

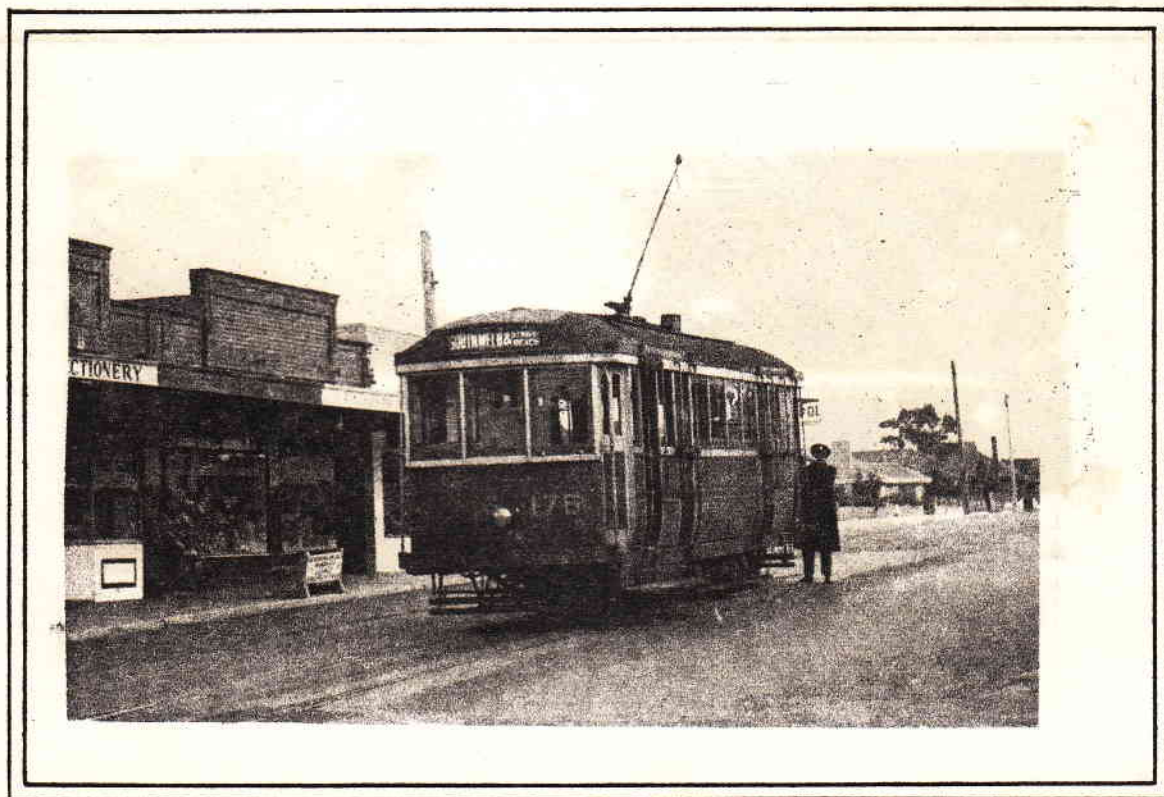
RUNNING JOURNAL

The Tramway Museum Society of Victoria Ltd.
Running Journal

VOLUME 3. NO 4. PRICE Twelve Cents

APRIL, 1967

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



"R" class No. 176, as "All-Night" tram at West Preston terminus
- 7.35 a.m. Sunday 20/1/57.

K.S. Kings Photo.

Registered Office of the Society : 141 High Street, Prahran, S.1., Victoria.

All material appearing in this issue is copyright by the Tramway Museum Society of Victoria Limited, and may be reproduced by written permission of the Board of Directors of the Society.

EDITOR JOHN T. RAWNSLEY.

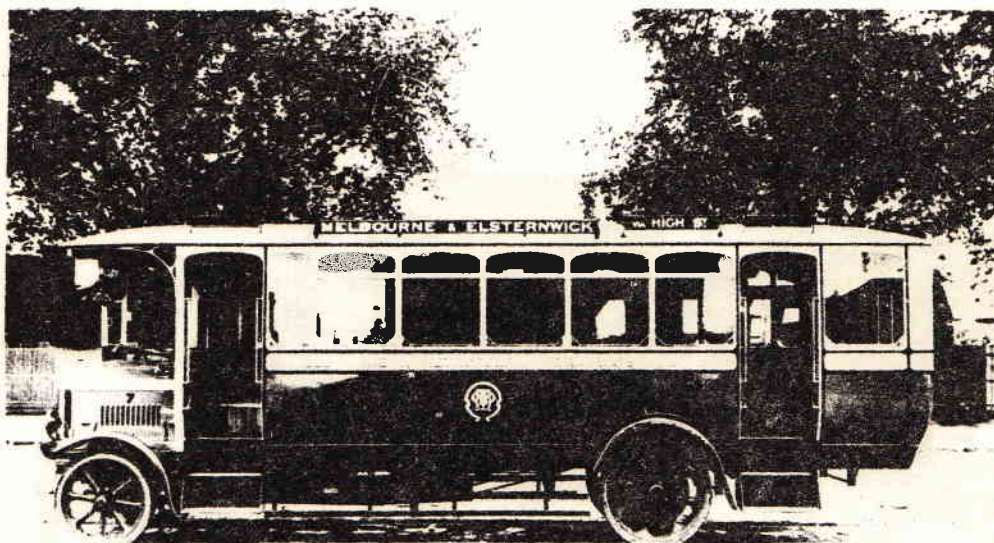
EDITORIAL STAFF: R.H. PRENTICE. K.S. KINGS. J.E. FITZSIMONS.

