

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

Editor :- J. Rawnley.

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EDITORS NOTE.

MEMBERS! Have you any information, news, articles etc., suitable for our magazine? If so, contact the Editor immediately. 'phone 854648.

PERSONAL NOTES.

The engagement is announced of Robyn Jean, only daughter of Mrs. J. Hotchin of 8 Grace Street, Camberwell and the late Mr. R. Hotchin to member Stanley John Vine, eldest son of Mr. and Mrs. W. Vine, of 174 Lower Dandenong Road, Mentone. Sincere congratulations to Robyn and Stanley from all members.

STONEHAM:

On April 8, to member Noelle and member Peter — a Son (Michael John). Congratulations and best wishes to the happy parents, from all members.

NEW APPOINTMENTS.

Mr. R.J.E. Fellows has been appointed Librarian.

Three Junior Members have shown such enthusiasm in assisting office bearers with their work that it has been decided to appoint them to positions as follows :-

Kelvin. R. Pinner - Assistant to Rolling Stock Supervisor.
 Michael. L. Dunn - Assistant to Electrical Supervisor.
 Douglas. J. Prosser, Assistant to Controller of Archives.

GENERAL NEWS.

Since the Society was incorporated as a limited company, the Board of Directors have been extremely concerned as to the position of many people under 21 who have expressed a wish to join the Society. This situation has arisen because the Solicitor who drafted our Memorandum and Articles of Association advised us that it was undesirable to admit persons under 21 years of age (legal infants) to membership of an incorporated company. This matter was investigated and various proposals discussed with the following result. It has now been resolved to admit minors to membership for a 12 month trial period. This arrangement will be at the absolute discretion of the Board of Directors. The entrance fee on admission will be handed to 2 trustees who will bank it in a separate bank account which will be opened solely for this purpose. It will be held until the member in question becomes 21 years old and will then be paid by the trustees into the funds of the Company.

The 2 trustees will be Mr. Bob Prentice and Mr. Jeremy Wainwright. If after 12 months the trial proves successful, then consideration will be given to amending the Articles of Association, to make this a permanent arrangement.

Members who have photos of our Museum cars, namely, M. & M. T. B. 164, 182, 217, 467; Bendigo 3 and V. R. 34, taken when the cars were in regular service are asked to contact Mr. Bob Prentice, since there could be a market for copies of these.

At the next Extraordinary General Meeting, (members will receive notification of this meeting with this copy of "Running Journal"), Mr. D. Tatum (Controller of Stores - M. & M. T. B.) and Mr. H. Simkin (Assistant Controller of Stores - M. & M. T. B.) will discuss their recollections of the days when they worked on Melbourne's cable trams. This should be an excellent talk on a fascinating subject. Members and friends are invited to attend this meeting.

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REPORT ON EXTRAORDINARY GENERAL MEETING HELD ON 22nd. MARCH, 1965.

After the formal business, members J.W. Dowel spoke on his experiences with the N. & M. T. E. as a conductor, motorman and traffic inspector. The talk was humorous and informative and appreciated by all present. The Chairman requested the Secretary to report on his visit to Sydney for the official opening of The South Pacific Electric Railway. This report will be found elsewhere in this issue.

CAR NEWS.

The Board has decided that it is desirable that an Ex-Geelong "Pengelly" car should be added to the Museum stock. A vehicle of this type is available in good order at Geelong. Members are asked to subscribe to a fund which is being established to enable the car to be acquired from its present owner and moved to a storage spot in Melbourne. The "Pengelly" cars, as most members will be aware, were a large Radiax truck tram of very vintage appearance and one in our Museum would be a unique exhibit. In the event of negotiations for this car being unsuccessful, then the money would be diverted to the preservation of other cars.

Work on Birney No. 217 proceeds. Mr. Noel Gipps is currently rewiring the car to permit the restoration of the original passenger - driver push button communication system.

CORRESPONDENTS WANTED.

Member Bob Bishop has passed on the following information.

Mr. Lennart Nilsson,
Virvelvindsgatan 20A. Vll.,
Göteborg. H.,
SWEDEN.

is interested in exchanging 8mm films and/or 35mm slides on trams & trains.

Mr. James. C. Donald,
314 Helen Street,
LINDEN., N.J., 07036.
U.S.A.

is interested in 8mm films on trams only.

Members who contemplate communicating with either of these gentlemen would be well advised to contact member Bob Bishop at 43 Prospect Hill Road, Camberwell., who has more complete details.

