

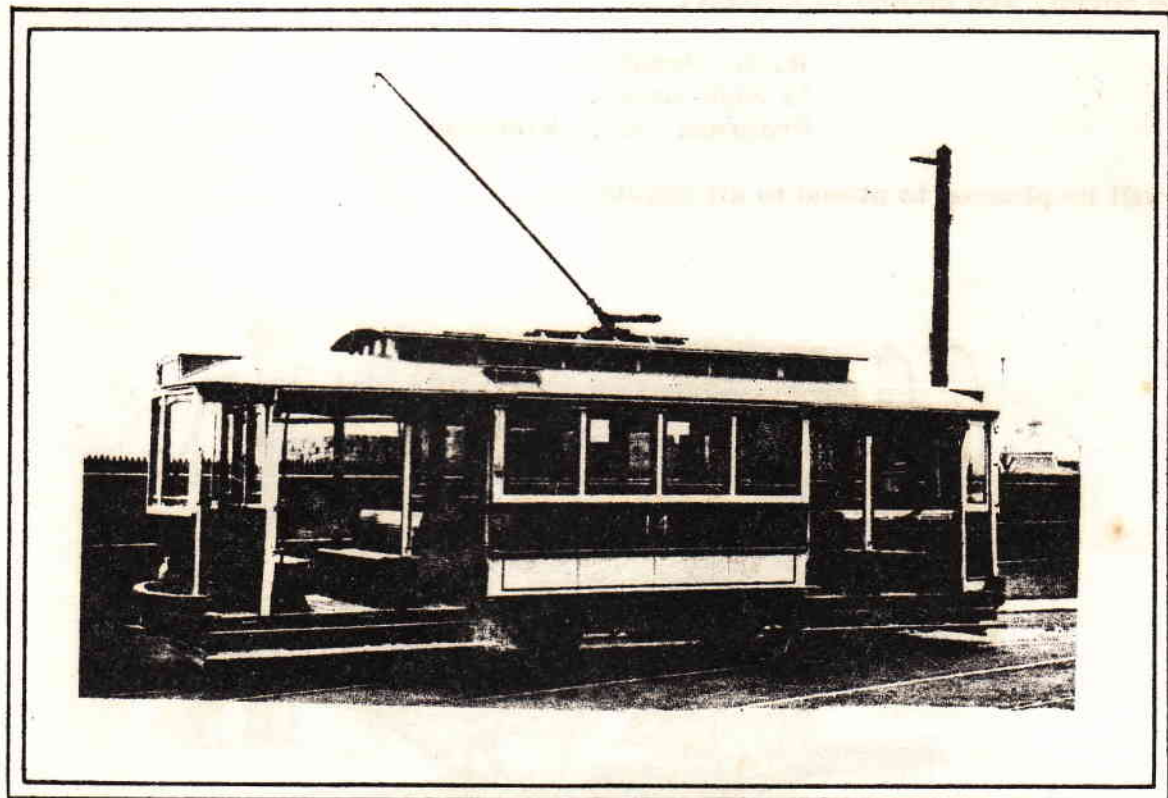
# RUNNING JOURNAL

The Tramway Museum Society of Victoria Ltd.  
Running Journal

VOLUME 3 NO 3 PRICE 12 CENTS

JANUARY, 1967

RUNNING JOURNAL is printed and published quarterly by The Tramway Museum Society of Victoria Limited.  
(A Company Limited by Guarantee)



"A" class No. 14 photographed at Hanna Street Depot (now known as South Melbourne Depot).  
M. & M.T.B. photograph.

Registered Office of the Society : 141 High Street, Prahran,  
S.l. Vic.

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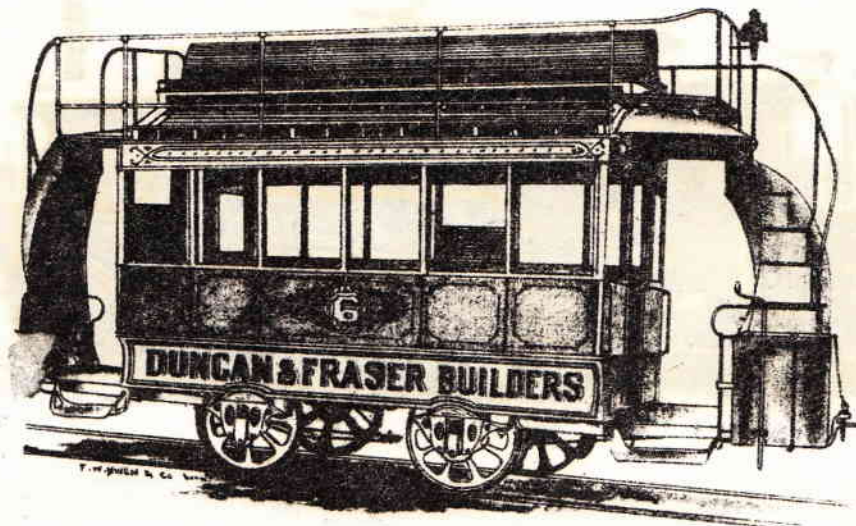
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THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LIMITED was founded in 1963 as a non-profit organisation, and incorporated under the Victorian Companies Act 1961.

