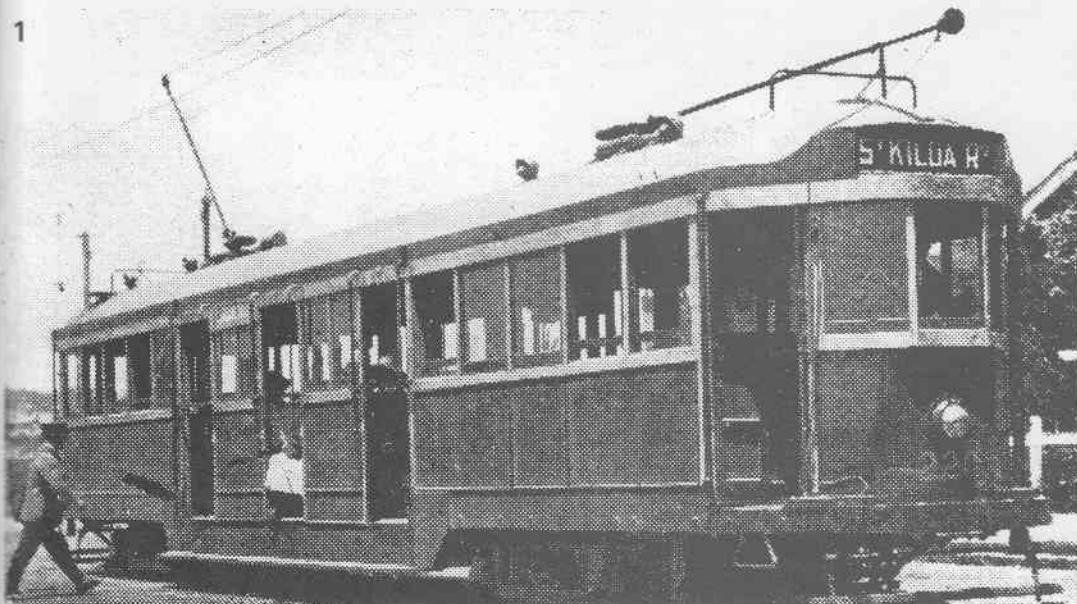


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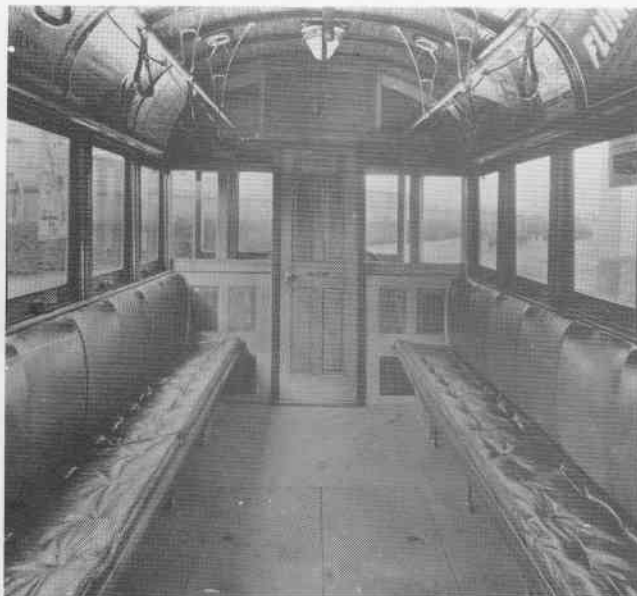
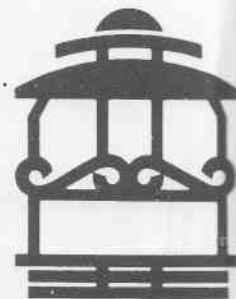
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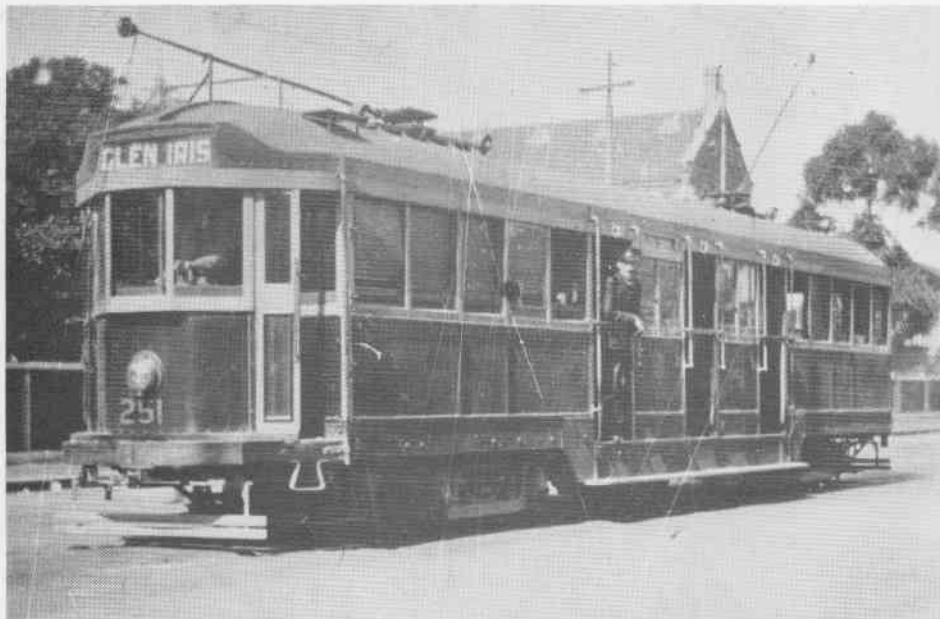
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1. Barely a fortnight old, W class car No.220 heads for a connection with the City bound cable trams at St. Kilda Road.
2. Fifty years later and No.220 still serves the people of Melbourne. It is pictured here in Collins Street shortly before being fitted with additional dash lighting.
3. Interior of W class car (probably No.329) showing a number of experimental features namely upholstered seating, special light fittings and roof ventilator trims.
4. W2 class No.314 on a recent Society tour showing some of the alterations affected since it was built as a W class tram by Holden's Body Builders (Adelaide) in 1925.
5. Standard W class car No.251 with extra width centre entrances, wind deflector on the motorman's cab and chocolate and cream livery.