NEWS FROM OTHER MUSEUMS.

OPERATION OPENING.....A REPORT TO MEMBERS BY THE SECRETARY.

I am sure that Members will be pleased to learn that our contemporary body in Sydney, The South Pacific Electric Railway Co-operative Society Limited, officially opened its tramway to electric operation at 2.30 p.m. on Saturday, 13th. March, 1965. S. P. E. R. kindly issued official invitations to the T. M. S. Chairman and Secretary to be present at the function, but, unfortunately, Bob Prentice just missed out on a train booking and was unable to attend. Therefore, I had to officially represent our Society. Member David Macartney also made the

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OPERATION OPENING continued.

long journey to Sydney to be present on this important day. S. P. E. R. Board of Directors and Members had been preparing for the official opening for some time, but had not been able to finalise the date until some two or three weeks previously, and then, of course, the numerous things which cannot be done until THE day is determined, had to be rushed through. Many members spent most evenings at the Museum working until around mid-night; some even slept there overnight!

When I arrived a little after 10.30 a.m., there was remarkably little activity to be seen - practically everything was in position and ready for the afternoon's programme! This, alone, is testimony to the enthusiasm and zeal which members had worked. Visitors trickled in over noon, and steadily increased as 2.00 o'clock approached. An 8 car stainless steel interurban train was due from Sydney a few minutes before that hour, and deposited a large crowd on the platform adjacent to the Depot. Later estimates put the number of people at about 1400. The Deputy Premier of N. S. W., The Hon. P. Hills, arrived at 2.30 p.m., and member Kevin Martin opened the ceremony by introducing S. P. E. R. Chairman K. McCarthy. Ken delivered an address which briefly outlined the tramcar preservation project in Sydney, from the first car acquired (L/P 154) in 1950, through the transition from A. E. T. A. to A. E. T. M. to S. P. E. R., and the problems of finding a site and building the present Depot and tracks. He then introduced Mr. Hills, who spoke for a few minutes and then stepped into the driving cabin of No. 154 and drove it forward to break a white ribbon which was tied across the track. S. P. E. R. was open - and electric trams had officially returned to Sydney! During the remainder of the afternoon, two trams operated alternatively to provide a continuous service, giving free rides to 1,344 passengers. Cars used were L/P 154, K 1296, O 1111 and R 1740. Other cars on display outside the Depot (although all have been tested and have operated) were C 290 (115a), the oldest electric tramcar in Australia, having entered service 7/10/1896, 134s (D 102), and F 393, while the Balmain Counterweight Dummy was at the end of the line. The Rail Motor (ex J. & A. Brown, Abermain Seaham Collieries Ltd.) was also in the yard, and did some trips late in the afternoon. (Trams now run half hourly every Sunday, from 11.00 a.m. to 5.00 p.m., but this may be restricted to the first Sunday in the Month in the Winter).

In case any member is not familiar with the Museum, possibly a brief explanation would be in order at this juncture. The site is some 17 rail miles from Sydney, alongside the N. S. W. G. R.'s Royal Park branch line, near the level crossing with the Prince's Highway. The N. S. W. G. R. had built a platform facing to retain suitable earth-works on which to disembark Scouts for a jamboree some years ago, but did not fence it, so the earth slopes downwards to the normal level of the ground at the rear, and this informality tones in with the surrounding parkland.

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OPERATION OPENING continued.

The site chosen for the Museum is behind this platform; the N. S. W. G. R. have agreed to stop their National Park trains at this platform on several special occasions, but do not do so regularly. The Depot contains four roads, and is of wooden pole construction with timber rails and braces, and is sheathed in corrugated iron. It is regarded as a temporary structure, and it is hoped to commence building a permanent structure around it (and then dismantle it from the inside) in the not too distant future. The sub-station building is a few yards to the rear of the Depot, and is of brick construction. The main unit (not expected to be in service for possibly two years) was purchased from the Kogarah trolley bus system, and is a rotary convertor (complete with switch panels). The present power supply is obtained from two small auxiliary units, which can be run individually or in parallel. The Depot fan includes a single slip, and it is hoped to operate the points from an elevated signal box. The main line extends for possibly a quarter of a mile to "South", while an extension towards the level crossing has been partly constructed. It was on this latter track that the official opening ceremony took place. A bundy clock and a number of stop signs have been placed at suitable locations.