Readers who are interested in the preservation of tramway vehicles and ancillary items, and require further information on the aims and objects, or membership, of the Society are invited to contact:

R. H. Prentice,  
13 High Street,  
Prahran. S.l., Victoria,

who will be pleased to attend to all enquiries.



A drawing of a Typical Horse Tram as manufactured by Duncan & Fraser.

A SHORT SUMMARY OF DUNCAN AND FRASER  
and their complete Horse Tram catalogue. Compiled by R.H. Prentice.

The following article was first devised some months ago and was to be devoted solely to Duncan and Fraser's Horse Tram catalogue. However, another member, Douglas Prosser, was working on an article describing the first Prahran and Malvern Tramways Trust's electric trams (known as the "A" class), and as these cars were also built by Duncan and Fraser, it was only natural that a short summary of the "Master Coach Builders" had to be included in this "Running Journal", considering it is, more or less, a "DUNCAN AND FRASER" issue.

The writer freely acknowledges the help and aid from the following listed persons, publications or Societies:-

"Duncan and Fraser -- Master Coach Builders"-- by "Annett Lock", published in Tram Tracks - March and April, 1947 issues, the Reverend L. Marshall-Wood and the Beaumaris and District Historical Trust.

The firm of Duncan and Fraser was started in 1865, when the senior partner, Mr. James Duncan and Mr. James Fraser commenced business for the purpose of building road coaches. They successfully tendered for the supply of very nearly all of the early tramcars in Victoria and South Australia. As well as erecting coaches and trams, they built a few railway carriages for the S. A. R. During the twenties, they were absorbed by another firm.

About 1881, their first attempt at tram construction was horse trams for many of the operators of the Adelaide and Suburban networks. Most of the trams had been constructed by John Stevenson of the U.S.A. It was estimated that D. & F. built 50 cars for Adelaide.

In Victoria, D. & F. established themselves at Ballarat and between 1887 - 1890, they erected there, 23 double deck and 1 single decker. The completed trams were numbered 1 to 24. It was in this period that a double deck battery-operated tram was tested out on Ballarat's horse lines, but was a failure on account of the tracks being laid down to horse tramway specifications. This car was D. & F's first attempt at electric traction. A similar tram (suspected to be the same one) was tested in Melbourne but did not make any inroads on the cable system.

In 1903, the firm won a contract to build 12 single truck combination electric trams for the Bendigo, Victoria, system which was converting from Steam traction. These cars were delivered the same year plus a second order for 4 similar cars and thus, Bendigo's trams, Nos. 1 to 16 were the first trolley cars to be built by D. & F.

By 1905, the Electricity Supply Co. of Victoria who owned the Bendigo system, took over Ballarat's horse lines so that they could be electrified. D. & F. were once again awarded a contract to convert 12 of the horse trams to longer single deck electric combination cars. 6 trams ex-Sydney were

modified at Ballarat, the total of 18 cars being numbered 1 to 18. All this work was carried out at the Ballarat Depot.

Another Victorian order was carried out in 1906, assembling 10 saloon and 5 open "toastrack" trams that had arrived in a knock-down condition from the U.S. factory of J.G. Brill. This work was carried out for the North Melbourne Electric Tramway and Lighting Co. At the same time, 9 open trailers were being built in Adelaide for the same company. The motors were numbered 1 to 15 and the trailers 51 to 60.

After a 3-year break, the Adelaide lines came back into the news. The horse lines had been municipalized and electrification decided upon. D. & F. were awarded their largest single order -- 100 trams, This order comprised 70 single truck combinations, A1 - 30 and 61 to 100 and 30 single truck open toastracks Nos. B31 to 60. At the completion of this contract, the first cars for the next order were being transported by rail to Victoria. These were 20 single truck combinations for the Prahran and Malvern Tramways Trust in Melbourne. They were allocated the numbers ... 1 to 20. (See D.J. Prosser's article on these trams in this issue). These cars were delivered by the middle of 1910.

The first bogie electric trams built by D. & F., were ordered by the P. & M. T. T.

Order after order for more and more trams for the P. & M. T. T. followed with amazing rapidity. Whilst these cars were being built, in 1912 D. & F. turned out 7 single truck combinations and 4 open trailers for the Geelong, Victoria, tramways. Another 3 combinations were ordered and delivery effected in 1914.

The Ballarat system ordered 3 trams in 1913, being the "Sebastopol" type. In 1915/16, the Hawthorn Tramways Trust ordered 10 single truck combinations and 10 maximum traction drop centres, with another order of 8 bogies in 1918.

The Melbourne, Brunswick and Coburg Tramways Trust wanted 18 large single truck trams of the combination type, and D. & F. were commissioned to supply the bodies.

