

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

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EDITOR'S NOTE.

My plea in the last issue for criticisms, contributions, etc has brought no response; I can only assume that every reader thinks the Journal is perfect or else doesn't read it at all. Not believing either, I ask again that any reader who has anything to offer in the way of criticisms, suggestions, news, articles, etc which they feel would benefit our magazine, should contact me and have a chat about it. Telephone 85-4648.

NEW APPOINTMENT.

Miss. L. Newell has been appointed as Treasurer to succeed Mr. A. L. Babee.

PERSONAL NOTES.

The marriage of Member Miss. G. L. Haworth to Member Mr. B. E. George was celebrated at St James', 435 Inkerman Street, East St Kilda, on Wednesday 2nd. December, 1964. To Glen and Barry, we extend our congratulations and best wishes for the future.

ROLLING STOCK NEWS.

Work is proceeding extremely well on Birney car No 217. A new trolley bridge has been made and fitted and the second trolley base has been fitted and wired. The exterior of the tram has been rubbed down and surface imperfections filled with the result that the finish is now like glass ready to receive the first coats of its new finish. Some work has also been done on the car interior and I am sure that when this restoration is completed, No. 217 will be a showpiece equal to any restored tramcar in the world. The only discordant note in this happy story is that the amount of work to be done could easily absorb the efforts of more volunteer labour, so how about making an appearance at Malvern Depot soon; - you will be assured of a pleasant day's work with plenty of discussion on Tramway and other subjects.

The next project will be to restore the K1 class tram No. 467 to as near original condition as practicable. This will comprise:- removal of the false ceiling, repainting in chocolate and cream livery and other small alterations. A start has been made on this project but work is limited whilst the vehicle is in open storage as at present.

NEWS FROM OTHER GROUPS.

In early September, three members of our Sydney counterpart, The South Pacific Electric Railway Co-operative Society Ltd., visited Melbourne and whilst here, met with our Chairman and Secretary and discussed matters of mutual interest. The three S. P. E. R. members were:-

Messrs K. McCarthy. (Chairman)
D. Budd.
J. Shoebridge.

The Tramway Historical Society (Inc) of Christchurch (N. Z.) successfully ran their restored single deck horse tram in the streets of Christchurch between August 29th. and September 4th. creating much public interest. (See note in R. J. October issue.) This group are now hoping to restore a double deck open top steam tram trailer. This remarkable vehicle is ex Christchurch Tramways Board and was number 91 in their fleet.

A Newsheet dated October 29th. '64 has been received from the Surrey Hills Steam Loco Society who specialise in live steam model locomotives.

This Society has established contact with a group known as the Glanaldex Arch who publish a monthly journal titled "The Sennachie Newsletter". The group operate from Havelock and approaching, but not including, Ballarat, Daylesford, Bendigo and St Arnaud. They are interested in the local history of the area and are exchanging publications with us.

ANNUAL GENERAL MEETING.

Held on Thursday 8th. October 1964, at Toorak Anglers Club Hall.

17 members were present.

The Chairman's Report and The Financial Report were received and approved and some members' queries regarding the Reports were answered.

ANNUAL GENERAL MEETING.Continued.

The following Directors were elected:-

Mess^{rs} R. H. Prentice.
 K. S. Kings.
 J. W. Dowel.
 P. A. Stoneham.
 J. W. Wainwright.
 A. G. Culpfeffer-Cooke.

E. N. Morey and Son were re-appointed Auditors for the coming year.

The Chairman then gave the meeting a resumé of events and activities which were not mentioned in the Annual Report.

At the subsequent Board meeting the Directors re-elected Mr. Prentice as Chairman. All other office bearers were also re-elected. They then agreed together to serve for terms as set out below:-

Mess^{rs} J. W. Dowel & K. S. Kings. 1 year.
 " J. W. Wainwright & A. G. Culpfeffer-Cooke. 2 years
 " R. H. Prentice & P. A. Stoneham. 3 years.

Due to a vacancy on the Tours Committee brought about by the retirement of Mr. Bebee, who did not seek re-election as a Director, Mr. Wainwright was appointed to fill the position.

NEW ACQUISITIONS.

