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The Tramway Museum Society of Victoria Ltd.
The Running Journal.

Editor: J. Rawnsley.

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EDITOR'S NOTE.

Since the first issue of "R.J." appeared several members have spoken to me regarding ideas for future issues. I am always very happy to receive any criticisms or suggestions which will help to improve our Journal. Therefore please do not hesitate to write to me if you have any ideas. Letters should be addressed C/O the Secretary, who will forward them to me.

SITE NEWS.

Two further sites have been investigated by the Committee, but both ultimately proved to be unsuitable. The search continues and any member who feels he has a useful suggestion to make should notify the Board so that it may be investigated.

PERSONAL NOTES.

Our congratulations to two members who have recently announced their engagements -

- Mr. A. L. Bobee
- and Mr. A. G. Culpeffer-Cooke.

APPOINTMENTS.

Mr. R. Hudson has been appointed Reclamation Officer, and Members have already received circulars about this activity. Rodney has already made sales of waste paper and scrap metal valued at several pounds, and this has been paid into the Society's funds.

In order to relieve the Secretary of much administrative work, the Board decided to create the positions of Manager, and Secretary's to Departmental Officers. Applications were called for the former position, and Mr. R. H. Prentice has been appointed to this task. The Board has also made the following appointments:- Mr. B. E. George has been appointed Secretary to the Controller of Archives; Mrs. W. A. Stonham has been appointed as Secretary to the Rolling Stock Superintendent.

The Board also decided to create the position of Controller of Stores, and, after applications were called, Mr. L. W. Rogers was appointed to the position.

YOUR FELLOW MEMBERS.

The Board has decided to publish a list of names to help members to get to know each other.

Prentice. R. H.	Arthur. Miss B. M.	Cooke. A. G.
Beebe. A. L.	Frost. J. E.	Manning. I. G.
Kings. K. S.	Hill. A. C.	Saletto. J.
Dowel. J. W.	Walker. K. J.	Richardson. D. J.
Rogers. L. W.	Walker. Mrs. F. M.	Shoebriidge. C. L.
Duckett. P. W.	George. A. W.	Marshall-Wood. L.
Atkinson. H. K.	Prentice. H. J.	Rawnsley. J. T.
Wainwright. J. W.	Stone. A. D.	Macartney. Mrs. I. M.
Stonham. Mrs. M. A.	Haworth. Miss G. L.	Pearson. N. A.
Stonham. P. A.	Martin. Mrs. M. E.	Mercer. W. G.
Stanley. I. J.	Hoffman. G.	Lees. R. H. K.
Pearson. R. W. O.	Kings. Mrs. L. R.	Craig. C. L.
Williams. D. H.	Kings. C. S.	Alfred. J. E.
Gipps. W. H.	Hudson. Mrs. E.	Bishop. R. G.

These 42 people comprised the membership at 30th. June last. Since then, the following have been admitted to membership.

Iyden. P. J.	Johnstone. E.	Vine. S. J.
Jowett. D. F.	Maynard. G. L.	Heming. R. F.
Twentyman. A. E.	Stanes. K. D.	George. B. E.
Newell. Miss L. I.	-	-

STATISTICS ARE INTERESTING.

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On 10th. September, 1962, a meeting was held of those interested in forming a Society that would specialise in preserving tramcars and associated items in Victoria. Twentyeight people attended this meeting, of whom twentysix indicated that they would be willing to join the proposed body (after all explanations were made). Of this 26, 18 were members of our sponsor body, the A.E.T.A.; of this 18, 10 subsequently joined the T.M.S. Although the initial interest in our Society came largely from our sponsor body, later recruiting has been from "new ground"!. Reverting to the original 26 people, five were under 21 years of age, and were therefore prevented from joining the Society when it incorporated. However, four of these young men are taking an active interest in helping the Society. Of the 21 adults, 15 have joined (including the five who subscribed to the Company's Memorandum and Articles of Association to enable it to be formed), four have indicated that they have decided not to join, one is still "considering", and one has not made any further contact. Of the 52 names listed in the previous item, only 15 are still A.E.T.A. members. This gives a ratio of seven to two against, and demonstrates that, although this Society was sponsored by the A.E.T.A. but two years ago, it has, in this relatively short space of time, become a distinct and rapidly growing unit, in its own right.