As further orders were received from Adelaide, the pressure of this business prevented the firm from taking further urgent P. & M. T. T. contracts.

The 7 single truck combinations previously ordered by the Hawthorn Tramways Trust, purchased from the H. T. T. by the Footscray Tramways Trust, were subsequently acquired by the newly formed Melbourne & Metropolitan Tramways Board and entered service at Hawthorn.

Duncan and Fraser built approximately 120 trams for the various Melbourne operators, another 39 for the Victorian provincial cities and 120 for the Metropolitan Tramways Trust in Adelaide. The year 1966 sees quite a few of their trams still running, mainly at Ballarat and Bendigo.

This then, was Duncan and Fraser's record as "Master Coach Builders". So, let us now pass on to their horse tram catalogue.

DUNCAN AND FRASER  
CONTRACTORS AND CARRIAGE BUILDERS,  
FRANKLIN STREET, ADELAIDE

STEAM WORKS :  
KILKENNY, SOUTH AUSTRALIA,  
and at  
BALLARAT, VICTORIA.

MELBOURNE REPRESENTATIVES :  
GOW BROS., 8 MARKET BUILDINGS, WILLIAM STREET, CITY.

TRAMWAY CONSTRUCTION AND EQUIPMENT

Will a Tramway pay? This is the first and most important question that arises in connection with the proposal to construct a tram line. The traffic already conducted by Buses or Cabs on the proposed route will not fairly indicate the amount of traffic that Trams will carry. Trams develop and create traffic. In localities where two or three Buses and a dozen Horses could only get a living, within a few months after Trams have been started, 6 Cars and 50 Horses have been required to meet the wants of the Public. Trams ensure regular communication at stated hours -- a most important thing for business men; they are perfectly safe, smooth riding, easy of access, roomy, clean, convenient for ladies and children; the fares are low -- no extortionate demands are made by the Conductor. These and other advantages afforded by them create traffic, and population flows to places possessing them. Tramways double the value of properties in the localities where they are constructed.

Tram Route. In laying out the line, the first consideration will, of course, be to secure such a route as will obtain the largest number of passengers. At the same time much money may be saved by so planning the route that it can be worked economically and efficiently.

Position of Car House and Stabling. This is a matter of importance, and should not be decided mainly by the first cost of obtaining the necessary land. An intimate knowledge of working Trams is required in order to select the proper site for stabling. A bad choice in this matter will be a source of much trouble and expense in working the line.

Designing Car House and Stabling. Designing the Car House and Stabling requires a thorough knowledge of the routine of Tram work. A proper arrangement of Buildings, possessing conveniences for cleaning cars, making necessary adjustment to wheels, brakes, brasses, etc., -- by intelligent study of these points the wages of several men may be saved.

Purchase of Horses. Selecting suitable horses requires not only a good knowledge of horses, but some experience of Tram work.

Tramway Road. The road should be made to 4 ft 8½ inch gauge -- that is becoming the Universal Tramway gauge; narrower is not wide enough for two horses to run between the rails; wider is quite unnecessary. A double track should be made, it allows of an unlimited development of traffic, and is much easier to work, if a double line cannot be put in at first, single lines should be laid so as to permit a double track being put in when found desirable. Make a substantial road; no consideration of economy should interfere with the building of a thoroughly good road; perfectly true to gauge; with sidings and curves that will not strain either Horses or Cars in working. As the Companies have to keep the road in order, a first class road is cheapest in the end.

Rails. There are about a dozen different kinds of Rails used on Tramways in the Australian Colonies; the strongest, lightest, easiest to put down, and therefore cheapest, is the girder rail. The grooves should be narrow to avoid injuring buggy wheels, and wide enough to permit the flanges of Tram Car wheels plenty of room.

Sleepers. The selection of sleepers should depend upon where the line is to be constructed; if suitable timber can be obtained locally, heavy freight charges may be avoided.

Tram Cars. Cars are made to work with one, two, and three horses. Some have seats for inside passengers only, others are seated to carry passengers on the top as well, and others, again, are open Cars, with seats across, and a canopy overhead. In selecting Cars, the character of the traffic will have to be considered; if it is likely to be regular, get small Cars and run them often; if it will be light at one time, and heavy at another, some small and some large Cars will be required; if the line is an excursion one, Cars with outside seats will be most appreciated. It is of the greatest importance that the Cars should be strong and light; thoroughly seasoned timber must be used throughout. Cars weighing less than two tons when crowded carry from five to six tons of passengers. No other vehicle in use carries as much paying load, in proportion to the dead weight, as a Tram Car. A well-made Car, properly cared for, will cost nothing for years, except for renewal of the wearing parts, viz. wheels and axles, brasses, and brake blocks. The safety of passengers and general public demand that the most powerful brakes should be fitted to every Car, they should be built roomy, attractive in appearance, and be easily kept clean.

