

THE RUNNING JOURNAL is printed and published quarterly by The  
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ORIGINS AND PURPOSE OF "R. J."

Since the time when the Treasury Museum Society of Victoria  
was incorporated, the Directors have realised the necessity of  
producing a periodical journal of Society news and developments.  
It was not possible until January, when a duplicating machine was  
brought in, the Directors appointed an Editor, and after discussion  
decided that the first issue should appear in July, and thereafter  
quarterly. Several reasons decided this date for us, including  
desirability of keeping Volume and Issue numbers in logical sequence  
July commencement is convenient from an accounting point of view  
(it coinciding with the start of our financial year), and to relieve  
the pressure of the problem of meeting the costs involved during the  
1963-64 year (the 1964-65 year subscriptions being payable in July).

The Journal will serve a number of purposes. It provides a  
communication between the Board of Directors and the members, and  
enables those who are unable to participate in Society meetings,  
parties and other functions to be aware of what is happening.  
It is also available to members to follow our progress, and thus  
contribute to the Society's work.

Naturally, as our Society grows, this Journal will grow too, and we hope eventually that it may be an authoritative magazine on tramway history.

Complimentary copies of the Journal will be forwarded to key senior employees of official organisations, and to other Preservation groups, etc., to keep them acquainted with our progress.

#### ROLLING STOCK REPORT.

The Society now owns six electric trams, which it purchased from our sponsor body, the Australian Electric Traction Association, on 31st. August, 1963. All the cars are in good to excellent condition, and comprise:-

No. 164.	Ex M. & M.T.B.	Class S.
No. 3.	Ex S.E.C. (Bendigo).	
		Ex M. & M.T.B. Class M (144).
No. 217.	Ex M. & M.T.B.	Class X.
No. 34.	Ex V.R. (Elwood)	Drop Centre.
No. 182.	Ex M. & M.T.B.	Class T.
No. 467.	Ex M. & M.T.B.	Class X1.

The cars are presently stored pending their eventual removal to a museum site.

Since the Society was formed, members have carried out considerable work on various trams and ancillary equipment, and the following brief details will give some idea of what has been achieved:

By courtesy of Mayne Nickless Ltd., Geelong branch, upon whose premises is ex-Geelong car No. 4 is stored, members were permitted to remove various useful parts for future utilisation.

The ex-Besumeris horse tram, initially obtained privately, was officially transferred to the Museum's stock and restoration is proceeding.

Ex-M. & M.T.B. car No. 78, which had stood on a farm at Lower Plenty for many years, was wrecked and a good amount of useful spare parts obtained.

X1 467, at Wantirna South, has had two coats of paint applied to its roof, and has been regularly cleaned and inspected.

Three derelict cable grip cars in the grounds of Monash University have been dismantled and a quantity of parts salvaged and stored.

A quantity of cable tram track, special work and inspection boxes, removed from City Road, South Melbourne, has been stored at Wantirna South.

Exterior overhauling and painting of No. 34 continues, and a further task is to erect a shelter to protect the bogies from the weather.

#### APPOINTMENTS.

Since the inception of the Society, a number of members have been appointed to perform specialised duties. These appointments to date are:-

6th. November, 1963. Mr. P.A. Stoneham appointed Rolling Stock Supt.  
6th. November, 1963. Mr. N.H. Gipps appointed Electrical Superintendent.  
6th. December, 1963. Mr. P.A. Stoneham appointed Alternate Director for Mr. L.W. Rogers.  
29th. January, 1964. Mr. R.H. Prentice appointed Controller of Archives.  
31st. March, 1964. Mr. J.T. Rawnsley appointed Editor of "The Running Journal".  
20th. May, 1964. Mr. N.H. Gipps appointed First Aid Officer.  
20th. May, 1964. Mr. G. Hoffman appointed Assistant First Aid Off.