Other cars on the site are P 1497, 99U, (both tested and serviceable), and N 728, E's 529/530, 141s (Breakdown, ex O 1030, to be restored), 24s (Freight Car), 948 (Prison Car), 144s (Grass Burning Trailer), and Brisbane "Dreadnought" 180. Car restoration work to date includes 154, 1111, and 1296 (complete repaint), 290 (exterior repaint), 393 (being worked on), 1740 and 134s (rub down, and in fairly good condition) and varying work on two or three other cars. S. P. E. R. printed a booklet entitled "Guide to the South Pacific Electric Railway" to co-incide with the opening, and certain of the foregoing information is acknowledged to it. It contains a photograph of each of the preserved trams, brief class and car notes, introductory notes, two cover photographs and notes on Sydney trams that are still running at other locations. It is priced at 3/- (suggest an extra 6d. for postage), and can be obtained from Box 103, G.P.O., Sydney.

VISIT TO AUSTRALIAN ELECTRIC TRANSPORT MUSEUM, ST KILDA, SOUTH AUSTRALIA.

Our Secretary, Mr. K.S. Kings, as well as visiting S. P. E. R. for the opening also paid a visit to Adelaide in February. He made a call on our contemporary group in Adelaide and his observations are summarised here :-

The shed to house the car collection should by this date be completed. At the end of February, 2 bays of corrugated iron remained to be laid on the roof. The shed covers 4 parallel tracks, each about 100 ft long. The shed is very high with doors extending to roof level. No track has yet been laid outside the shed. This group are in the unique position of presently having covered accommodation exceeding their requirements. This situation will however, be remedied by future acquisitions, which will fill the shed. An annex to the main building houses a workroom and store. The Museum body consists of approximately 20 members. On site at present, they have the following vehicles -

A. E. T. M. continued.

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F1 class	tramcar	No.	282.
D	"	"	192. (ex P. & M. T. T.)
E1	"	"	111.
A2	"	"	42.
A	"	"	1.
Sunbeam	Trolleybus	"	526.

THE SEARCH FOR A SITE.

All members know that the major problem which has faced the Society since its Incorporation is the question of where to find a suitable site. It has been discussed by the Board several times and was the subject for members suggestions at the First Extraordinary General Meeting held on 30th. October, 1963. Quite a few locations and ideas have been considered, being mainly former railway and timber tramway rights of way. Several excursions have been carried out by Board Members over possible lands, and, although most places have had to be rejected, experience has been gained that will doubtless prove of value in the future. Reasons for rejection of locations have included inaccessibility, gradients, curves, bush fire risk, earth works required (to widen cuttings and embankments on timber rights of way), land already sold to adjoining farmers and, in one instance, the difficulty of successfully negotiating with no less than four Government Departments (all of whom had a "finger in the pie" of the land involved!).

Apart from the foregoing, a number of other considerations have had to be kept in mind, namely various Acts of Parliament and various Statutory Authorities. The former include the Tramways Act (originally dating from 1884), the Private Tramways Act, Melbourne and Metropolitan Tramways Act, State Electricity Commission Act (particularly the sections governing Power Supply and the S. E. C. Tramways), the Light and Power Act (the sections relevant to the erection of power lines carrying more than 450 volts), Railways Act (and its sections dealing with Private Railways), Transport Regulation Board Act and Health Department Act, while the latter naturally include the appropriate Authority for the Act concerned. The two Authorities with which we will be mainly concerned are the S. E. C. and M. & M. T. B. and a major step was taken by our Chairman (Bob Prentice) and the Electrical Supervisor (Noel Gipps) on 29th. January last, when they met senior representatives of these two Authorities. The discussion lasted 90 minutes and covered the whole field of our construction, administrative and operating programme. Quite a large amount of the time was devoted to the electrical side of the project, and therefore showed the importance attached to this section by the officers concerned. Some of the matters discussed were:- (a) Electrolysis: suitable protection of pipes and cables adjacent; application of P. M. G. Act; facilities provided by V. R. and M. & M. T. B. source of power supply; advantage of open ballast track; negative feeders; bonding of rails and steel poles to rails.

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THE SEARCH FOR A SITE. continued.