Horse Trams. In these progressive days when new motive powers for Tram Lines are being introduced, it is satisfactory to know that if real good Tram Lines and rolling stock for horse traction are made, they will be suitable, without alteration, for motors driven by either steam, electricity, gas or compressed air. Therefore, it is not necessary to delay the construction of Lines in view of new mechanical developments; they can be utilised when they have been proved successful.

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In directing the attention of parties interested in Tramway construction to the above important points, we are desirous of giving the benefit of experience gained, especially in South Australia during the past twelve years, where Horse Trams have been in successful operation. There are twelve Tram Companies in Adelaide and Suburbs, with over 100 miles of lines and 150 cars, and many experiments,

costing a large amount of money, have been tried with Lines, Cars and different systems of working. We are prepared to advise with Companies and to submit prices for complete construction and equipment of Tram Lines, building Stables and Cars, purchasing Horses, Harness, etc., and, if required, to run the lines for three, six or twelve months after completion, handing the whole line over in working order; or we will undertake the building of Lines and Cars, or of supplying Cars only. We have supplied every Company in South Australia with our make of car, and completely stopped the importation of them from America. We are now supplying Cars for the Ballarat Tramway Company, Victoria.

DUNCAN AND FRASER.

Contractors : Coach Builders, South Australia : Victoria.

R.H.P. October, 1966

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A SHORT DESCRIPTION OF THE "A" CLASS TRAMCAR

By D.J. Prosser

The first group of tramcars operated by the Prahran and Malvern Tramways Trust were single truck open 'California' combination type cars, with a central saloon and drop-end platforms. The original order for 13 cars, (Nos. 1 - 13), was ready at the opening of the first two lines on 31st May, 1910, being built by Duncan and Fraser, and entered service between January and May, 1911. (These twenty cars had become the M. & M. T. B's "A" class by August, 1923). They were of impressive appearance, the interior appointments being as follows :- ceilings of natural wood with dark stained colour outlining on each divided section of the ceiling, patterned wood mouldings used for the advertising panel strips and at each end of the saloon, double co-acting sliding doors with the Trust's monogram embellished on the glass on the left hand side (looking from the centre of the saloon towards the outside compartments); seating in the saloon was of the Brill "Winner" type being four pairs of ratten covered tip-over seats, while the interior sides of saloon were faced with recessed panels suitably varnished and lacquered in natural colours. The clerestory windows were coloured Rose-pink and Green, fitted alternatively, and they could be opened to form roof vents. The bulkhead windows were fixtures, while they were protected by safety bars in the smoker's compartments. The middle section of the Motorman's bulkheads were a combination of stained glass strips on either side of the car, the remainder being panelled timber. Luggage racks were provided on the passenger's side of each Motorman's bulkhead, with the initials "P. M. T. T." cast into the brackets. Directly below the luggage racks the words "DUNCAN & FRASER, ADELAIDE, BUILDERS" were printed in gold leaf with black shading; this type of sign was also placed on the interior of the saloon bulkheads, directly above the doors. Drop end seats were of the facing cross-seat type, but they could not be tipped over.

All notices and plates were baked enamel, with black letters on a white background. The car numbers were made of the same material, being oval shaped with a black oval outline.

The exterior colour scheme was chocolate and cream with tuscan red guttering and bulkheads. The rocker panels were painted cream and had the words "MUNICIPAL TRAMWAYS" printed on them in chocolate without any lining or shading. The roof colour was buff.

The cars were fitted with "BRILL" link and pin couplers, although the P. & M. T. T. never ran trailers. The life gate gear was made by "HUDSON AND BOWRING", and the braking was done by the 'B' type method, using WESTINGHOUSE WH TIF controllers combined with "NEWELLS" magnetic track brakes.

As these trams were built in South Australia, they were supplied to the Trust with the type of destination box and signs in vogue in Adelaide at that time, i.e. coloured symbols and names, modified, of course, to Prahran and Malvern names. This box was fitted on to the middle of the Apron or Dasher at each end of the car, between the plain-glassed headlight and the front window sill. Eventually, all of the cars received a modified form of destination box, of a type as used on the Victorian Railways Electric Street Railways, (but with a roller blind instead of a multi-sided block of wood), and this box became known as the "MALVERN" type. It incorporated colour-light destination symbols for night operation, e.g. :- Route 2, St. Kilda Road to Glen Iris, two red lights at night. This latter type of box was fitted on the end roof canopies of all the P. & M. T. T. trams at each end of the car (and on to some of the early M. & M. T. B. cars, notably the "Q" and "R" classes). A round piece of steel, measuring about 12 inches high and complete with a footrest on its top, was fitted to the top of each bumper bar. These extension pieces allowed an employee, who had to change the destination sign at a terminus, the height necessary to reach the operating mechanism.