NEWS FROM OTHER MUSEUMS.

Our congratulations must go to two contemporary groups who have both passed major milestones in their achievements since our last issue appeared. Firstly closest to home, the South Pacific Electric Railway had a momentous day on the 19th. July, 1964, when the first operation of an electric car took place. This event marks the culmination of many years of work and I am sure every member will join with me in wishing them similar success in the tasks that lie ahead.

The second event is even more staggering to a young group like ourselves for on 4th. July, 1964, the Seashore Trolley Museum at Kennebunkport, Maine, U.S.A. celebrated its 25th. Anniversary. From a humble beginning like our own, they have grown to be the largest tramway museum in the world. Let us hope we can emulate their amazing example of perseverance and hard work.

In Wellington, N.Z., which recently lost its tramways, a very active group, The Tramway Preservation Society, are pressing ahead with their project for an operating museum, tentatively known as The Queen Elizabeth Park Tramway. A selection of Wellington cars has been preserved and an excellent site obtained in Queen Elizabeth Park.

In Christchurch, N.Z., the Tramway Historical Society Incorporated has recently completed the restoration of an early horse car and are proceeding with plans to restore a double deck trailer of 1879. To assist in this project the Society have issued a booklet on Christchurch Tramways. This is available for 2/6 (Australian) from P.O. Box 1126, Christchurch, New Zealand.

GENERAL NEWS.

The M. & M. T. B. recently offered its F. W. D. vehicle (post hole digger and pole hoist) for sale (having replaced it with a new unit). The Society tendered for it, but was not successful.

Earlier this year, the Society applied to the Taxation Department to be classified as an organisation to which donations of £1:0:0 and over (in any one Taxation year) may be claimed as Tax Deductable by the donors. We are pleased to advise that this request was recently granted. Members (and non-members) donating cash or materials will be issued with an appropriately marked receipt (for cash) or form of acknowledgement (for materials).

TOURS.

A tour was conducted by the Society on Sunday, 4th October, 1964, using W5 class tram No. 751. The tour departed from South Melbourne Depot at 1.10 p.m. and traversed the following route -- South Melbourne terminus, to East Coburg terminus Brunswick Road, St. Georges Road via Holden Street, Plenty Road to Preston Depot. After a depot inspection the tour followed High, Smith, Gertrude and Nicholson Streets to Victoria Parade. From here the tour was to run via Victoria Parade/Street to Church Street and Route 79 to Luna Park returning to South Melbourne Depot along St. Kilda Road, Park Street and Kingsway, but owing to the curves being reconstructed at the corner of Victoria Parade/Street and Hoddle Street, and the suspension of tram services through that intersection, the altered route was to the terminus in Bourke Street, returning to Victoria Parade along to Brunswick Street, shunt, thence to St. Kilda via South Melbourne Terminus at Fitzroy Street via Collins and Clarendon Streets with a stop at South Melbourne Cricket Ground to allow members to inspect reconstruction work at the storage loop crossings. On leaving the terminus, the special tram returned to South Melbourne Depot via Clarendon, Park and Sturt Streets.

A Tour program has been drawn up for 1965. Members will be advised in due course.

COMING EVENTS.

On the 7th and 8th of November the Mulcahy Bros' property near Beaufort will be the venue for a steam rally. It is hoped that a visit by members can be arranged for Sunday 8th. This should really be a great day, for previous rallies at this centre have brought forth a display of traction engines, steam rollers, etc., sufficient to raise the blood pressure of any steam enthusiast. Members and friends of the Society will have received details by now.

The Puffing Billy Preservation Society are having a film night in November featuring two brilliant English films. (I know they are good, having seen each one several times.)

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COMING EVENTS. (Continued). (5)

The first film is "The Titfield Thunderbolt", a very funny story, filmed in colour on a branch line of the former Great Western Railway, and the second "The Reluctant Maiden", also in colour, about a Burrell showman's traction engine named The Iron Maiden. This film includes some excellent shots at a steam rally at Woburn Abbey.

The films will be shown on two nights, Friday 13th and Tuesday 17th, November, at 7.45 p.m. at the Blackburn Theatre, corner of Central Road and Blackburn Road, Blackburn. Admission - Back Stalls 6/-, Front Stalls 4/6, Children 2/6 for any seat. Tickets available from Mrs. D. Murray, 412 Toorak Road, Burwood.