A SALUTE TO OUR VETERANS

By K.S. Kings.

December 23rd, 1923, marked the beginning of a new era for Melbourne's electric tramways - the first "standard" tramcar officially entered service. There had been nothing exactly like No. 219 before. True, a few somewhat similar trams existed, and the various former individual operators possibly thought of one or successive types of their cars as their standard tram. But Melbourne's electric trams (except the V.R.'s lines) were now united administratively, and plans for physical union were afoot.

Whereas the M. & M.T.B. inherited a wonderfully standard (and extremely efficient) cable tram system, the electric tramways were a scattered collection of mostly small, independent units. Each had its own management thoughts, operating ideas, staff conditions. On union, each wanted to keep its "good" points while adding an envied item from a neighbour. The result was a "shake-out" lasting some time, one product of which was the "W" series of electric tramcars. That a "standard" tram was urgently needed was undeniable. Of the 146 electric trams the M. & M.T.B. inherited, the 103 single truck cars comprised 10 types while there were 5 variations in the 43 bogie cars! The many variations in basic body styles, minor differences due to several body builders being used, different equipment (motors, controllers, trolley bases, etc.), all intermingled, adding to the problems of creating a unified whole from such a diversified array.

Even the sketch designs for the "standard" trams had a protracted career. Many were prepared and rejected before final agreement was reached. But eventually the Nicholson Street cable tram workshops commenced fabrication of car underframes and trucks, and soon timber bodies were being built on the former in sheds erected behind the North Fitzroy cable tramcar barn. And from this beginning, in a workshop of a doomed mode of transport, and in temporary sheds, there arose the second largest class of electric tramcars to be built in Australia (410 cars presently classed as W2 and SW2; Sydney had 626 O & OP cars), which, with direct derivatives, eventually totalled 760 trams. These makeshift premises eventually built about 46 W class cars before the M. & M.T.B.'s production was transferred to the new Preston Workshops.

Many modifications - varying from minor to significant - have been made to all these tramcars during their lifetime. Most changes

are visible, but some are hidden behind body panels; all generally adopted have improved the cars; a few were tried on one or more cars but not perpetuated. It would be a lengthy task to detail and discuss these variations; regrettably it cannot be attempted in this article. Some of the changes have been dealt with in the article entitled "The W2 Story - A Short History of a Class" by Norman Cross in the June, 1971 issue of "Running Journal", and readers are referred to it for greater detail on these cars.

This screed is intended to note and commemorate the "Golden Anniversary" of the class of tramcar which has formed the backbone of the rolling stock of Melbourne's electric tramways since the early days of its "creator"; to record that 200 - W class trams were built, together with 30 - W1 and 180 - W2 cars, all to the same basic design; and to chronicle that 226 cars of the two former groups were converted to W2 type with the remaining four cars becoming SW2 series. (Subsequently, two more cars have been converted to SW2 class). Of these 410 tramcars, 322 are still available for daily service, five have been converted for non-traffic purposes, and 12 are stored. Thus, although 71 of these veterans have been withdrawn and scrapped since 1959, it will obviously be many years before the last one ceases to serve the people of Melbourne.

Today, half a century later, another new era is bursting upon Melbourne's tramways in the form of No. 1041. But before we move onwards and into the future, let us pause and reflect on the past, and quietly say "Thanks No. 219. Happy Birthday - and a few more yet".

SOCIAL MEETING.

The next bi-monthly Social Meeting will be held in the Lecture Room, Malvern Town Hall, corner Glenferrie Road and High Street, Malvern, at 8.00 p.m. on Monday, 4th February, 1974. Movie film will be screened by member Ron Shipway on Blackpool (including The Illuminations) and narrow gauge railways in the U.K. The Sales Department will be open for business as usual!

OBITUARY. On December 21st 1973, TMSV member the Rev. Leon Marshall-Wood conducted the funeral rites for the late Victor Fenton (see page 13), probably the last survivor of the men who ran the Brill combinations on the opening day of the St. Kilda-Brighton Electric Street Railway on 5th May 1906. "Vic" typified the very best of the "trammies" in the golden age of the trolley. He cared for people, stopped "where he shouldn't" for the oldies, looked after the kids, was a Union Officer until his retirement, and was unflappable in cases of breakdowns, floods, wartime loads and blackouts. His passing at an advanced age leaves a real gap in the hearts of those who knew him on the "V.R. trams".