After the M. & M. T. B. took over the Trust, most of the "A" class were transferred to the isolated Footscray system, and it was at this period that some of them received the new standard M. & M. T. B. type destination boxes. It is known that cars 3, 10, 14 and 16 were converted, whilst cars 2, 9 and 18 were not. Of the remaining 13 cars, it is not known whether the roofs were cut and new boxes inserted, or how many remained unaltered.

In an effort to standardise, the M. & M. T. B. removed the tip-over seats in the saloons and replaced them with longitudinal seats, using the top half of the recessed interior side lining panels as the seat backs. Several cars had G.E. K36JR controllers fitted for a while during the early 1920's.

When air brakes were fitted in 1920, the rheostatic braking notches on the controllers were placed out of use, and the magnetic track brakes discarded. Car No. 10 had a lower clerestory roof and a longer trolley base (U.S. 6), these non-standard modifications were presumably some of the provisions for conversion of the cars to double deck operation as the Trust had this rebuild under consideration. With the introduction of the then new "W"



class trams, the "A's" had their bumpers raised to conform with the height of the new trams. As more and more "W" class cars began entering service, the "A's" (in common with other single truck trams) became surplus, and eventually they were withdrawn from passenger service and disposed of. In 1927, car No. 8 was converted to a scrubber car and renumbered 3. A drivers instruction car was built in 1925 from No. 17 utilising the truck, motors and control gear, etc., and it was installed in the Drivers Instruction School situated at Hawthorn Depot. No. 7 was referred to as "Essendon Scraper Car" during 1926 to 1919 (when it was sold). The truck from No. 11 was placed under the P. & M. T. T's. scraper car in 1915, and No. 11 received a truck with 2 x 53 h.p. motors from No. 64. No. 11 subsequently reverted to W.H. 205N motors. The remainder were either scrapped or sold between 1928 and 1931.

SOME TECHNICAL DATA.

CLASS "A"

Type.	Single truck drop end combination.
Built	in 1910 by DUNCAN & FRASER, Adelaide.
Motors.	Westinghouse 205N. 2 x 33 h.p.
Controllers.	Westinghouse TIF.
Length.	30 feet 11 $\frac{1}{4}$ inches.
Truck.	Brill 21E, 6 feet 6 inch wheelbase. 33 inch diameter wheels.
Trolleybase.	U.S. 5.
Compressor.	W.H. D.H.10.
Tare.	11.85 tons.
Seat.	36 passengers.

I gratefully acknowledge the assistance received in compiling this article, from Mr. K.S. Kings and the Archives of the T. M. S.

D.J.P. October, 1966.

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PUBLICATIONS RECEIVED:

Trolley Flash. We have received, and are grateful to do so, back copies and the current issue of "Trolley Flash", the official publication of the Australian Electric Transport Museum (S.A.) Inc. Vol. 1, No. 1 contains a Message from the President, Past and Future work at the site, Report on the Annual General Meeting and Interesting news from U.S.A. I quote from "Trolley Flash" this item of news: "One of the Museum's Trustees, on his return from the United States of America, where he has been studying, reports that the condition of more progressive Tramway Museums there, is no better, and indeed, worse than ours, generally speaking. Apparently many institutions are burdened with vehicles that are little more than shells, and lack any definite plan for restoration and preservation". Unquote.

Vol. 1, No. 2 gives details of the Walkerville Horse Tram, Novel method of collecting Donations, Progress Report on Museum work. Night work parties, the "Green Goddess", 'H1' Trucks and Road one to be filled in.

Vol. 1, No. 4 notes that "Green Goddess is now at St. Kilda, Report of the General Manager, Subsidiary display set up - 'A2' class tram, No. 42

has been transformed from the ex-store area "black hole of Calcutta" to an attractive and informative display area in recent months.

Vol. 1 No. 5. Information is given that the Executive Committee of the Society announce that the Museum will be opened officially at St. Kilda on the Australia Day holiday week-end, January 30th, 1967. This is without a doubt terrific news, and we offer our sincere congratulations to the Adelaide Museum on a task well done. May they go from strength to strength. Other items in this issue include cost of opening the Museum, Maintenance and Security.

R.H.P.

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### THE PENINSULA STORY

#### SORRENTO AND PORTSEA - YESTERDAY

This 64 paged book is presented by The Nepean Historical Society. I quote from the books preface:

"Sorrento and Portsea - Yesterday, is an historical narrative presenting to the reader a panorama of events and scenes taken from the time of the first explorations and settlement to the developments of the early twentieth century. It is not intended to be an exhaustive account, but rather a general portrayal of life on the Nepean Peninsula drawn from the accounts of those who wrested a livelihood here in their time; a stepping stone for those of today who are interested in pursuing further the history of this area, etc. The Editors. October, 1966. Unquote.