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

The following item is from "ASSOCIATED NEWS", the House Magazine of Associated Taxi Services, Melbourne.

Since dogs must pay fares aboard trams in Basel, Switzerland, transportation officials have arranged season tickets at reduced fares for regular canine passengers. But each season ticket must include a photograph of the dog for identification purposes.

When you want a Taxi, ring 300411, for "YOU'RE ALWAYS RIGHT IN A BLACK AND WHITE".



Tilling-Stevens petrol/electric 33 seater
bus No. 7.

M. & M.T.B. photo.

MELBOURNE'S "ALL NIGHT" TRAMS. By K.S. Kings.

"All Night" trams have been operated by only two undertakings in Australia - Sydney and Melbourne. The Sydney authority commenced service on two routes on 16th September, 1901, and slowly expanded the coverage of the lines over the years. It was many years later that Melbourne followed suit, when an experimental service commenced between the City (Batman Avenue terminus) and Camberwell Junction, via Batman Avenue, Swan Street, Wallen and Riversdale Roads, to Burke Road intersection, on 12th March, 1921. The fare was 3d. each for the first two sections and 2d. each for subsequent sections. About 400 passengers were carried per week for a revenue of £9.0.0, which was about 40% of the operating cost. It appears that the service was withdrawn after a few weeks. It is believed that one of the single truck tramcars from Hawthorn Depot provided the service, and was two-man operated. It was able to make the round-trip within the time-tabled hourly headway.

The next firm mention of All Night trams in Melbourne is in the M. & M.T.B's annual report for the year ended 30th June, 1936, where it is stated:- "The Board has also decided to institute, as a trial, a limited service of all-night trams." Arrangements were subsequently put in hand to provide the necessary rolling stock and crews, and to plan the routes and timetables. It was decided that the trams should be staffed by a crew of one man, who would act as both motorman and conductor, and was thus known as an "All Night Tram Operator". Applications were called from the traffic staff in January, 1937, and training ensued.

The rolling stock selected to run the service comprised cars of the "Q" and "R" classes. These cars were single truck, closed combination type units, built to be two-man operated. To prepare them for their new role, Preston Workshops was required to make a number of structural alterations: the near-side one third of each motorman's bulkhead up to cant rail height, and the attached passenger seat was cut away to provide access between the motorman's cabin and the passenger's section of the car; the near-side (former) exit of the motorman's cabin was panelled with sheet metal and glass; the passenger's transverse seat in the end of the car (facing the motorman's bulkhead) was cut away at the near-side to provide a passageway from the entrance position to the saloon of the car; the weather blinds and barrier rails at the near-side front corners of the cars remained operable, but the other six blinds and rails were fixed in the lowered position in order that these former entrances/exits would be sealed; the off-side leading step-boards were removed, as they were no longer needed. (It is believed that several of these cars remained in the old brown and cream colour scheme until the early 1940's.). Passengers were to board the car at the front, pay their fares to the operator through the newly made doorway to the motorman's cabin, and then move down the car.

The new service commenced on 14th February, 1937, and operated on the following routes:- North Coburg to Camberwell; Coburg to South Melbourne and St. Kilda Beach; Essendon to St. Kilda Beach and South Caulfield Junction; East Kew to City; Mont Albert to City. The fares charged were 4d. for one or two sections, and 8d. for three or more sections. There was a concession fare of 6d. from the City to St. Kilda via St. Kilda Road or via South Melbourne. Suitable destination rolls were fitted in the destination boxes of the cars, and operators of the cars concerned were instructed to show "City" until reaching Victoria Street on south-bound trips and City Road on north-bound trips on through-routed cars. These crews were also advised that automatic point controllers were located at the following places:- Victoria and

Elizabeth Streets; Pelham Street and Sydney Road; Peel Street and Flemington Road; Abbotsford Street and Flemington Road - two sets, one to West Coburg and one to Abbotsford Street; Racecourse and Flemington Roads; Brighton and Glenhuntly Roads; Camberwell Junction. (Presumably the first and last locations were notified for general information, as it appears that All Night trams would not use these equipments under normal conditions, judging by the routes operated). As far as is known, all Depots were used to provide the service except Malvern and Preston (whose "territory" was not served), and possibly Coburg.

Sixteen Q and R class tramcars - Nos. 140, 141, 142, 144, 145, 146, 149, 150, 151, 172, 191, 193, 196, 197, 198 and 199 - were ready to commence the service, while nine more - Nos. 139, 143, 147, 148, 174, 175, 176, 192 and 200 - were provided within the next two months, making a total of 25 All Night tramcars commissioned.

The services appear to have settled down to a fairly quiet existence, particularly from the passenger angle, as may best be noted by the following extracts from the M. & M.T.B's annual reports for the years ended 30th June, 1937 - "The patronage on the 'All Night' service is light and a loss on operation to date is shown." 1938 - These services "ran at a loss of approximately £2,866." 1939 - "The all night service showed an increase in passengers of 15,029 and a revenue increase of 4.5%. The operating loss was £2,630 compared with £2,866 for the previous year." 1940 - "The all-night tram service showed an increase in passengers of 42,267 and additional revenue of £1,094. The operating loss was £2,064 compared with £2,630 for the previous year."