NEW ERA FOR TRAM TRAVELLERS

This article was published in the August issue of ASEA ACTION, and ELECTRICAL DEVELOPMENTS, journal of the Electrical Development Association of Victoria.

We thank Bob Prentice for obtaining permission for its reproduction in "R.J.", and the M. & M.T.B. staff concerned for producing the photographs used in the illustrations.

A new era in Australian intra-city transport has been ushered in with the Melbourne and Metropolitan Tramways Board's recent order for 100 new trams. These will replace some of the 700 vehicles already serving Melbourne metropolitan routes.

The contract for manufacture of the trams, worth more than \$12,000,000, will be carried out by the Commonwealth Engineering, Dandenong, Vic., with ASEA Electric (Aust.) Pty. Ltd. as subcontractor for the electrical equipment, which accounts for some \$6 million of the total contract.

The new vehicles will take tram travel to new levels of comfort, quietness, speed and efficiency for both passengers and crew, in line with detailed specifications drawn up by the MMTB, after Board officials had inspected tramways throughout the world.

As a result, the new generation Melbourne trams will have these characteristics:

COMFORT:

- * Central heating in winter and forced-draught ventilation in summer.
- * Special electronic controls to give completely smooth acceleration and deceleration.
- * All-round vision, with no window obstructions at eye-level and out-front view past the driver, as in buses.
- * Foam rubber seating throughout.
- * More room inside - maximum of 48 seated passengers and a total of 125 including standing passengers, in a vehicle longer than the present trams.
- * Fluorescent lighting.
- * Luggage racks.
- * Windshield wipers, sunshields and blinds.
- * Ticket tidies and ticket and change-issuing machines.

SAFETY:

- * Safety glass on all windows.
- * Sensitive edge doors to prevent injuries to passengers.

- * Exit step switches to keep doors open while passenger is on the step.
- * Vigilance and "dead man" control. The driver's foot must be on the "dead man" pedal to allow motors to operate.
- * Three-way braking (a) dynamic, through motors generating and the power being absorbed in resistors; (b) spring-operated and electrically-released disc brakes; and (c) emergency brakes which bear on the track in an emergency stop.
- * Flashing-light turn indicators, stop and tail lights and adjustable rear mirrors.
- * Automatic pole retraction. If the pole comes off the overhead line, it automatically retracts to the roof, thus avoiding possible damage to the overhead system.

QUIETNESS:

- * Resilient wheels, made up of metal and rubber "sandwich".
- * Rubber springs throughout.
- * Electric brakes - thus, no noisy air compressor.
- * Sound insulation throughout body. Wheel slip control and automatic sanding to prevent skidding during braking or accelerating.
- * Track brakes for emergency stops will avoid development of noise-producing "flat spots" on wheels.

The new trams will be capable of a speed of 45 m.p.h. (72.41 k.p.h.) compared with about 30 m.p.h. (48.27 k.p.h.) for the existing MMTB vehicles.

The driver, who has armchair-type seating, controls speed and braking of the tram by two pedals, while a third is kept depressed as a "dead man" control.

Destination signs are changed automatically from the driver's control panel. Selection of the required sign and route number is by push-button control, which actuates a memory device. This selects the correct number and destination from a magazine of plates in each sign box.

Each tram is fitted with a public address system.

ASEA has had considerable experience in the design and construction of tramway equipment, and part of the sub-contract will be to supply Commonwealth Engineering with drawings of the ASEA-equipped trams used in the Gothenburg (Sweden) urban transport system, and also manufacturing drawings to assist in the production of the fabricated parts of the bogies.

ASEA will supply the entire control electrics and driving mechanisms for each tram, including four traction motors (each rated 52kW or 75 h.p.), gear boxes, disc brakes and track brakes.

Other ASEA-supplied equipment will include the contactor and

electronic motor controls, driver's control panel, sanding control, speedometer, the complete rubber suspension system, and resilient wheels.

The contactor control equipment will be supplied from ASEA's Lilydale factory and the traction motors from the company's Tottenham plant.

Acceleration control is via a potentiometer. An electronic device selects the correct number of contactors to short out the starting resistors, with an over-riding control of the acceleration rate.

This device incorporates wheel-slip control, where the speeds of both bogies are compared. Any difference, indicating wheel-slip, results in an automatic reduction of acceleration rate.

If the slip continues, deceleration may continue until power is removed entirely.

A similar process takes place to prevent wheel-slip during braking.

Rubber is used extensively in the suspension system. A sandwich of rubber and steel acts as a spring on each wheel, while on the wheels themselves, rubber inserts are placed between hub and rim.

Disc brakes mounted on the motor shaft ensure smooth and effective braking and eliminate the tyre wear experienced with shoe brakes.

The winter-time heating system derives from heat generated in the starting resistors, which is ducted to the tram interior. In summer, it is exhausted to atmosphere and in addition, forced draught cool air is provided by ventilation fans in the ducting system. Variable speed ceiling fans are also used to control ventilation.