One half of the 4'-8½" -- 5'-3" mixed guage crossing from the corner of Carlisle and Barclay Sts, St Kilda, was obtained from the M & M. T. B., for its scrap value. The crossing was removed during the recent track reconstruction in Carlisle Street.

TOURS.

Four tours are planned for 1965 as follows:-

SUNDAY FEBRUARY 7th. M & M. T. B. system tour using P.C.C. tram No. 980.

SATURDAY APRIL 10th. or SUNDAY APRIL 11th. Day trip to Bendigo to commemorate the 75th. anniversary of the initial trial run of a Battery electric tram in that City. The event took place on Thursday, April 10th. 1890.

SUNDAY AUGUST 29th. M & M. T. B. tour.

SUNDAY NOVEMBER 14th. M & M. T. B. tour.

Members will be advised of further details in due course.

REPORT OF MEMBER'S VISIT TO LAKE GOLDSMITH ON NOVEMBER 8th.

Members enjoyed a visit to the rally of the Lake Goldsmith Steam Engine Preservation Society at the Mulcahy Bros' property. A number of fine units were on display including traction engines, steam rollers, portable engines, and miscellaneous other vintage vehicles, some restored and some yet to be but all a stirring sight. A week before the rally, the Chairman learned that Ballarat tram No. 18 was decorated and illuminated for the Centenary of the Borough of Sebastopol and so it was arranged for it to be available at the depot for photos. This was made possible by the kind co-operation of the depot foreman, Mr. D. Irvin.

LAKE GOLDSMITH REPORT Continued.

On the return trip to Melbourne, a stop was again made at Ballarat for tea and the departure after tea was delayed to permit a trip around the system on tram 18 to obtain some twilight photographs.

Whilst at Beaufort, some minor spare parts were obtained from cable-trailer No. 250., which is the property of a local farmer.

Attendance on the trip was less than had been hoped for but costs were covered thanks largely to Director P. Stoneham, who arranged the hire of the bus and kindly donated his services as driver, thus largely reducing expenses.

GENERAL NEWS.

A limited response has followed the announcement of formation of a Research Group but till now the Secretary has been too busy to arrange a meeting to enable work to commence. More news soon on this matter.

S. P. E. R. has arranged with the A. B. C's Sydney T. V. station for the T. M. to have permission for the A. B. C. film of S. P. E. R. activities to be copied and sent to Sydney for S. P. E. R. use.

Members are requested when proxy voting forms are not used, to retain them and return same to the Secretary as this will result in savings in printing costs.

The Controller of Stores requests any person who is holding Society property, and who has not already done so, to advise him immediately, C/O the Registered Office, giving details of items in his possession.

Members are advised that in 1965 tickets will be available at reduced rates for many of the live theatre shows and some of the films screened in Melbourne's city theatres. This is an excellent revenue earner for our Society and Mrs. B. Rawnsley the organiser, has donated £10 to our funds with the promise of further donations provided we support some of her theatre nights. Members will be notified further in the New Year or ring 85-4648 for details. Remember, our Society needs every penny possible to help us achieve our aims.

BOOK REVIEWS.

Two new books have been released this month which will be of interest to those interested in overseas tramways. The first, "Modern Tramway Review" edited by J. Joyce, is to be an annual feature issued by Modern Tramway magazine.

"Modern Tramway Review" comprises a selection of articles by various authors. Among these are a study, over the past ten years, of Blackpool, Britain's sole-surviving tramway system. A fine article which will interest most readers is by Geoffrey Claydon and outlines the development of Grich tramway museum since the idea for it was proposed in 1948. Other articles cover a visit to Brazil where trams are still operating, the Kimberly tramways in South Africa still operating on a limited scale and with the atmosphere of an American interurban at the turn of the century, and modern articulated cars in West Germany. Also included are several articles on English systems in their great days past. Good writing, many photos and 95 pages for 22/6 make this a very good buy for some holiday reading.

BOOK REVIEW continued.

The second new book is "Tramway Heyday" written by J. Joyce. This book is a follow up to the same author's earlier book "Tramway Twilight" but deals instead with the years from the late 1800's to the late 1930's when the tram was unchallenged as Britain's main city and suburban transport medium. Chapters deal with horse, cable and steam trams and include many good photos. The bulk of the book is however, devoted to the electric era in many of the bigger cities in England. Naturally in a book of this size, no large amount of historical data on any particular system can be included but for a wide coverage of main systems in their great years and a good selection of photos it can be recommended as a reading but not a reference book. Price 37/6. Both the above books are published by Ian Allan Ltd. and are available at city bookstores specializing in transport publications.