A theatre night is being held on Tuesday 8th December for the comedy "A Funny Thing Happened on the way to the Forum". At Her Majesty's Theatre, 31/- Dress Circle seats available for 22/6. Details from the Editor, 'Phone 85-4648.

ARCHIVES.

The Society has formed a very good contact with the Beaumaris and District Historical Trust. Under the Controller of Archives, members have transcribed a large quantity of notes from the Trust's Library pertaining to tramways in general and the Beaumaris line in particular. This material may be perused by arrangement with Mr. Prentice. Our Society has applied to join the Trust, as a mark of appreciation of their considerable help, and our Board has decided to nominate our Chairman as representative. Our application will be considered at the Trust's next meeting. A member of the Trust has made some remarkable "finds" at her home in recent weeks, after meeting some members of our Society. She had donated to us one apron - still complete with Duncan and Fraser's builders plate - from open toastrack tram No. 5, one of its tip-over seat backs, and several roof sticks and ribs!. The apron was partly buried in the ground as a rat-proof side to a fowl house, and the wood somehow escaped being used as firewood, (for which purpose the car was purchased).

The Controller of Archives reports that the Society's Ticket Collection continues to grow. The main acquisition in the last quarter was a quantity of surplus tickets from Mr. L. J. Denmead, of Ballarat. Most of these were old Ballarat issues, but some were from other systems.

ROLLING STOCK.

Small work parties have recently removed spare parts from three old cars situated in country areas.

Unfortunately, very little has been done towards further restoration of the body of the Beaumaris horse tram. We have received an offer of assistance from a car-builder, but before work could be arranged, he became ill. His recovery has been slow, but it is to be hoped that he will be well enough to assist us soon. We have been fortunate in obtaining an original John Stephenson four wheel truck which was originally under cable car No. 10. Parts from this truck will be used in the restoration of the Horse Tram, which is fitted with a similar truck.

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ROLLING STOCK. (Continued).

It has been decided to restore Birney tramcar No. 217 to as near original condition as possible. It will be returned to a brown and cream external finish, with a varnished interior. The main physical alteration will be the installation of a large trolley bridge to carry the twin trolley bases. Trolley pole holding-down hooks will also be fitted, and it is hoped to eventually acquire and fit two trolley rope retrievers. The "Pay" notices and destination boards will be removed from the car sides and ends, and window bars fitted.

CAR LOCATIONS.

As Members know, our seven tramcars are stored on private property. The Board requests Members not to unwittingly endanger our good relations with our "Landlords" by mentioning these locations to strangers. That is, please do not tell people, of unknown connections, how our cars are disposed. We are anxious not to cause inconvenience to any of our benefactors. Members will doubtless realise that the Society would be placed in a very serious position if we were given an "eviction order" because of a nuisance committed by unauthorised persons.

ISSUE OF TOKENS IN BALLARAT ABOUT 1915.

FARE BOX DRIVERS are given so many shillings worth according to the requirements of the time they are on and the cash received for the sale of the unsold are returned through the receiving Clerk on the daily Cash Sheet. They are reconciled in book provided for the purpose. The tokens in the Fare Boxes are brought into the reconciliation book.

CONDUCTORS are given a permanent stock of 12/- green, 5/- pink and each day they either return to the office the surplus or obtain a refund, that is after keeping back their stock or as much of it as the tokens in hand at the close of their shift will do.

Tokens are made up in metal tubes holding 12/- green and 5/- pink and are measured into the tubes by a machine designed for the purpose. These tubes made a considerable saving in time as against wrapping, which was done in the beginning.

To balance the tokens returned by - Drivers; Conductors, in the Fare Boxes and prepare the outfits and the refunds, takes about $\frac{1}{2}$ a day for one clerk.

Tokens were purchased from the Crystalate Co., Tonbridge, Kent,				
in 1914	@	26/-	per 1000	now 60/- or Crystalate 42/-
25% Duty		7.2	" "	on 1,000,000.
Shipping & Wharf charges		.5	" "	
Total Cost		<u>33/7</u>	" "	

Local quote for Hazite 17/- per 1000 and Die £25.