All Melbourne trams can be driven from either end, and begin return journeys on a crossover from one track to another. European trams drive from one end only and return on a loop at each terminus.

The "double-drive" requirement, and also the need for trolley-pole collection of power, instead of pantographs as are usual in Europe, were important considerations in the design specification.

The specifications also advised tenderers that the design should be compatible with the possible future placing of the tramways system underground.

Power for the tramways system is purchased by the Board at 6.6kV and broken down by transformers and rectifiers to 600v DC in 26 sub-stations.

Rotary converters, glass pump, and pumpless steel tank, mercury arc rectifiers and silicon rectifiers are used for rectification.

THE EARLY DAYS OF BYLANDS

By Mrs. S. Clancy.

This, our second article on the historic area in which we are building our Museum, was specially compiled for us by Mrs. S. Clancy, wife of the immediate past Kilmore Shire President, Cr. J. Clancy, both of whom have given their support to our project.

Bylands? Never heard of it! Where is it? How often has this been said. Anyone who has travelled up the old Broadmeadow Road, the Sydney Road, or the Hume Highway, to or through Kilmore during the last 140 years would have passed through Bylands. Today it is not the busy place it once was. But who knows, with closer subdivision and the Tramway Museum to give it a boost, just what will happen in the future?

The origin of the name "Bylands" is unknown. Before 1840 the Parish of Bylands extended from the present Kilmore Post Office past the 'Long Hill' (now known as Pretty Sally) and half way to Wallan. Now-a-days the 'Riding of Bylands' starts along the Highway at the Old Mill Road and finishes at Union Lane - it extends back from the Highway on both sides quite a distance - in fact the Kilmore Hospital and Golf Course are in Bylands.

In 1835 T.L. Gibson took up 'Long Hill' station. He was a young Scot, who had been in Tasmania with his uncle David Gibson; the Gibson family became well known Tasmanian Sheep Breeders. In 1846 he sold out to Tootal & Broadhurst, who were well known names in the 'Manchester Trade' in England until recent years. The name of the station was changed to 'Swynton', and eventually the 'pre-emptive block' was named 'Belle Vue'.

Bylands, in its heyday, had 3 hotels, a Winery, a Railway station, Sports Ground, Post Office, Toll Gate and two Schools. The best known hotel was the Union Hotel. The one remaining post that supported the old gate is still standing a few yards along Union Land from the Highway to the west.

The Victoria Hotel was close to the stone bridge, near the junction of the Highway and what is known as Clancy's Road, at the Old Mill, which is also in the Riding of Bylands. The stables, with their white roof, can still be seen and are still in use; horses are 'King' again at what is now Victoria Farm.

The third Hotel, kept by O'Dwyer's, was close to the top of Pretty Sally. The Winery, at the Willows, would have been some way back towards Union Lane from the road that crosses the Highway. The

eastern section of this road goes to Wandong. There is still a willow growing on the Western side of the Highway at this spot. Also, there is some evidence to suppose that another Hotel was situated somewhere around here.

Opposite the Union Hotel was a Sports Ground known as the 'Belle Veu', owned by Louis Nepveu. In August 1865 a week of festivities was held there, including all the usual sports, "Greasy Pole, Sack Races, Pig with Greasy Tail, Foot Races, Leaps, Pidgeon Matches, Quoit Matches, Skittles, Caledonian Sports, Tossing the Caber, Putting the Stone, etc., and finished with supper at 9 p.m. All Welcome. Ball commences at 10 p.m.". This Ball apparently was held at the Union Hotel, and a Steeplechase was held at the Sports Ground the following day. It was at one of these Steeplechases that poet Adam Lindsay Gordon rode in 1876, so it would seem this course was in use for quite some time.

Another well known event was a Trotting Match between Dr. Brindly and auctioneer Mr. Sewell, from Union Hotel to Kelly's Kilmore Hotel, situated where the Park is now situated.

The Bylands Railway Station was quite a busy place, handling milk, live stock and passengers. Many a bright evening was held in the Goods Shed. The mail came from Kilmore, and a Mr. Ahearn was the first mail man. At one time Ahearn's had the Victoria Hotel. Then, with the advent of the Railway, Mrs. Fitzpatrick opened the Post Office. Now, since the railway has gone, mail once again comes by road from Kilmore.

Pretty Sally hill is well known. Many know that Pretty Sally Smith was the owner of a 'Sly Grog House', a very big woman, and certainly no beauty. She met her death as the following report in the 'Argus' newspaper of 10th September, 1847, relates:

"An accident occurred near Beveridge's swamp on Wednesday last which I am informed is likely to be attended with fatal results. Mrs. Smith, better known as Pretty Sally, was driving the springcart; one of the wheels of the vehicle coming in contact with a stump caused a capsize, when by some unaccountable means Mrs. Smith fell under the vehicle and being alone was seriously crushed before she was released. Pretty Sally Smith has become an almost legendary figure so it is not surprising that there are different versions of her story."

The spot where the 'Shanty' was situated was on the Old Broadmeadow Road on the western slope of the hill.