- (b) Overhead Line Work: conform to general M. & M. T. B. standards; merits of span wires and pole and bracket construction; possible supervision by M. & M. T. B. representatives; possible trolley wheel operation.
- (c) Power Supply: Rotary Converters or Rectifiers; transformation and protection in plant operations; risk of broken trolley wires; application of Light and Power Act.
- (d) Safety: qualifications and responsibilities of persons engaged in sub-station operation and power supervision; public risk and protection; site supervision during non-attendance of operating personal.
- (e) Political: possibility of having to obtain an Order-in-Council; attitude of S. E. C. and M. & M. T. B. (the most interested authorities because of their positions under their Acts) to our operations.
- (f) General: background to the Society and its projects; organisation of the Society; plans for the achievement of the aims and objects.

Our representatives feel that their reception and hearing was quite favourable, and that it is now appropriate to take a further step, as this one appears to have been successfully undertaken. The Board has, therefore, authorised the Chairman to investigate further and arrange for any meetings that might be necessary. We have moved a little further towards our goal, and it is to be hoped that nothing untoward will happen to delay our steady progress. Meanwhile, members can help achieve this position by taking part in Society activities, which include regular work parties, periodical meetings, special tours and sales of items (the latter presently limited to photographs from the Archives section). The attendance at work parties has not been as good as hoped - every Sunday at Malvern Depot! If you have not completed an Indemnity Form, please ask for one. The Tours Committee has organised six interesting trips to date, and has a number of ideas on hand for the future. We have two more tours listed for the remainder of the year, and members will be advised of these in due course. The Tours Committee plan to increase the standard of quality of our tours to make them even more interesting than those to date. It is by such means - tours and sales - that the Society can hope to earn income to enable its car restoration projects to be carried on, and thus lay the "foundations" on which somewhat bigger things can be built - namely a Depot and track!

TOURS REPORT.

P. C. C. tram No. 980 tour.

The first of two highly successful tours that have been held to date was an all day outing, using P. C. C. tram No. 980, departing from Malvern Depot for Essendon 'Drome thence to Wattle Park, where the lunch break was taken. Some of the tourists purchased their meals at the Wattle Park Chalet, whilst the others had a picnic lunch in idyllic surroundings. A feature of the morning portion of the trip was a high speed run down the reserved track in Mount Alexander Road - fantastic!

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After lunch the tour was scheduled to return to Malvern Depot in order to pick up "Afternoon only" tourists; but unfortunately, we had to change into another tram - Class W5 No. 834 - because 980 had developed a fault. The afternoon portion of the trip ran from Malvern Depot to St Kilda beach thence to Kew Depot and North Balwyn, returning to the crossover at the corner of Latrobe and Elizabeth Streets, thence to Glen Iris terminus and finally to Malvern Depot. An excellent day was enjoyed by all present.

Closure of Hawthorn Depot.

On the second tour, the Society ran a special tram on the night 13/14 February, 1965, to mark the closure of Hawthorn Depot as a running shed. We used a Class S.W.6 tramcar No. 850. The tour commenced from the Depot with a run into the City terminus at the corner of Lonsdale and Spencer Streets. On the way back to Hawthorn, the special halted for a short time in the Simpson Street shunt, thence to the Depot. After refreshments at the Depot, 850 ran out along Swan Street to the Batman Avenue terminus thence to Prahran terminus, return to the shunt north of Carlisle Street in Chapel Street thence to the St Kilda Beach terminus, shunt, then to the North Richmond terminus. However the special, in company with service trams was held up for a little while by a serious road accident involving three motor cars. When the cars had been removed, we proceeded to East Richmond Station, where we were scheduled to pick up further passengers from a special steam train tour to Warburton and return. These persons were to detrain at East Richmond and join our special and so complete the rest of the journey with us. However, as the train was approximately one hour late, we had to "hole up" so as not to delay the service trams. Eventually we returned to East Richmond where we picked up a further 24 passengers, but owing to the lateness of the hour, we went to the Batman Avenue terminus and then returned to the crossover in Swan Street at Lennox Street, where we waited until the last service tram (No. 912) shunted to run back to Hawthorn Depot. Our special led 912 back to Hawthorn. At 1.00 a.m. 14th. February, 1965, 912 preceded our special into Depot, thus, 850 was the last tram to enter Hawthorn Depot. A souvenir ticket was issued to all interested persons. The Museum marked the occasion by running a special tram over the routes that were normally served by trams stationed at Hawthorn Depot. These routes were:-

Route	77	City (Batman Avenue)	to Prahran.
"	78	North Richmond	to Prahran. (Peak hour working).
"	79	North Richmond	to St Kilda Beach. (Off peak hour working)
"	80	Depot working.	