The section devoted to the Sorrento Tramway is printed on page 57 and is a fairly accurate resume - unfortunately short. Three pictures of the tramway are printed. One : an excellent view of Ocean Park showing the steam tram at its terminus. Two is a view of the horse tram with Mr. Cyril Watts - the driver - holding the horses and Three a good view of a Balwin 0-4-0 Saddle tank Loco. This book is terrific value at 75 cents a copy. A reminder - this book is available from our Sales Department. Write to Andrew Howlett, 143 Bambra Road, Caulfield enclosing 75 cents plus postage for your copy, or perhaps you would care to telephone Andrew about this or other books. His telephone number is 533079.

R.H.P.

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#### PRESTON HISTORICAL SOCIETY.

Newsletter No. 5. November, 1966.

Notice of their 1st annual meeting was given, plus a reminder that the Annual subscription is \$1.00 Adults : 50 cents for Junior or Student Members, for the year 1966/67. They are arranging for their 2nd Flag Raising Ceremony to be held outside the Preston Town Hall at 10.30 on Australia Day, January 28th, 1967. All readers are invited to attend.

The Secretary is Mr. J.C. Arrowsmith, 47 Gordon Grove, East Preston.

R.H.P.

TROLLEY WIRE .... Magazine of the SOUTH PACIFIC ELECTRIC RAILWAY.

TROLLEY WIRE is published bi-monthly by the South Pacific Electric Railway Co-operative Society Limited, Box 103, C. P. O., Sydney, N. S. W. Mr. D. Budd is the Editor. The subscription rate is \$1.75 per annum, post paid.

October, 1966 issue features - Track lifting programme at Mascot airport. The construction of a tower wagon for the Society. Pages 4 & 5 are devoted to pictures and articles of work being done by the S. P. E. R. members. Next, their steam hauled train trip - Sydney to Newcastle and Toronto and return - is highlighted. The movement of Adelaide's H1 class tramcar is the next article, then we look back - E. R. & S., Port Kembla's electric railway, followed by some Brisbane notes and we finish with the heading (quote)"Another Victor Harbour Tramway? (unquote). Excellent publication and highly recommended.

R.H.P.

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THE CLANALDER SEMINARIE.

History, Anthropology, Folklore, Antiques, etc. Published Monthly by CLANALDER ARCHIVES. Subscription rate is 10c. per copy or \$1.00 per year posted.

The latest issues of this journal are to hand and for anybody interested in History etc., this newsletter is a must....a very good investment. Forward D1 to Mr. John J. Alderson, Havelock, Victoria.

R.H.P.

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NARROW GAUGE. Official publication of

THE PUFFING BILLY PRESERVATION SOCIETY.

The November, 1966, issue is full of the activities of the Society. A glossary of "Narrow Gauge" terms made particularly interesting reading.

Incidentally, the Special Holiday Timetable of Puffing Billy is thus:-  
Trains leave BELGRAVE every Wednesday, Thursday, Saturday and Sunday during JANUARY. Also MONDAY, JAN. 31 at 10.00, 10.52 a.m., 12.20, 1.48 and 3.16 p.m.

The Secretary is Mr. P.D. A'Vard, 39 Coleman Parade, Sydnal.  
Phone 2328533.

R.H.P.

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ADELAIDES CHANGING TRANSPORT.

At last! A book on Adelaide's tramway systems is available. Our sales department has just received copies of "ADELAIDE'S CHANGING TRANSPORT" published by our contemporary group in South Australia - THE AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (S.A.) Inc. of St. Kilda, S. A.

This little book is designed as a guide to the St. Kilda museum project but ten of its twenty pages are also devoted to a brief history of the Adelaide and Port Adelaide systems, from horse tramway beginnings to the end of the trolleybus era.

The latter section of the book outlines the history of the vehicles in the museum collection. Nineteen excellent photographs are included together with separate maps of the tramway and trolleybus systems. The only minor criticism is that neither map has a legend, making it difficult to decipher for those who never visited Adelaide. However, this is a small point, the book fulfills a definite need and is a must for every tramway enthusiast. It is available from our sales department, telephone Andrew Howlett on 533079.

J.T.R.

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TRAMWAY TOPICS is the magazine of The Wellington Tramway Museum Inc., Wellington and The Tramway Historical Society (Inc.), Christchurch, New Zealand. Edited by Mr. D. Wilkinson, 281 NaeNae Road, Lower Hutt, N. Z. Each copy costs 2/6 N.Z., plus postage. The October issue is yet another fat edition, 40 pages in fact, crammed with news and items of the progress of the Museums. Pages 22 & 23 contain a letter written by "Tony Delmonica". On reading the letter through, the reviewer's eyebrows were raised to where his hairline used to be. Enough said! This is a very good publication. R.H.P.

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#### PERSONAL NOTES.

Treasurer Lindy Newell has resigned due to pressure of other activities. We offer Lindy our thanks for her excellent services performed in this office.

Member Stan Vine has been elected to the Tours Committee to fill the vacancy which resulted when Jeremy Wainwright decided not to seek re-election to the Board.

Member Christopher Andrews has been appointed Librarian, and has commenced his long task of cataloguing and sorting the various books in the Society's library.