HISTORICAL NOTES.

M & M. T. B.

17/11/23.

Cars fitted with Air Sanding Gear are only supplied with one sand pedal. Motormen must, when changing ends, remove the pedal from rear end of car and place in driving end ready for use.

7/12/23.

The use of reverse lever for moving points is strictly forbidden.

10/12/23.

The following Stop-marks are to be made compulsory on the down grades. Cars must stop at these marks. When starting cars power is not necessary as cars will start with the release of brakes :-

Glenferrie Road near Kooyong.

Pole No. 112 for cars going South.
Pole No. 90 for cars going North.

CANNENWELL ROUTE.Malvern Road.

Pole No. 149 for cars going East.

Burke Road.

Pole No. 33 for cars going South.
Pole No. 66 for cars going North.

HIGH STREET AND GLEN IRIS ROUTE.

Pole No. 143 for cars going East.
Pole No. 176 for cars going West. (single line)

MONT ALBERT ROUTE.White Horse Road.

Pole No. 20 for cars going West.

(6)

HISTORICAL NOTES continued.
22/10/23.

M & N. T. B.

SPEED OVER VICTORIA BRIDGE.

Cars must not be driven across Victoria Bridge at a speed exceeding 8 miles per hour.

6/3/24.

SIGNAL BELLS ON CARS.

On and after Sunday 9th March, cars on the Electric Systems, now fitted with FOUR signal bells, will be fitted with TWO signal bells only, one at each end of car, in Motorman's cabin.

The cord connecting with front bell, in direction in which car is travelling, run along entrance side of car and will be a fixture to rear end of car, consequently Conductors, when giving signals to Motormen, must use the entrance side cord.

7/3/24.

NOTICE TO MOTORMEN - RE BUNDY KEYS.

On and after Monday 10th Inst. a new set of Bundy keys will be brought into use. Each Motorman will, after signing on, obtain key to correspond with his table number on both A.M. and P.M. shifts and will be held responsible for that key being placed on its proper hook at the completion of his shift. No excuse will be accepted from any Motorman for not taking a key with him. In the event of any key being lost or withdrawn for repairs a substitute MUST be obtained from Inspectors office and the Inspector in charge of shift notified accordingly.

These instructions must be strictly adhered to.

Crew on Table 101 carry No. 1 Key.

" " " 102 " " 2 " and so on.

17/3/24.

NOTICE TO MOTORMEN.

Cars running into depot will do so with poles trailing. After cars are in depot, pole will be turned and left in trailing position ready to run out. Begin cars to be left with pole trailing ready to run out, leading pole under hook.

Controller handle and reverse lever to be left on top of controller (not in position) on the front end leading out.

2/4/1924.

BARKERS ROAD CLOCK.

Conductors of cars from Victoria Bridge to Deepdene, Mont Albert and Esplanade are not to ring clock. Cars going to Victoria Bridge must ring as usual.

BALACLAVA JUNCTION CLOCK.

Conductors of cars on Esplanade Route from Malvern, Glenferrie or Victoria Bridge are not to ring Balaclava Junction Clock.

21/10/24.

GAMBERWELL RAILWAY STATION.

Motormen of cars going South are to bring their cars to a stand opposite our line of footpath of Cockson Street to enable passengers coming from Railway Station to see car if waiting after they have left the Railway ramp.

(7)

NOTES continued.

M & M. T. B.

31/10/30.

NOTICE TO PASSENGERS.

On and after Sunday, 2nd November, 1930, 6d. Combined Tickets will be available between :-

- (a) Hawthorn Road, North of Glenhuntly Road, and the City via Hawthorn and Dandenong Roads.
Transfer Point - St Kilda Junction.
- (b) Intersection of Hawthorn Road and Balacclava Road and the City, via Balacclava Road.
Transfer Point - St Kilda Town Hall.
- (c) Intersection of Hawthorn Road and Glenhuntly Road and the City, via Glenhuntly Road.
Transfer Point - Elsternwick Railway Gates.