It was decided that all-night trams leaving Essendon terminus should show "South Caulfield Junction" on their destination sign, and, likewise, cars leaving South Caulfield Junction should show "Essendon", from 4th June, 1937, the auxiliary destination board "via St.Kilda Bch." still being carried in both directions. Similarly, from 6th June, 1938, "Camberwell" was shown when leaving North Coburg terminus, and "North Coburg" was shown when leaving Camberwell terminus, and "South Melbourne and St. Kilda Beach" was exhibited when leaving Coburg and "Coburg" was shown when leaving South Melbourne and St. Kilda Beach.

Subsequent to the introduction of all-night trams, the traffic department and the permanent way branch found it necessary to work in close conjunction with each other when the latter's track gangs required complete occupancy of sections of track during the hours of darkness. Substitute arrangements varied according to the location of the work and the type of job to be done. For example, if curves had to be re-railed in St. Kilda Road, between City Road and Domain Road, the all-night trams which would have used the track involved were simply diverted via City Road, Hanna Street and Park Street (or vice versa). If the work was a junction in the southern section of St.Kilda Road, the all-night trams would be stopped at crossovers near the location, except to the north where they would be held in the city, and connecting bus services provided. When Swanston Street was involved, the trams would be held at each end of the city, with buses to convey passengers between the crossovers, generally, although there were instances of the trams running to the location of the work (from both sides) and then returning "bang road" to the nearest crossover. There were many such arrangements during the life of the all-night trams, and it is a tribute to the co-operation and planning of the two departments that such temporary arrangements were quite successfully carried out with a minimum of inconvenience to passengers.

The outbreak of World War II caused an increase in passengers due to increased shift work and petrol rationing. As far as the all-night trams were concerned, their "big moment" had arrived, and they carried 506,931 passengers for the year ended 30th June, 1941, for a revenue of £12,235, resulting in a surplus of £386, quite a marked upsurge from the figures of the previous year. The next annual report gave even more spectacular results:- "The all-night tram and 'bus services showed an increase in passengers of 1,322,884, and additional revenue of £31,909, the operating surplus for the year being £13,307." The explanation for this large increase is as follows:- "As from the 27th July, 1941, the all-night services were extended to additional routes to cater for the early and late shifts at the various factories, and for soldiers travelling at these times. The Board also complied with a request of the Liquid Fuel Control Board to provide augmented all-night tram services so that 'buses could be withdrawn from privately operated all-night 'bus routes and utilised on services to munition factories." This report also records:- "Negotiations were concluded with proprietors of certain all-night 'bus routes to acquire their routes and 'buses to enable the Board to operate as from 11th August, 1941, special direct services to munition factories, viz.:- North Fitzroy to Maribyrnong; Coburg to Maribyrnong; North Essendon to Maribyrnong. With the opening of the tramway extension along Ascot Vale and Maribyrnong Roads on 24th May last, the North Fitzroy route was cut back to the corner of Mount Alexander and Ascot Vale Roads. The all-night 'bus route between Elsternwick Station and Middle Brighton was also taken over as from 27th September, 1941."

The increased services covered most of the Board's system, and details are:-

- Burwood - via usual route.
- Camberwell - via usual route.
- Carnegie - via St. Kilda Beach, thence to North Coburg.
- Coburg - from Bell Street, via Sydney Road, Elizabeth, Victoria and Swanston Streets, St. Kilda Beach to Elsternwick Railway Station.
- East Brighton - via usual route.
- East Coburg - via usual route, thence via South Melbourne to St. Kilda Beach.
- East Kew - from cnr. Bulleen Road via usual route to cnr. Collins and Spencer Streets.
- East Malvern - via usual route, thence to Essendon.
- East Preston - via usual route, thence to South Melbourne.
- Elsternwick - Elsternwick railway station, via St. Kilda Beach to City, thence via Swanston, Victoria and Elizabeth Streets, Sydney Road, to Bell Street, Coburg.
- Essendon - from Essendon terminus to City (Swanston Street), thence to East Malvern or Glen Iris.
- Glen Iris - via usual route, thence to Essendon.
- Mont Albert - usual route.
- North Coburg - usual route, thence via Victoria and Swanston Streets and St. Kilda Beach to Carnegie.
- Northcote (bus) - via usual route, thence via Spencer Street, Clarendon Street, City Road, to Port Melbourne.
- Port Melbourne (bus) - to Northcote (as above item).
- South Melbourne - via usual route, thence to East Preston.

St. Kilda Beach (via St. Kilda Road) - Luna Park, via usual route, thence to Coburg or North Coburg.

St. Kilda Beach (via South Melbourne) - Fitzroy Street and Beaconsfield Parade, via usual route via South Melbourne, to City, thence to East Coburg.

Wattle Park - via usual route.

West Coburg - via usual route to Flemington Road, thence via Elizabeth Street to Flinders Street.

West Maribyrnong (via North Melbourne) - via usual route.

Fares: one or two sections - 4d.; three or more sections - 8d.; concession fares: City to St. Kilda Beach (via either route, in either direction) - 6d.

Timetables - detailed timetables were displayed in all trams and buses. It is believed that headways were basically hourly, with half-hourly between Coburg and Elsternwick Railway Station, and from the City to Essendon (because of the operation of two through routes over these sections).

