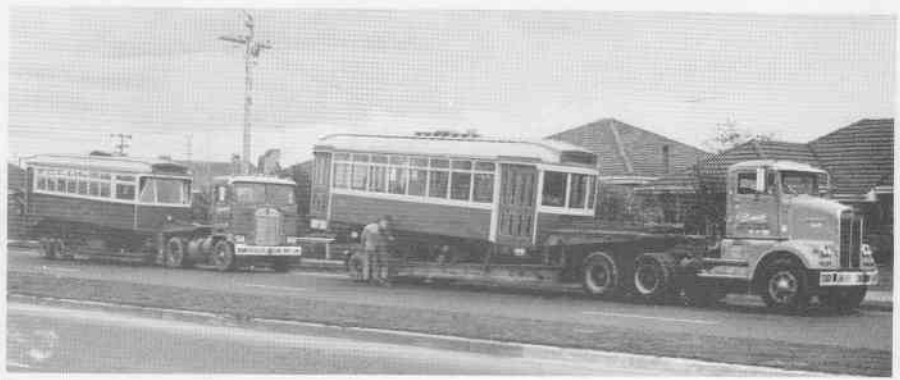
## BYLANDS CONSTRUCTION SITE & MUSEUM EXHIBITS OPEN FOR INSPECTION

EVERY SUNDAY AND PUBLIC  
HOLIDAY EXCEPT CHRISTMAS DAY  
AND GOOD FRIDAY

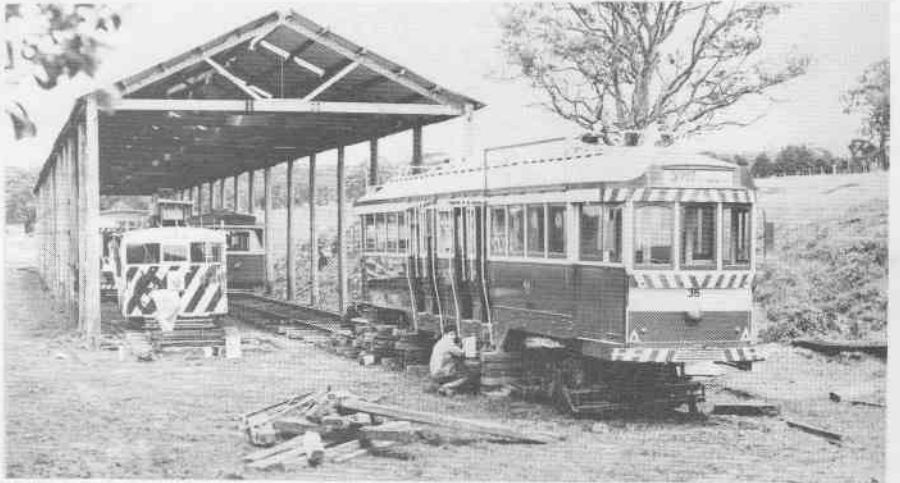
11 AM - 5 PM

ALL VISITORS WELCOME





5



6

4: A mobile crane makes light work of lifting X1 class car No. 467 from its Wantirna South resting place for transport to the Bylands Museum. (B.A. Weedon).

5: Loaded and ready to roll. On the 14th September, Melbourne X2 class No. 680 and X1 class No. 467 were moved from Wantirna South to Bylands. (B.A. Weedon).



7

6: Ballarat car No. 36 rests temporarily on sleepers to enable its maximum traction trucks to be fitted. On Show Day, the task was completed and No. 36 joined the other six cars undercover. (M. Duncan).



8

7 & 8: September 30th, and over 200 visitors including members of the Royal Historical Society of Victoria's Biennial Conference, converged on Bylands for our first big "Open Day". (K.S. Kings & G. S. Breydon).



9

9. Cable trams and double deck buses (background) shared the Nicholson Street Depot and Workshop yard for a brief period during the conversion of Melbourne's last cable tram route in October 1940. (M. & M.T.B.)

10: October 26th, 1940 and Melbourne's last cable tram driven by Mr. R.W. Houghton, leaves the city bound for Northcote. (Melbourne Argus).



10