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BOOK NEWS.

Only one new book on trams has come to light recently but it certainly warrants mention here. It is "Early Buses and Trams" by David. J. Trussler, published by Hugh Evelyn Ltd., 9 Fitzroy Square, London.

Doubtless readers will have seen other books in this series which have covered steam locomotives, traction engines, vintage cars etc. The size is 18½ inches by 13½ inches and the book consists of ten full-colour plates with accompanying texts and a separate introduction. The ten vehicles depicted all exist today in museums and they include five trams and five buses. Two of the trams illustrated are of historical importance and consist of the following:- a Starbuck double-decker from a museum in Brussels which is almost identical to the early types built by George Francis Train in the 1860's and an 1888 electric car from the Swiss Transport Museum which still has the original Siemens current-collection method which employed a type of shoe running in a slotted tube which was suspended from roadside posts.

The other three cars are British and consist of a horse car and two electrics.

All the illustrations are in excellent authentic colours and being on good paper with one to a sheet, they can be recommended for framing.

This is an excellent book and the only criticism possible is that the price is a little high. It is available at most good City bookstores which handle railway and similar books.

HISTORICAL NOTES.

Special Instructions for Drivers of Petrol-Electric Buses.

(1) The Driver must remember that there is no clutch or "change gear" to operate, and that the spark is automatically controlled with the movement of the throttle pedal.

(2) Before engine is started it is imperative that the CONTROLLER LEVER be in neutral position. At the same time the RESISTANCE LEVER must be vertical (in notch provided).

(3) In starting engine the driver must switch on and crank up. If necessary to flood carburettor the float must be moved gently. It must not be banged up and down.

(4) To warm up engine the throttle pedal must be depressed slightly.

With engine running quietly, the Driver must have CONTROLLER LEVER in neutral position and RESISTANCE LEVER vertical. The CONTROLLER LEVER must be moved to forward or reverse position as required. The throttle pedal must be depressed gently, when the vehicle will move off slowly, that's how to start bus.

The throttle pedal must be released, and the hand-brake applied to stop bus.

HISTORICAL NOTES continued.

Instructions for Petrol-Electric Buses.

Speed Control.

The controller lever must on no account be operated whilst the vehicle is in motion, otherwise serious damage to the electrical equipment will result. When the Driver leaves his seat, he must always leave the CONTROLLER LEVER in the neutral position.

The resistance lever must be in continual use to control speed of Bus according to changing road conditions. On no account must the resistance lever be set in one position and left.

To control the speed of the vehicle after full throttle has been given the RESISTANCE LEVER must be operated.

It is important that any movement of the RESISTANCE LEVER be gradual.

To start Bus on a level road, the RESISTANCE LEVER must be in vertical position (in notch provided).

To start Bus on an incline, the RESISTANCE LEVER must be gradually moved backward from the vertical position, until a sufficient engine speed is obtained to get away.

As the vehicle moves off, the RESISTANCE LEVER must be moved gradually forward until it is in such a position that the engine is not running unduly fast, but at the same time it must not be allowed to labour, which will occur if the lever is moved too far, or too quickly forward.

On no account must the engine be allowed to slow up when hill-climbing.

The backward movement of the RESISTANCE LEVER allows the engine to speed up giving more power for heavy pulling.

The forward movement of the RESISTANCE LEVER increases the speed of the motor when less power is required, allowing the Bus to speed up for fast running ON THE LEVEL, when the load is light, or when running down light gradients.

Assuming the Bus is running on the level, as soon as the engine shows signs of labouring, the lever must be moved back gradually to give more power; and, as the gradient increases, moved further back slowly until the engine is running comfortably. On no account must a gradient be climbed with the RESISTANCE LEVER right forward.

On down gradients a saving of petrol can be effected by throttling down.

ld. Tickets. Richmond ld. tickets for use on section between Spencer Street Station and Swanston Street, came into use 30th. October, 1886. Withdrawn night of 15th. July, 1887.

Police Tickets. Police Tickets @ 12 for 1/6 available for use by Constables in uniform only, came into use Wednesday 4th. July, 1886.

Workmens Tickets. Workmen's tickets sold singly to passengers by Workmen's cars in mornings only, @ 1½, and available for return by any car between 5.00 and 6.00 in evenings only, on all days except Saturday and Sunday, came into use Saturday 1st. August, 1891.

END.