#### DIRECTORS.

Early last December, Mr. L.W. Rogers tabled a letter with the Board of Directors in which he appointed Mr. P.A. Stoneham as Alternate Director for the remainder of his term of office. Lloyd, as many members know, is a suburban electric train driver, and therefore works shifts with extreme variations in starting and finishing times. He had become rather concerned that he was not carrying out his duties and responsibilities sufficiently well, even though his attendance at Board meetings was very good. He therefore requested the change, which was agreed to by the remainder of the Board. Lloyd has continued his regular visits to No. 34.

#### SOCIAL NEWS.

Two tours have now been conducted by the Society, and both were highly successful. The first tour was on Sunday afternoon, 17th. November, 1963, using Y1 class car No. 613. A number of unusual workings were included and many comfortable and enjoyable miles covered, with Footscray as the "target".

The second tour was of a highly original nature. The sole-surviving X2 class car, No. 676, was used, together with Y1 No. 610, for an evening jaunt on 6th. May, 1964, which included a stop at the Museum of Applied Science to inspect Cable Grip and Trailer No. 1, a trip to East Kew, and then onto the reserved track in Victoria Parade for an Extraordinary General Meeting.

## MEETINGS.

The first Extraordinary General Meeting was held on 30th. October, 1963, at Malvern, to enable the Directors to acquaint Members with progress to that date. Members were also asked for their thoughts on possible sites for the Museum. The second meeting, as mentioned above, was held on 6th. May, and was mainly to enable the Directors to again report to Members on happenings since the previous meeting. The third Extraordinary General Meeting was held at Prehnan on 11th. June, the main business being the submitting, and passing, of two amendments to the Articles of Association. Mr. R.H. Prentice also screened a selection of 16 m.m. movie films.

## FINANCE.

On 31st. July, 1963, the Directors authorised the floating of a £500:0:0 loan amongst members. Of this amount, £345:0:0 was subscribed by 6th. December, 1963, but, despite further appeals to members, no further contributions have been made. How about assisting by subscribing towards the remaining £155:0:0?

## ANCILLARY ACTIVITIES.

Apart from the normal business of running the Society, some Board members find time to assist in other ways, notably:

Interviews, collection of information, relics and other historical Material.

Bob Prentice has carried out much photocopying for the Archives, and eventually all this material will be indexed and available for sale to assist our funds.

Excellent relations have been founded with the M. & M.T.B., S.E.C., and our contemporary bodies in Sydney (South Pacific Electric Railway Co-operative Society Limited), Wellington, N.Z. (The Tramway Preservation Society (Wellington) Incorporated), and at the Seashore Trolley Museum, Kennebunkport, Maine, U.S.A. (New England Electric Railway Historical Society), as well as the Puffing Billy Preservation Society and the Victorian Division of the Australian Railway Historical Society.

A copy of a four minute film, made by the Sydney channel A.B.V.2, on the Museum site of our N.S.W. contemporary, S.P.E.R., has been obtained.

One set of longitudinal wooden saloon seats from a W2 class tramcar has been obtained and stored for future use, together with some surplus X2 class saloon seats and some spare controllers.

The Board is arranging with the Puffing Billy Preservation Society for a poster to be displayed at the latter's Belgrave station, to publicise the aims of the Society. A design is being prepared, and it is hoped that it will be approved by both Societies.

Members are requested, if at all possible, to patronise business houses which have assisted the Society in various ways:-

For all Camera Services, Sales, Accessories, Repairs, Developing and Printing, contact

REUTER CAMERA SERVICES,  
264 Swanston Street,  
and  
294 Little Collins Street, Melbourne.

For all Painting requirements, contact

H. J. Corder Pty. Ltd.,  
242 Chapel Street, Prahran.

#### RESEARCH GROUP.

The Board has decided to form a group to undertake the task of systematic research at the State Library of Victoria. Members interested should contact the Secretary in order that this segment of our interest may have an early launching.