Member Andrew Howlett of 143 Bamba Road, Caulfield has agreed to assume responsibility for book sales, and already his appointment has been justified by an increase in the revenue from this department. Well done, Andrew!

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#### WORK PARTIES REPORT.

Ex V.R. bogie car No. 43 which stood in the grounds of a kindergarden at Oakleigh was recently demolished. Members were able to salvage

a number of useful parts from the wreckage.

The work on the interior of the Birney tram, No. 217, is gradually nearing completion. About all that's left to be done is the sanding and varnishing of the seats plus their installation and the fitting of the anti-slip floor "carpet". This latter work is going to take quite some time to install, on account of the amount of drilling necessary for countersunk screw holes.

During the Summer and Autumn months (January to May inclusive), the size of the work parties at Malvern are being decreased to enable more work to be concentrated on X1 tram No. 467, X2 class No. 680 and V.R. 20, as all three cars need complete exterior repaints and these tasks must be completed before next winter, although if we are successful in our application for land for a museum site, these plans will go overboard and new ones substituted.

A quantity of rail from the Beaumaris horse tramway has been obtained from a Beaumaris property which was recently demolished. The rail was used as a fence.

Parts removed from "Q" class No. 200 have now been shifted to storage at Rawnsley's Cranbourne tramway parts warehouse.

Our electric orbital sander has proved its worth on the seats and sashes of No. 217 by eliminating much tedious hand sanding.

Two aprons have been saved from "K" class cars Nos. 97 and 98 at Nonbalk. These cars were only 10 years old when scrapped and the dashers are still in the original chocolate finish with gold leaf lettering etc. They will be used as patterns for future restoration work.

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#### ACQUISITIONS.

The Victorian Railways Department has been extremely generous and donated to the Society many former tramway casting patterns which were used to prepare spare parts for the V. R. electric street tramways. These are of no further use to the Department but will be most useful to us.

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#### SITE NEWS.

The site committee has now prepared a report on site requirements and recommendations and this will shortly be circulated to members. Negotiations for a site in the outer suburbs are continuing and it is possible that some decision may be reached late in January, 1967.

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#### GENERAL NEWS.

We are able to announce that we have exchanged corporate membership with the Puffing Billy Preservation Society. The only other group to share this privilege is the Welshpool and Llanfair Light Railway Preservation Company which operates a 2' 6" gauge railway in Wales, England.

Tramway preservation seems to be good news material at present. During the past few weeks, THE AUSTRALASIAN POST magazine has carried articles on THE SOUTH PACIFIC ELECTRIC RAILWAY museum and also a two page colour feature on member Mr. A. TWENTYMAN's cable trams at Northcote. Fantastic!

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**MEETINGS.**

The 1966 Annual General Meeting was held on the 2nd. of November. The Chairman's address and financial report which had been circulated prior to the meeting were taken as read and adopted unanimously. The election of two Directors from three candidates was obviated by the withdrawal of Mr. J.W. Wainwright who was a retiring director. Jeremy was nominated for re-election but a change of personal plans necessitated his withdrawal. Messrs S.J. Vine and J.P. Ramsley were thus elected as directors for the ensuing three years.

Messrs E.N. Morey and Son were re-elected auditors for the next twelve months.

Member Mr. G.P. Jones made a number of suggestions concerning RUNNING JOURNAL and the Chairman requested that these be forwarded to the Board in writing. (This letter was subsequently received by the Board - Ed.). The suggestions will be discussed and members informed of the outcome shortly.

It was announced that the Nepean Historical Society were scheduled to publish a book "Sorrento and Portsea - yesterday" on 1-11-66. (See Publications Received). Members interested in obtaining copies should contact the Sales Department.

Member G. Hoffman suggested that the State Film Library may contain films available, of interest to the Society. This will be investigated.

Greame Jones moved a vote of thanks to the Chairman, Directors and office bearers for their work during the year 1965 - 66.

After the formal business was concluded, Mr. K.T. Hall, Manager of Preston Workshops showed colour slides taken during his trip overseas in 1965 with the Deputy Chairman of the Tramways Board.

Many slides of tramcar and tramway development in Europe and Japan were viewed with enjoyment. Mr. Hall was also able to answer many questions put by members. Our sincere thanks to Mr. Hall for a most informative and enjoyable show.