A Toll Gate was set up when the road was "metalled" to the north of Union Lane. Some enterprising travellers used to use a track

and avoid the gates, so it was relocated just about outside the Union Hotel. This caused much contention amongst the residents. One wrote to the local Kilmore paper and complained "That the gates were at this spot to suit certain people". Also farmers objected to paying the toll every time they went to Kilmore, and parents of children objected to having to go through the toll. One person showed his feelings in verse in the paper:

Oh give us back the happy days
When roads were never made
When if our drays bogged axle deep
We'd work them out, with pick and spade.

The first school at Bylands, No. 179 'Big Hill', was situated one mile west of the Kilmore Turnpike or 'Sydney Road Toll Gate' on the South East junction of Union Lane and Darreweit Guim Road. This was a non-vested Common School and it opened its door in 1858 with 39 children. After some years there were more children nearer the Sydney Road and quite a lot of strong words and correspondence passed between the parents of children nearer the Highway to have a school on the Toll Road (now the Hume Highway). Finally a temporary school was opened on the Highway and on 1st July, 1872, Mr. Tutton opened the present school, Big Hill No. 1105. Later the name was changed to Bylands No. 1105.

The school and residence could tell tales of many good dances and Euchre parties held there.

It is interesting to note that many names which were on the first Roll are still Bylands' names today.

AUTHOR'S NOTE:

The summit of the Great Dividing Range was first known as "Long Hill" then "Big Hill", before finally becoming "Pretty Sally Hill".

The historical notes above have been collected from several sources, including John and Margaret Butler's notes for "Centenary of School".

KILMORE SHOW.

The Annual Agricultural and Pastoral Show for Kilmore and District was held on Saturday, December 1st at the Kilmore Show Grounds. Our Society received an invitation to mount a display, with the result that a modest exhibit was placed on view. Robert Green and Keith Kings took some of the material and display boards from Bylands, together with several ½" to the foot models of Melbourne trams, and had a pleasant day staffing our Stand. Our PR image benefitted, and we hope to be able to be present again next year.

RUNNING JOURNAL

AN IMPORTANT ANNOUNCEMENT

The attention of readers is drawn to the following extremely important points. All T.M.S.V. members, R.J. subscribers and purchasers should read this announcement very carefully, and act, if necessary, as requested.

This will be the last issue of "Running Journal" to be produced in this format. It will be the last issue available to subscribers and on sale in retail outlets.

Commencing in February 1974, the T.M.S.V. Board has resolved that the Society's House Magazine" shall be "Trolley Wire", which is produced by our Sydney contemporary, the South Pacific Electric Railway Co-operative Society Ltd. A number of reasons exist for this major change. The main ones are as follows:-

1. The growing need for the various museums to work more closely together, and the resulting need for a national outlook and "mouthpiece". As "T.W." has already become the official publication for six tramway and light railway societies, it is logical that it progress further in this direction.
2. The problem of rising costs of production and postage steadily outstripping revenue. Our membership and subscription and shop sales are slowly increasing, but not quickly enough to counter the cost increases. "Trolley Wire" is similarly placed. By combining our respective mailing lists, an increased "printing" can be ordered of one publication, thus reducing the unit cost. Consequently both Societies and all readers gain financially.
3. "R.J." has a "staff problem" in that Andrew Howlett is permanently at Moe. Since the T.M.S.V. Board started investigating R.J.'s future, Graeme Breydon's work has been keeping him out of Melbourne about two weeks per month. Therefore it is likely that a new editorial team would be necessary in 1974 to continue the production of "R.J."

To enquire about such a change, a number of points were submitted to S.P.E.R. Fortunately, Directors Keith Kings and Brian Weedon

were in Sydney on Saturday, 8th December (to attend S.P.E.R.'s annual "Members Open Day" and Dinner), and were able to hold lengthy discussions with S.P.E.R. Publishing Department officers. The basic mechanics were explored, including a "new look" format for "T.W." as its next step towards an even more national appearance. Subsequently, the T.M.S.V. Board decided to make the change.

In future, T.M.S.V. members will receive "Trolley Wire" six times a year, in the "even" months. Probably, in the "odd" months, or as required, T.M.S.V. members will receive a "news sheet" to advise them of the day to day events in the Society. (This sheet might occasionally appear as a supplement to "Trolley Wire"). It will be called "Running Journal" rather than "News Sheet", and will thus continue to serve its original purpose, i.e. to inform members of Society happenings. "T.W." will contain a section contributed by an official T.M.S.V. correspondent on main events from Bylands and other aspects of Society events. Likewise, the overall Australian scene will be covered by Reports from the other Societies. "T.W." also contains one or two main articles per issue, and the T.M.S.V. will be expected to contribute at least one of these per year. This will be our contribution to Australia's national tramway museum periodical; the S.P.E.R. team will be handling the production and mailing tasks, so we can't expect them to write all the text as well!

T.M.S.V. MEMBERS. The change from "R.J." to "T.W." will mean that T.M.S.V. members who are S.P.E.R. members or "T.W." subscribers will have duplicate records on "T.W." mailing lists. S.P.E.R.'s present arrangement is that the Society in the member's "home" state collects his "T.W." subscription and remits it to Sydney. That is, a T.M.S.V. member living in Melbourne will pay the full T.M.S.V. subscription to the T.M.S.V. and our Treasurer will remit a proportion to Sydney. If he is also a S.P.E.R. member, he remits his S.P.E.R. subscription (less "T.W." proportion), to S.P.E.R. If a T.M.S.V. member lives in Sydney, he remits in full to S.P.E.R. and in part to T.M.S.V.