Shortly afterwards, the West Preston route received an all-night tram - from Saturday night, 2nd August, 1941, but it ran as a shuttle car between the terminus and Thornbury corner, where passengers changed to or from the East Preston tram. A fortnight later - 16th August - the Board took over the privately operated all-night 'bus service to Heidelberg. The route was from the City, at the intersection of Flinders and Swanston Streets, via Swanston Street, Bourke, Nicholson, Gertrude and Smith Streets, Queens Parade, High and Bastings Streets, Victoria Road, Darebin and Livingstone Streets, Waterdale and Upper Heidelberg Roads to Bell Street, Heidelberg. Some trips on this route ran through from the city, but others connected with the Northcote bus at the corner of High and Bastings Streets, and ran as a shuttle service from that point. The fares were:- one or two sections - 4d.; three or four sections - 8d.; through fare - 1/-. A further extension to the all-night services commenced on 23rd August, 1941, when a tram commenced running from North Richmond terminus via Church, Chapel and Carlisle Streets to St. Kilda Beach.

As hostilities came nearer to Australia, the authorities took precautions against air-raids by day and by night. As a result, a "black out" at night was decreed, and this naturally involved the all-night trams. Special dimming switches were installed in all the Board's trams early in 1942, and the operation of those fitted to the all-night cars commenced on 14th February. The restrictions on the interior lighting was very severe, and caused many complaints from both passengers and crews - particularly concerning the correctness of coins tendered for fares and received in change! The result was a rapid modification of the regulations only five days later: the interior lights were allowed to be full on, but the shutters had to be up over the windows of the saloons or the roller blinds right down; in the open sections of cars, the globes had to be darkened all over except a small spot at the bottom (which emitted a very limited light only in the downward direction). The Dimming Switches still had to be used if a full black-out was ordered, and drivers were required to call the names of all stops to passengers who, of course, were unable to see out from the saloon because the blinds or shutters covered the windows.

The rolling stock to run all these extra services was drawn from what appears to have been a surplus of cars originally converted, and by the conversion of seven cars of the "S" class. The S class cars were long single truck units of the open combination style of tram. Their bulkheads and seats were cut and near-side cabin exits closed, as in the conversion of the Q and R classes, together with the modification of the cross-bench seat to provide access to the

saloon. The off-side leading weather blinds were removed and the long space panelled with "Masonite", as was the rear two-thirds of the near-side weather-blind section. The remainder of the latter space retained its weather blind as the front entrance/exit of the car. In 1941, No. 167 appeared thus in June, Nos. 159, 160 and 171 in July, No. 163 in August, No. 161 in September, and No. 156 was the last conversion in January, 1942. Other trams suitable for use on the all-night services were the two X class "Birney" cars - Nos. 217 and 218 - and the rebuilt and modernised T class No. 178. The latter had been a large single truck car (on radiax truck) of the "twin saloon" open combination type, but was converted to a front entrance/exit car with folding air-operated doors and tip-over saloon seats. The other tram was X2 type No. 675, which was at Glenhuntly Depot until July, 1943, when it was sent to Footscray, subsequent to which XI class No. 459 was received in exchange. These two cars were the Board's derivation of the "Birney" car. Thus, 36 tramcars were available of the single truck type for use on the all-night routes. Bogie cars were used on some runs, but details are not known in full. They are believed to have operated on the Sydney Road routes at least, on Saturday night/Sunday mornings, at which times they carried large auxiliary boards stating:- "All Night Tram - Minimum Fare 4d.". It was not until the year ended 30th June, 1946, that Camberwell Depot started using the Y and YI type cars Nos. 469, 610 - 613 on its all-night schedules; this resulted in the withdrawal of some of the single truck cars from Camberwell running shed and their placement at other Depots as spare cars.

Very little work was put in hand over the years to modify the original design of the all-night car conversions, but it is notable that the intermediate bench seat on Q class Nos. 139, 141, 144, 146 and 149 was placed along the off-side of the car in the end portion, and thus gave much more open space in this section and facilitated passenger movement. All the S class conversions had these seats against the "Masonite" side panel, except No. 159 which retained the seat in the transverse position but, of course, with the near side portion cut away.

The Board's annual report for the year ended 30th June, 1943 notes that the all-night tram and bus services carried 2,570,639 passengers, an increase of 740,824. Revenue was £61,715, being an increase of 39.8%, resulting in a surplus of £25,352. The end of World War II naturally caused a drop in passengers due to the cessation of much of the shift work at munitions and armament factories, but the all-night services continued without much change, the main amendments being the withdrawal of the cross-suburban 'bus services which specifically served these factories. From Sunday, 26th December, 1948, the Elsternwick to Middle Brighton all-night 'bus was extended to Sandringham. The route was now from the west side of Elsternwick railway station via Glenhuntly Road, New, Bay, Hampton, Thomas and Sargood Streets, Highett Road, Nelson Street and Bay Road to Sandringham railway station at the corner of Bay Road and Station Street. The service was hourly, and connected with the all-night trams at Elsternwick railway station. Stopping places were not fixed, but were generally at street intersections as required. Fares were 4d. for one or two sections, 8d. for three or four sections, with children full fare. Section points were located at Elsternwick railway station, corner of New and Bay Streets, corner of Hampton and Dendy Streets, corner of Hampton and Thomas Streets (Hampton railway station), corner Bay Road and Station Street (Sandringham railway station).

With the costs of wages and materials increasing in the period of post-war inflation, an increase in fares came into operation from 11th September, 1949, with 1d. being added to each all-night tram fare, which became 5d., 9d. and 1/1. Two of the 'bus routes were altered shortly afterwards. The Heidelberg all-night 'bus was extended from the corner of Bell Street and Upper Heidelberg Road along Bell Street to Waterdale Road. The extension was included in the last fare section, and the through fare remained at 1/1d. The stopping places were not fixed, being as required, as was the case on the remainder of this route after it left High Street, Northcote. The other alteration was to the Port Melbourne 'bus route, from 2nd January, 1950, when it was extended to Garden City. Fares and sections were from Swanston Street to Clarendon Street - 5d. : Swanston Street to Princes Street, Port Melbourne - 5d.; Swanston Street to Williamstown Road, Garden City - 9d.