#### TRANSPORT.

The Board has directed the Secretary to compile (from the returned "work" circulars) a list of members' motor vehicles which are available for use on the Society's projects. These members will be required to answer several questions relating to insurance on their vehicles, to ensure that the Society will not be held liable in the event of an accident occurring while the vehicle is used on the Society's business. This has been found necessary following an accident in another state, subsequent to which legal action was taken by injured persons against the Society concerned. Although our members are protected (as individuals) by our incorporation, the Society can still be held liable for damages. And, as it would not take a very large judgement to wreck our finances, we must take precautions against such happening.

#### CAUTION!

The Board trusts that members will not be offended at this announcement, but it is felt by the Directors that mention should be made of this matter now - at the commencement of our working era -

## RECORDINGS.

This project, commenced by the A.E.T.A., for making recordings of tramway sounds, has been transferred to the Society. The A.R.H.S. (Victorian Division), with whom we are collaborating, have kindly made their recording equipment available to us. Some work has already been done, but a great deal more lies ahead. It is hoped to produce and sell the first record in the not too distant future.

## GENERAL NEWS AND NOTES.

Two copies of the Works Manual prepared and issued by the Seashore Trolley Museum (U.S.A.) have been purchased. One is to remain in the Library, while the other will be used by work parties as required.

Our member, Rev. L. Marshall-Wood, has generously donated his extensive V.R. tramway ticket collection to the Society. We are most grateful for this kind offer.

A Spirit type duplicator was purchased by the Society in January, and is now being used to produce forms, circulars and to print this Journal. It has proved most valuable.

A form of Introduction has been prepared, and should be carried by members whenever they are visiting Tramway Depots, Workshops, etc. Please apply to the Secretary at least several days before your visit, so that sufficient time is available for a form to be issued.

In May, 1964, Mr. N.H. Gipps was able to purchase an excellent First Aid Kit, at a substantial discount. The kit is an essential addition to Society property, although we hope that it will see little use!

The Society has successfully completed negotiations with the M. & M.T.B., to obtain access to the cars stored in Malvern Depot. Permit forms have now been prepared, and must be filled in by all members wishing to assist in work on these cars. Circulars have already been issued on this matter.

An Introductory Brochure has been prepared outlining the aims and objects of the Society, and will be distributed to interested non-members. Why not hand one to a friend who has expressed an interest in the Society's activities? Copies are available from the Secretary.

The Board of Directors is currently investigating the possibility of acquiring a second-hand motor truck for use in construction and transport work. It would be a most valuable asset.

rather than subsequently (such as after an "incident" has taken place).

All of us must have some degree of the desire to collect and preserve - hence our congregation together as members of this Museum Society. Being thus a co-operating group, responsibilities devolve upon each individual towards the Society as a whole. One such duty is the preservation of our joint property. And this is the point of this note: Souveniring!

The Board realises that many members - and future members and visitors - like collecting things. But, please, do not take - or allow others to take - fittings from our trancars, in particular, and other property in general. We have joined together to establish a Museum, and must, therefore, retain everything that we can acquire, if the Museum is to be worthwhile. Consequently, please do not remove anything for "private preservation", particularly from the Society's cars and cars upon which you may be working for the Society (such as dismantling for spare parts).

In conclusion, members are reminded of item 4(3) of the Articles of Association which, if the occasion unfortunately arises, present and future Directors will have no option but to enforce.

#### INSURANCE.

The Society has arranged with the Royal Insurance Co. Ltd., for members to be covered by a form of Personal Accident insurance while working on the Society's jobs. A premium of 2/- per person per day is payable before work commences to the officer in charge of the job. Benefits cover medical expenses to £50:0:0, partial disablement £3:0:0 per week, total disablement £12:0:0 per week, loss of one limb or one eye £1,000, loss of two limbs or two eyes or one limb and one eye £2,000, and death £2,000. It is to be hoped that no serious claim will ever need to be made, but, as we will be undertaking tasks which most of us would never do normally, it is wise to be prepared. This scheme is similar to that in use by our Sydney contemporary, S.P.E.R.