The appropriate amounts will be advised when renewals are due.

SUBSCRIBERS. Subscriptions to "T.W." may be taken out direct with Sydney. A person having current subscription to both "R.J." and "T.W.", but membership of neither, will receive a refund of the unexpired portion of his "Running Journal" subscription.

SHOP SALES. We would earnestly ask that people who presently purchase "R.J." at a retail outlet, change to "T.W.". This will keep you informed about tramway preservation in Australia in general, give details of the main happenings at Bylands, and provide articles on a wide range of tramway subjects.

CORRESPONDENCE. If writing about this "changeover", would subscribers to "T.W." please quote their subscription number. This is on the address panel of the "T.W." envelope. S.P.E.R.'s records are filed in numerical order, not alphabetical.

CONCLUSION. The T.M.S.V. Board feels that this major decision will benefit all concerned in varying degrees. It is realised that there will be much conversion work entailed for a few already over-worked T.M.S.V. and S.P.E.R. officers. However, it is hoped that the transition will go smoothly and that no one will be inconvenienced.

All members, subscribers, and purchasers are sincerely thanked for their past support of "R.J.", and it is hoped that such support will continue into the future through membership of the T.M.S.V. and subscription to or purchase of "Trolley Wire".

FROM THE PRESS. Contributed by Brian Young.

At a meeting of residents of Black Rock, it was decided to send an emphatic protest to the Railway Commissioner against the installation of one-man trams on the Beaumaris line, as they would be a drawback to the district. The meeting was addressed by Messrs. Fenton and Barrett, representing the A.R.U. Mr. Fenton said it meant a very slow service for the district. The road was not safe for the cars, and the cost of converting the cars meant that there would be no saving. The Point Ormond line experiment showed that one-man cars took 15 minutes instead of 5 minutes, as formerly, to do the journey.

Mr. Barrett said cars were frequently held up in Fourth St. by high winds blowing sand onto the rails and filling them up, the cars running onto a "dead" rail, there being no power between wheels and rails. A car was stopped for 12 minutes in 100 yards on one occasion, and it would be worse for one-man cars. The residents had asked for bogie cars, which would have saved the money spent on equipping old cars. Additional men would have to be employed on holidays, weekends and at peak periods. The reduced status of the line would throw back a progressive district into the "dark ages". Sandringham was regarded by the department as a weekend resort instead of a thriving city. The Union had asked for an independent report on these trams, instead of one from Mr. Clapp's brother, who represented a firm who made the cars. It was proposed to board up the toast rack type of car. Nervous old ladies who could not ring the bell would be overcarried. Passengers did not always announce their destinations, and a man who had a dozen jobs to do at once, would forget one or two. The motorman would have no safety mirror, like the busmen. There would be no break in the journey. Two conductors, at 16/3 a day would save - a beggarly Four Hundred Pounds a year - when there were so many other avenues of economy to exploit.

Mr. Vivian: "We don't want to go back to those "zoo" cable cars, with a man with a tin box tied to him."

(17/3/1927).

MUSEUM NEWS

From the Chairman.

It is almost a year since our Directors entrusted me with the Chairmanship of our Society. During this period we have made a lot of progress, as can be seen when perusing photographs appearing in "R.J." a year ago. In brief, both depot tracks have been laid, seven trams are under cover as all roof iron is in place, and half the side iron is up, the wheel lathe is being assembled on its concrete bed, the sub-station building has been finished, more spares have been transported and stored, the site kept tidy and many displays prepared for the visiting public. Our off-site activities have ranged from the March exhibition to a tremendous amount of administrative work.

All this has been achieved by a small proportion of our membership, a few of whom have borne a very large percentage of the work. I therefore again appeal to the membership as a whole to please help in some way, however small, in 1974. An occasional day at Bylands, or an evening in Melbourne helping at a "mail-out", will be appreciated by the "regulars". How about a "New Year's Resolution" to devote a few hours to the Society in 1974! Many thanks.

To all, Happy Christmas and a Prosperous New Year.

KEITH KINGS.

WORKS REPORT.

In this issue of R.J. we can again report steady progress in building the Museum. However, we need to do much better than to just make steady progress, and to do this, one important additive is needed - more volunteer labour - or simply, YOU more often. We all know Christmas/New Year is a busy time, but how about one or two Sundays in the next two months. We can't promise good weather every weekend but we do have plenty of fresh air and an opportunity to "yak" while you work. (9 a.m. Batman Ave. Terminus EVERY Sunday for transport).

DEPOT.

The erection of timber girts and then the nailing on of the C.G.I. cladding has now reached the halfway mark. (8 bays of both walls completed). Further progress has been impeded by the difficulty in obtaining suitable timber for the girts; more timber should be bought by Christmas.

The track forming No. 1 Road has now been completed and a further

panel added to Road 2, leaving only a final 45 ft. to be laid. This will be done as soon as the wheel lathe parts are reassembled.

WORKSHOP AREA.