This point may be described as the "peak" which was reached in the extent of the all-night services in Melbourne, for an event was about to take place which proved almost disastrous to them, and from which they never recovered: the strike which commenced on February 23rd., 1950, and lasted until services resumed on 24th April. A considerable number of employees obtained work elsewhere during the strike and the Board faced a severe shortage of staff when services resumed. The all-night trams and buses were not replaced on 24th April, but the hardship caused to shift workers and tramway crews of very early and very late trips caused a 75 minute service to be provided on four tram and one bus routes from 2nd May. Subsequently, service was provided on another eight tram routes from 24th July and headways returned to hourly. By April, 1951, basically hourly schedules were being operated as follows:-

Essendon - some trips to the Aerodrome.
Camberwell.
Burwood.
Wattle Park - first and some of the last trips to Elgar Road.
West Preston.
East Brighton.
East Coburg.
Carnegie - via Elsternwick, Luna Park and South Melbourne.
East Kew - to Bulleen Road only.
Mont Albert.
Glen Iris.
North Coburg.
West Coburg.
South Melbourne Beach.
Garden City (bus).
East Preston (bus) - via Northcote bus route.

In March, 1952, the timetable had been improved, with services operating to:-

Burwood.	Camberwell.
Carnegie.	East Brighton.
East Coburg.	East Malvern
Essendon Aerodrome (with some trips to Mathews Avenue only).	
Glen Iris.	Mont Albert.
North Balwyn.	North Coburg.
South Melbourne and St. Kilda Beach.	South Melbourne Beach.
St. Kilda Beach to North Richmond.	Toorak
Wattle Park (Elgar Road).	West Coburg
West Preston.	West Maribyrnong (West Road)
East Preston (bus) - via Northcote bus route.	
Garden City (bus).	Heidelberg (bus).

Headways were basically hourly, except 75 minutes on West Maribyrnong.

Two interesting alterations to the fleet of all-night cars had taken place in November, 1949 and July, 1950, when S class Nos. 165 and 169 (respectively) had been declared surplus to requirements at Footscray and were returned to the main system. Preston Workshops carried out minor alterations to them and they were then used as all-night trams. The off-side doorways at the rear of the saloon was panelled with "Masonite" to make them standard one-man cars, and 165 received seats along the off-sides in the drop ends, but 169 did not. However, time was running out for this veteran class, and it was decided to withdraw them early in 1953. The nine cars in all-night service were stripped and the bodies sold between April and October, 1953.

From Sunday, 13th September, 1953, the all-night cars passing through South Melbourne junction were re-routed, due to corresponding re-routing of the day-time services. South Melbourne Beach cars now worked through to East Coburg instead of West Preston, and South Melbourne and St. Kilda Beach cars to West Preston instead of East Coburg. This meant that the two sets of curves at the corner of Clarendon and Park Streets, South Melbourne, ceased to be used for normal traffic, and that trams worked straight through each thoroughfare.

Continuing post-war inflation, increases in the number of taxis licenced, elimination of petrol rationing and steadily increasing numbers of private motor cars caused further increases in fares. Rises took place on 24th December, 1950, 21st October, 1951, 24th August, 1952 and 30th October, 1955. Fares charged on the all-night services became 6d. to 1/6d., and eventually 9d. to 2/-.

Some of the now veteran Q and R class cars started to give cause for concern, and it was decided to retire Nos. 172, 175, 192 and 193, and they were sold in February, 1955. No. 143 followed in July, 1956. To compensate for these losses, a number of the X1 and X2 cars were brought to the main system from Footscray, for varying periods. The cars involved were Nos. 461, 462, 464, 465, 466, 467 and 468, which stayed at various Depots for periods varying from two or three weeks to nearly two years, and No. 676 which arrived early in 1957.

The end of the all-night trams came quite quickly. In October, 1956, shortly before Melbourne hosted the Olympic Games, the North Balwyn and Mont Albert routes were changed to buses, and Q class No. 196 was the last "All Nighter" to run into Kew Depot at 6.10 a.m. on Saturday, 27th October, 1956. No. 174 had been withdrawn in September, and was joined by Nos. 139 and 191 in November, and No. 144 in January, 1957. The remaining all-night routes ceased to be operated by trams from about 6.00 a.m. on Saturday 16th February, 1957, when the cars returned to their Depots for the last time. The surviving Q and R class cars, Nos. 140, 141, 142, 145, 146, 147, 148, 149, 150, 151, 176, 196, 197, 198, 199 and 200, as well as T class No. 178, were sent to Preston Workshops and stored, pending disposal as bodies. However, 178 was reprieved as a spare car for the normal services at Footscray, and Nos. 197, 198 and 199 were later converted to service stock cars. Subsequently the two Birney cars, Nos. 217 and 218, were also withdrawn and stored. However, the five Y and Y1 class cars, being younger double truck units, remained at Camberwell Depot and returned to normal usage on any rosters on the Burwood and Wattle Park routes. The two

Birneys were donated by the M. & M.T.B. to the Homes for Deaf Children, but negotiations by the Australian Electric Traction Association subsequently came to an arrangement whereby 217 was preserved, and it passed to the Tramway Museum Society of Victoria Limited on 31st. August, 1963, when the A.E.T.A. sponsored that body to specialise in the preservation of tramcars in Victoria. No. 218 has recently been offered to the T.M.S.V., and it is hoped that delivery will take place about April, 1967. The remaining Q and R class cars were scrapped and sold as bodies.