Passengers must ask the Conductor for "6d. Combined Tickets" to cover the journeys indicated.

24/4/24.

CHANGING DESTINATION SIGNS.

On routes where destination signs are allowed to be changed before reaching terminus same are not to be changed before reaching the last compulsory stop.

23/7/24.

MALVERN DEPOT.

Complaints have been made that Conductors are not calling out Destination of Cars. Conductors on cars running between St. Kilda Road and Glenferrie Road must call out to passengers (who may be waiting at the stopping place of cars from Camberwell at the Corner of Glenferrie and Malvern Roads) "This car for St. Kilda Road".

27/6/1924.

NOTICE TO CONDUCTORS - MALVERN, KEW, AND GLENHUNTLY DEPOTS.

SCHOLARS' CONCESSION TICKETS.

On and after Monday, 30th June, 1924, Conductors at the above Depots will be supplied daily with a packet for use as a container for Scholars' Concession Tickets received by them.

Each Conductor must fill in the necessary details on the face of the packet. The entries showing the various denominations and total number of tickets received, must correspond with the figures entered on his Revenue Journal. The packet must then be securely sealed and paid in with other returns for the day.

22/11/23.

POST OFFICE EMPLOYEES TICKETS.

On and after Saturday, 1st December 1923, Post Office Employees' Tickets at present in use on Cable lines only, will be accepted on the ELECTRIC tramways as payment of a fare by such employees for a SINGLE SECTION ON ANY DAY (Sundays and Holidays included). A 1½ cash fare ticket must be issued, properly marked for the section over which the holder is entitled to travel, for each ticket received.

These tickets must be accepted ONLY FROM LETTER CARRIERS AND TELEGRAPH MESSENGERS, if permanent men, when wearing their full uniform, or if casual men, when wearing a Red Arm Badge, lettered "P.N.G.", and a number below in black.

(8)

NOTES Continued. POST OFFICE EMPLOYEES TICKETS. Continued.
These Post Office Employees may take with them, parcels bags, and other mail matter, free up to 28 pounds weight, and must pay a fare (Special Ticket or otherwise) for an extra 28 pounds, or part of that weight; but their packages must not exceed 56 pounds, or be so large as to inconvenience other passengers.
REVENUE JOURNALS - The above tickets are to be entered under heading "Paid in by Conductor" as "---P.O. Tickets @ 1sd." and value extended in cash column. Where automatic receivers are in use, these tickets are to be placed in cash tray.

29/7/24. NOTICE TO CONDUCTORS. Malvern, Kew & Glenhuntly Depots.
BALACLAVA JUNCTION.

Complaints are being received that our cars are not waiting or giving a chance to passengers changing from one car to the other. It was pointed out that the Buses were getting our passengers from Victoria Bridge to Caulfield. This is a serious matter to us, and it is clearly to be seen that to hold our own it is the duty of every Conductor to study his passengers, and to pick up all we can. Inspectors are to give this their attention.

6/8/24. NOTICE TO CONDUCTORS.

Complaints have been made that Conductors are leaving the barriers down on the South side whilst at Safety Zone at Victoria Bridge. Conductors must have both barriers up whilst at this terminus and to drop barriers on South side as car is leaving Victoria Bridge.

18th August, 1924. SATCHELS TO AND FROM MALVERN DEPOT.
From Monday, 18th inst., letter satchels will be despatched daily between Head Office and the Malvern Depot via the following routes :-
By Burke Road Electric cars between Coldblo Road, Malvern and Chapel Street, Prahran.
By Prahran Cable cars between High Street, Prahran and Bourke Street, Melbourne.
By Bourke Street Cable cars between Swanston Street and Head Office.
Signalmen on duty will hand the satchels to the Conductors at the intersection.
The satchels must always be carried in the Drivers' compartments from point to point.

29/8/24. NOTICE.
During the A.M. Peak Loading cars arriving at St. Kilda Road on High Street and Malvern Road, after discharging passengers, must (if another car is approaching) pull out clear of the shunt and wait for time.

2/9/24. NOTICE TO MOTORMEN.
An Automatic high speed circuit breaker has been installed at Barkers Road near Kew Depot. Motormen are to note that, when power is off, they are to place controller handle to "off" position and try lights before cutting into power.