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**TOURS.**

The outing held on Sunday, 4th. December, 1966, was arranged mainly to allow members and friends to inspect Mr. Twentyman's cable trams. We must thank the Preston Historical Society for allowing us to visit the cars on the same day as they were inspecting them. W3, 665 was the electric tram used and on the first part, we ran out of South Melbourne Depot to the East Coburg terminus - this allowed us to see the new terminus layout plus the new double track which has replaced the notorious single track. The special

then ran to Brunswick St. where it was shunted onto the single line thence to North Fitzroy Depot at Nicholson Street. Tram in and we all transferred into a Mark III bus, No. 504 for the journey to and from the cable trams. At Northcote, the cable trams caused much favourable comment and gasps of amazement. The noise of camera shutters working overtime was heard and at times, the whirr of movie cameras was noted, particularly when the trams were mobile. Mr. J.B. Stranger of the Australian Electric Traction Association delivered an address about Melbourne's cable tram system to the members of the Preston Historical Society. Included in the outing was an afternoon tea served by Mrs. Twentyman and members of the Blind auxiliary. After partaking the delicious tea and cakes, we departed Northcote for North Fitzroy Depot, there to dock the bus and run out 665. From the Depot we traversed Nicholson Street to shunt at Spring Street, thence to East Preston terminus, shunt, depart for West Preston via Mount B+---+y. On the return journey, St. Georges Road was followed until Victoria Parade, where we proceeded to Latrobe St., then turning into William St, and so to South Melbourne Depot via Kingsway.

We thank the Officers of the M. & M. T. B. for their co-operation that made the outing so successful.

R.H.P.

On Monday, 26th. December, 1966, at 7 p.m. sharp, we departed from South Melbourne Depot in X2, 676, for the 'Golden Sunset Tour No. 2'.

The route selected could be, more or less, called a reserved or open ballast track outing, as we travelled on all the lines where reserved track is situated. We ran to the River Street crossover via Kingsway, Peel St., Flemington, Racecourse, Maribyrnong and Raleighs Rds., and the "ballast way" to the crossover. We then returned to Raleighs Rd., and ran to the West Maribyrnong terminus with a short visit to the siding. After time exposure photographs had been taken, we travelled to Moonee Ponds and Essendon aerodrome. After shunting into the siding, the special left for Napier St, where we had a refreshment stop. Quite a few minutes later, after everybody had consumed koola poles, malts etc., and yes, even hamburgers, we left for our next destination which was the Moreland Rd. crossover on route 55. A photo stop was made in the park (time exposure again), although one member had a flash gun that worked intermittently - only when he was testing it, to see if the gun did indeed work because practically everytime he wanted to take a 'flash' photograph of the tram, the equipment failed. The writer kept his ears closed to the rather torrid oaths that were being forced out from behind clenched teeth. Whew! After shunting, we travelled through the Park in the opposite direction, along Flemington Rd., Peel and William Sts., to Kingsway, Park St. and Saint Kilda Road to the Junction. Here, we turned left into Wellington St and eventually reached Dandenong Rd, then Glenferrie Rd to route 69 terminus (Now - Cotham Rd end). We next pounded the 'metals' in High and Victoria Sts to the reserved track in Victoria Parade. We continued along "The Parade" to Latrobe St, thence to South Melbourne Depot via William St & Kingsway. An excellent outing, that was thoroughly enjoyed by all present. Once again our grateful thanks to all of the M. & M. T. B. Officers concerned, and to you Alan, our special thanks.

R.H.P.

A MESSAGE FROM THE EDITOR.

1966 was a year of development for the Society in many fields. Membership has increased, work on restoration has proceeded well and much has been achieved in the sphere of public relations.

In 1967 the task is going to be much harder but also more exciting. Our Society has reached a critical point in its growth; there is the prospect of obtaining a permanent museum site, negotiations for which are presently in progress. If these negotiations are successful we are going to need a much larger work force to prepare the site and our cars for eventual operation.

The tramway Museum Society has much to offer members in the future if they are prepared to assist in its program now, we have the potential to make our museum the foremost in Australia.

At this time we therefore express the hope that 1967 may be a prosperous year for members and the Society alike.

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SALES DEPARTMENT.

The Sales Department has the following books for sale, and copies can be obtained from Andrew Howlett, 143 Bembra Road, Caulfield. 'phone 533079.

Australia's first Electric Tram. The story of the Box Hill  
- Doncaster line. 22c.

The Essendon Tramways. The story of the Flemington Bridge  
to Meribyrnong River and Essendon lines. 30c.

Destination Valley. Brisbane electric trams. 60c.

Destination Hazelbank. Ballarat, Bendigo & Geelong trams. 60c.

The Brighton Electric Line. Includes the Sandringham to  
Beaumaris Electric line and the Beaumaris horse trams. 75c.

The Peninsula Story. Has a small chapter devoted to the  
steam tramway, and three pictures of same. 75c.

The Puffing Billy Story. The story of Victoria's four narrow  
gauge railways. 30c.

By Tram to Papanui. About the tramways in Christchurch, N.Z. 30c.

Welcome to Bendigo. A pictorial brochure of Bendigo's trams. 20c.

A number of Pacific Railway journals are for sale at 50 cents each.

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Des Jowett who was recently in "The Apple Isle" for his annual leave reports that workmen of the Council in Lameston were busily engaged in dismantling about a mile of the Newstead track in Elphin Road. This work will allow the road to be widened.

The track leading to the depot together with the fan into the shed is still intact and at normal road surface level, (not covered by bitumen as was the track now being lifted in Elphin Road.