The replacing buses were drawn from the general pool of buses which operated the normal day-time routes, and it was thus a much more economic proposition than to repair the worn bodies of the Q and R classes, or replace them with new trams of limited use. Another advantage was that the permanent way branch would be able to have complete occupancy of any portion of the tracks for several hours per night, without the traffic section needing to re-arrange its all-night schedules. Concurrent with the change-over, the Board took the opportunity to completely re-cast the all-night routes and schedules, because passengers had been steadily declining and losses mounting. The frequency of service was reduced from hourly to 75 minutes, and a new system of routes and through-routing devised in order that the minimum number of buses would be needed. The Board's annual report for the year ended 30th June, 1957, summed up the position thus:- "The rearrangement of the service resulted in a saving of 14 vehicles and 20 operators, and will save 224,000 miles per annum." The all-night buses showed "All Night Service" on their destination signs, the route number in their route number boxes (this figure being the all-night route number), and an auxiliary board was carried bearing the name of the destination. They were required to stop wherever hailed by a passenger, irrespective of normal stopping places. Initially, the vehicles which ran the replacement services were Leyland OPS1 chassied units with Preston Workshops and Commonwealth Engineering Co. bodies, built in 1948-1949, but subsequently A.E.C. "Regal" Mk. III chassied units with Commonwealth Engineering Co. or Martin and King bodies have been used. These latter units were built between 1952 and 1954, but were shortened in 1961-1962 to make them suitable for one-man operation.

And so Melbourne gained and lost its "All Nighters"; these trams became almost an institution well within their (almost exactly) 20 years of life. They earned themselves nick-names (complimentary and otherwise!), and provided a necessary service for those of our community who need to travel in the early hours of the morning. The services rendered by their operators to regular and casual passengers alike was considerable, and was of a nature impossible during normal hours. They had their critics ("... left early...", "...keep me awake...", etc.), but they made even more friends, before finally handing over to motor buses the task of providing Melbourne's all-night service.

CORRECTION:

DUNCAN AND FRASER article published in this Journal, January, 1967:-
Page 9, para. 1, line 9:- 1919 should read 1929.

ADDITIONAL INFORMATION to the article on 'DUNCAN AND FRASER' as located by recent research:-

It is now believed that there were only 18 horse trams in Ballarat, not 24 as previously believed. This new figure is made up of 17 double deck and one single deck cars, with 15 double deckers being 6 window cars and the other two slightly longer with 7 windows.

The battery car did give trouble on a sharp curve out of the small Darling Street Depot, but newspaper reports of the tests said that it ran well, even on the steep grade at the east end of Sturt Street. It had been tested in Melbourne a short time before, and subsequently was tested in Adelaide.

In Bendigo, electric tramcars Nos. 13 - 16 were rebuilt by Duncan and Fraser from existing steam trailers, although No. 14 might have been built new. Nos. 17 and 18 were built new in 1913, being open cross bench cars.

It now appears that no horse trams were rebuilt into electric trams at Ballarat. The electric cars were constructed in the Albert Hall, not the depot. Duncan and Fraser also built Nos. 19 and 20, new, in 1905; these were open bench cars.

The firm built ten (not nine) open trailers for the Essendon Tramways in 1906, and the first twenty trams for the Prahran and Malvern Tramways Trust were delivered in 1910-1911.

Duncan and Fraser built 63 trams for the Prahran and Malvern Tramways Trust, 28 for the Hawthorn Tramways Trust, 18 for the Melbourne, Brunswick and Coburg Tramways Trust, 25 for the North Melbourne Electric Tramway and Lighting Company Ltd., 7 for the Footscray Tramways (actually ordered by the H.T.T.), 23 for Ballarat, 18 for Bendigo, 14 for Geelong, a total of 196 (including 14 trailers and 22 conversions).

PERSONAL.

We regret to record two resignations. Firstly, Ken McCarthy resigned as Chairman of Directors of our Sydney contemporary, The South Pacific Electric Railway Co-operative Society Limited in December last, due to increasing demands on his time by the N.S.W. Education Department, with whom Ken is a High School teacher. Ken was a foundation member of the Museum project in Sydney, and has been an energetic and hard worker for many years. We trust that he will still be able to be active to some extent, and may even be able to "work clear" of his problems in time to come.

Our second resignation is right on our front door-step! Secretary/Director Keith Kings has found it necessary to considerably decrease his active service for us, due to increasing demands on his time at work. Keith's section has been plagued with the problems of an expanding organisation, move to new premises, illness, retirement and changing to new systems and computers for some time now, and, as Keith says, something has to go! Much overtime in recent months has hastened his decision, especially as there does not seem to be any relief in sight now until the end of the year. We trust that Keith will still be seen around whenever he can make work parties or meetings.

Appropos to Keith's resignation. I feel that the Society will suffer a blow to its eventual plans, as reference to the yearly work hours discloses the real story of how Keith's spare (?) time was spent. At one time, he and I were able to make visits to interview people and examine 'old warriors', but over the last year these calls have not been possible. The Society owes a lot to Keith, and writing on behalf of the Members and Directors, I would like to express our gratitude and thanks for a job well done

THANKS KEITH.