This section of the depot is now rapidly taking shape. An area of 30 ft. x 10 ft. was filled to sleeper level with "scalpings" after the base for the lathe had been "boxed" and excavated. On November 24th, the concrete base was poured along with a small section of the workshop floor. A truck load of pre-mix concrete was used for the job. Finally in mid-December the Lathe bed was eased onto the concrete base.

While preparations for concreting were going on, the wheel lathe parts have been progressively cleaned down, sanded and painted. Doug Prosser, who is sponsoring this section of the workshop project, will, in the near future have organised the complete overhaul and assembly of this interesting and useful exhibit.

SITE DRAINAGE.

Member Ron Shipway is carrying out a survey of the Museum area as a preliminary to reporting to the Museum Board concerning our requirements at present and in the future.

NO. 180.

The Works Committee has decided to take advantage of "Daylight Saving" by holding mid-week work parties at Malvern Depot. The first job to be tackled will be further work on No. 180. Dave Menzies (almost single-handed) did a lot of basic sanding down and undercoating during mid 1973. The task now will be to complete the re-painting and make 180 look as presentable as 164 and 217. Will any member who is available on Wednesday evenings, commencing January 9th, please ring Works Officer Len Millar on 29-8727.

THANKS.

Our Subscriptions Officer, Vic. Whitely, has suddenly found it necessary to resign due to transfer to Sydney by his employer.

Vic answered an appeal in late 1972 for someone to maintain the records of non-member subscriptions and bulk sales of "Running Journal", and has since been quite active in this field. His assistance to the Society's small, overworked, administrative team has been appreciated and he will be missed.

STOP PRESS!

EXTRA-SPECIAL TOUR!

SUNDAY, 13TH JANUARY, 1974, MALVERN DEPOT, 8.30 a.m.

The Society's Birney tram, ex M. & M.T.B. No. 217, will spend some three hours outside of Malvern Depot limits for the first time since 1957.

Like to have a ride? Then be there!

No. 217 will head south along Glenferrie Road and then west in Dandenong Road, to the Chapel Street crossover. Two or three short return trips will be run to Orrong Road crossover, and the car will return to Malvern Depot by noon. There will be plenty of standing time in Dandenong Road for photographs, because an official photographer will be present as step one in producing our second colour postcard.

Fares are under consideration and will have to be announced on the morning of the trip.

We have to take out a Public Risk Insurance policy for the sum of \$200,000,000! Passengers will probably be required to sign an indemnity form.

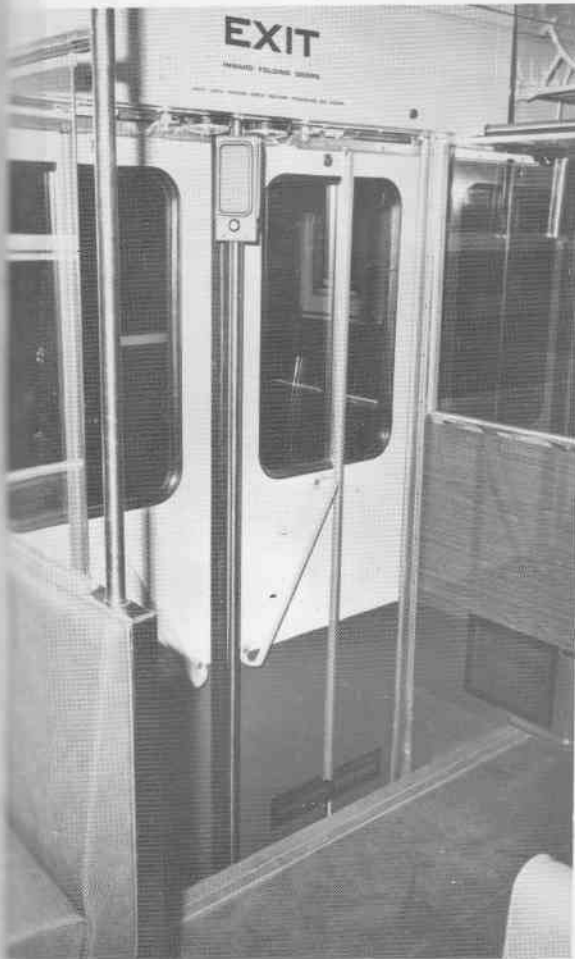
Intending passengers are asked to advise the Secretary at Box 4916, Mail Exchange, Melbourne, 3001.

BOOK REVIEW. By A.G.C.C. This reviewer feels that he can thoroughly recommend this book. It is available at \$3.60 from T.M.S.V. Sales Dept.

"By Birney to Golden Square - The Last Years of Bendigo's Tramways". By Brian Andrews, Southern Cross Traction, printed at The Griffin Press, Adelaide. 78 pages plus card cover, 10 3/4" x 8 1/2", 80 black and white photographs, 24 colour plates, fold-out map.

Readers familiar with the railway books printed by The Griffin Press for the A.R.H.S. - S.A. Division, will not be disappointed by the standard of this book. The quality of reproduction of both types of photographs and text is of high standard, and the general layout is good.

A short section entitled "Background" briefly summarises how trams came to Bendigo and their history to closure in 1972. The four routes are then described in text and illustrated by many photographs. Charing Cross, the Depot, and Rolling Stock are then similarly dealt with, and the book concludes with a page of Route Data and a finely detailed double page fold-out map.