R.H. Prentice
Chairman.

NEW APPOINTMENTS.

The Directors have approved the appointment of Member John Fitzsimons as an alternate Director for Keith Kings place on the Board.

John has also agreed to become the Museum's Secretary and Public Officer. His telephone number is 507983.

Member Noel Johnstone has been appointed the Society's Treasurer.

WORK NEWS.

Little work has been done on 217 recently due to the dispersal of members to outside work parties whilst the weather has been fine, however, Peter Stoneham and Doug Prosser have been overhauling and cleaning the Birney's air gear.

Members have been working on cars Nos. 680 and 20 and both are starting to look a little less bedraggled.

A site for Pengelley car No. 22 has been cleared in the outer suburb - where several members displayed potential as Royal Show woodchoppers. The space has generously been made available by the landowner. It was hoped to bring the car to Melbourne on 8th April but difficulties with transport prevented this. We apologise to all members who waited so hopefully only to be disappointed and assure them that next time will not be only a dress rehearsal! J.T.R.

NEW ZEALANDERS INVADE VICTORIA.

Alan Smith and Keith McGavin Secretary and Treasurer respectively of the Wellington Tramway Museum Inc. arrived in Melbourne during December. Keith was here for about 3 weeks whilst Alan stayed for nearly 3 months during his University vacation. Many members on work parties met Alan and were able to exchange notes on Museum activities here and in New Zealand. During his stay, Alan participated not only in T. M. S. activities but also P.B.P.S. and A.R.H.S. work parties. Alan left for Sydney on 19th Feb. before returning to N.Z.

John Shanks and Bruce Dale both from Christchurch and members of the Tramway Historical Society Inc., were here during February (see also Meeting notes elsewhere) and also called into Tasmania and S.A. on the way back to N.Z.

EXCURSIONS.

"COBURG CAPERS" - February 3rd, 1967.

The Society's first tour for 1967 took the form of a "moonlight flit" in "T" 180 which was mainly organized for the benefit of those members and friends unable to participate in the "All-Night" tour.

Soon after 7.45 p.m. the car loaded with passengers left South Melbourne Depot for the old Moreland terminus via Sturt St., Swanston St., Elizabeth St., Royal Parade, Sydney Rd., and Moreland Rd. Here the passengers "invaded" the adjacent milk-bar which was a welcome relief as the temperature remained in the eighties throughout the tour.

The next stop was at the corner of Brunswick Road and Lygon Street where the pole was turned for the run along Holden Street to the Barkly Street corner where a stop was made for photographic purposes.

Following this we travelled along St. Georges Road and after crossing "MT. B++++y" (the Preston - Northcote connecting tramway line) we were treated to some interesting shunting manouvres to enable us to proceed along High Street to the Bourke Street terminus where once again passengers quenched their thirst! South Melbourne Depot was reached by way of Bourke St., Victoria Parade, Latrobe St., William St., Queensbridge St., and Kingsway.

Finally, soon after 10.30 pm, a very enjoyable tour ended and it is hoped that future excursions will be as successful.

P.N. 9/2/67.

ALL-NIGHT OUTING

The party set forth from Glenhuntly Depot in "Y" class No. 469, at 11.15 p.m. Friday, 10th February, 1967, for Carnegie terminus, East Brighton, Glen Iris, Essendon 'drome and other points north and east, with the trip terminating back at Glenhuntly at 6.30 a.m. on Saturday 11th February. We had with us a reporter from "THE HERALD" who said he was going to do an article on the tour. The published feature in the late afternoon editions caused, to say the least, a considerable amount of consternation to the writer -- and members. Blimey! Our thanks to the Officers of the M. & M.T.B. for their help and assistance.

R.H.P. April '67.

RUBICON RAMBLE

In glorious weather on Sunday, 19th February, members travelled to Rubicon. The bus provided was A.E.C. Regal Mark III, No. 570 which was in top condition after an overhaul. It was obvious that the staff at the Bus Garage had expended extra time in preparing the bus for us.

A stop was made at Healesville and then at the Igloo Restaurant at Buxton for lunch. On arrival at Rubicon power station the party divided into two groups. The first party boarded the cable car and journeyed up the 3/4 mile long incline which rises 2400 ft. and has a maximum gradient of 1 in 2. At the summit the party inspected the winding machinery and then travelled in the largest of the two battery trams alongside the aqueduct to the Royston power station.

They then returned to the top of the incline where the second party had just ascended the incline after inspecting the power station. While the second party travelled to Royston and back over the trestle bridges and sharp curves, the first party had descended and inspected the power station. By the time the second party had returned, the bus had been turned ready for the homeward journey. The evening meal break was taken at the Igloo at Buxton with another refreshment stop at Healesville.

Perfect weather all day made the outing a complete success.

Our thanks are due to the S.E.C. staff who made our visit possible, to member Jim Dowel who again provided the Driving Force that guided 570 through the mountains, and lastly to Mr. H. Westrup, Bus Branch Engineer and his staff, for providing such an immaculate bus.

MEETINGS.

On Monday the 6th February, Alan Smith, Secretary of Wellington Tramway Museum Inc., and John Shanks and Bruce Dale of the Tramway Historical Society (Inc.) of Christchurch addressed a meeting of members at the Malvern Town Hall.

Alan described and showed slides of the Queen Elizabeth Park tramway museum and T.M.S. members were amazed at the amount of work which has gone to make this museum an operating success in such a short time.