6



7

6 & 7 The centre exit facility of Melbourne's new prototype tram No.1041, showing the driver controlled illuminated sign, passenger press button and the bi-folding doors.



8

12 MONTHS PROGRESS AT BYLANDS:

3. C.M.F. Engineers prepare the depot post holes during their exercise in October 1972. The framework of the switch room can be seen at the far left.

3. The C.M.F. crane (far left) and our tower wagon did sterling service in erecting the roof trusses atop the forest of poles.

10. A completed switch room, two depot tracks and a roof over the seven trams testify to the labours of the members who have achieved this gratifying result by October 1973.



9



10

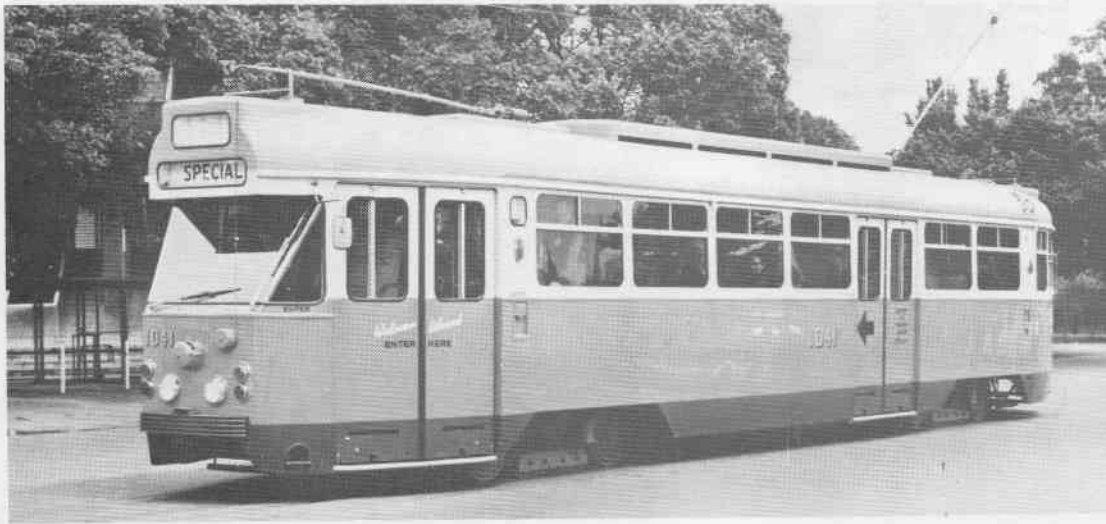
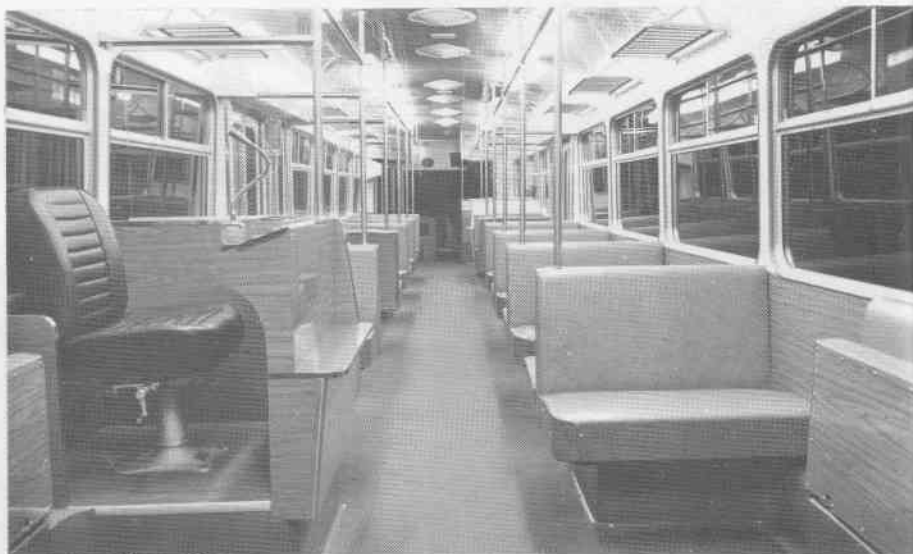


PHOTO CREDITS :

1. Melbourne Sun
2. C.M. Gibson
- 3, 5-7, 11-13 M. & M. J.
- 4, 8-10 L.N. Min

11

11. No.1041, the prototype of Melbourne's future fleet of new and improved trams. Exterior features include twin trolley retrievers, twin headlights and stoplights, turning lights, folding rear vision mirrors and side route number indicators. The side panels are painted orange with a brown lower band, the window frames are cream and the roof "Oriental Gold".



12

12. Interior view of No.1041 showing the conductor's elevated work station and the general seating layout. The lift up seats in the foreground can be locked in the raised position to create a larger passenger holding area between the front entrance door and the conductor. Other features include ceiling mounted ventilation fans, luggage racks and a conductor's microphone for the public address system.



13

13. The driver's compartment showing the instrument console and foot controls. The driver's microphone is connected to a public address system for use both inside and outside the car.