John and Bruce gave a joint address on the Christchurch project which is assembling a combined railway, tramway and applied science museum at Ferrymead. A number of societies and local authorities are working to achieve this and the Tramway Historical Society for their part have gathered a representative collection of tramcars -- horse, steam and electric which will form the basis of an operating museum.

This site which is only 4 miles from Christchurch should eventually be one of the finest operating transport museums in the world. Members were unanimous in expressing their appreciation and admiration of what is being done in New Zealand and I think it has jolted many of us into realising what could be achieved here in Victoria.

Keith Kings showed his slides and movies of all-night trams to commemorate their end ten years ago, and the evening which was a great success ended on a nostalgic note... J.T.R.

Mr. J. Murphy, Shed Foreman at Camberwell Depot was the speaker at a meeting held on Monday, 3rd April. He described his experiences from his early days with the Hawthorn Tramways Trust just before its takeover by the M. & M. T.B. through to present days. He compared control equipment of the K.35 controllers to the R.C1's and R.C.2's. Different types of motors and their performances were discussed. What happens when an accident or breakdown occurs on tram tracks (not necessarily involving trams), how the emergency wagon (R.10) and its gang is notified and the procedures of the breakdown gang at the site. Yes -- all these and other highlights to Jim's life with the Board were told. The one thing that clouded what was otherwise a first class night, was the attendance of members -- eventually 12 people turned up. That is a bad show to our speaker, isn't it? R.H.P.

PROVINCIAL TRAMWAY ITEMS.

BALLARAT. MARCH, 1967.

Maximum Traction tram No. 35 has been lifted for a re-wheel, brake gear attention and general repairs.

Single Truck tram No. 30 is in the paint shop for a complete exterior and interior repaint and body repairs -- new apron etc.

Certain sections of the Mount Pleasant line have been repacked by the track gang. They have also been active in Skipton Street, between Drummond and Rubicon Streets.

The Ballarat division of the Australian Tramways & Omnibus Employees' Association has written to the Ballarat City Council pointing out that a 7ft high wall on the north-east corner of Drummond and Mair Streets is a hazard for the drivers of south-bound trams in Drummond Street. They cannot see east-bound traffic in Mair Street until it is almost into the intersection. The wall extends 50 ft. along Drummond Street. There is also a large shrub, even higher than the wall, growing on the corner.

BENDIGO, APRIL, 1967

M.T. No. 17 is in the paint shed for accident repairs. The drop centre stanchions on one side will have to be replaced, new panelling fitted and hand rails attended to.

M.T. No. 3 has re-entered service after a repaint and truck overhaul.

Track cleaner car is on body lifters for a truck re-wheel and motor check over.

New points and box have been installed at the Hayes Street (Iron bark) passing loop.

General track maintenance has been carried out including new sleepers under rail joints, particularly on the North Route.

R.H.P.

PUBLICATIONS RECEIVED.

NARROW GAUGE. The official publication of the Puffing Billy Preservation Society. The February, 1967 issue features a story about Jerry, a dog; the fate of the other eleven NA's; a tale of two tramways in East Gippsland, etc.

SENNACHIE. Edited by John J. Alderson, Havelock, Victoria. Published monthly for 10 cents per copy or D1 per year posted. History, Anthropology, Folklore, Antiques, etc.

TRAMWAY TOPICS. Journal of the Wellington Tramway Museum Inc. and the Tramway Historical Society Inc. Price 2/6 (N.Z) each from the Editor, Mr. J.D. Wilkinson, 281 Naenae Road, Lower Hutt, New Zealand.

TROLLEY WIRE. Magazine of the South Pacific Electric Railway. Subscription rate for non-members is \$1.75 per annum, post paid, from Box 103, G.P.O., Sydney, N.S.W.

AUSTRALIAN RAILWAY ENTHUSIAST is the journal of the Association of Railway Enthusiasts. Price 50 cents per copy. By arrangement with the Board of Management of the A.R.E., copies of this journal are now available from our SALES DEPARTMENT. Contact Andrew Howlett for further information -- his telephone number is 533079. Mr. J. Clarke is the Editor of this first class publication.

NEWSLETTER of the Preston Historical Society lists the latest 'doings' of this active Society. Mr. J.C. Arrowsmith is the Secretary.

GREEN OVER RED. The March '67 issue has two photographs printed on pages 1 and 8. These are of a much superior reproduction than the photos printed in earlier issues. Please note:- Copies of this magazine are available through our Sales Department. R.H.P.

THE GREEN LINES. The Green Lines has recently been published by the A.E.T.A. (Sydney Branch). The theme taken is the South Western or Newtown Lines of the now closed Sydney tramway system. The story begins with the opening of the Newtown steam tramway in 1881, then the horse trams, dealing next with the first electric services and steam buses. There are full details of each route (including timetables), proposed extensions and finally the replacement of the trams by buses. Besides a detailed text, the book contains over 50 historical and modern photos, ten well drawn maps including a thoroughly accurate map of the electric system. All this has been printed over 90 glossy pages -- \$2.00 from our Sales Department.

Also, through the courtesy of the A.E.T.A. we are pleased to announce that we now have on sale their other publications as listed below:-

FIRST STOP CENTRAL\$3.00
THE ELECTRIC TRAMWAYS OF HOBART 35c.

Available from Sales Department. See enclosed form. A.M.H.

RETURN TO FERRYMEAD. It is often difficult to gain a good overall knowledge of overseas museum projects due to lack of published information and having to rely on small snippets of news. This situation has been remedied in one case by the appearance of "RETURN TO FERRYMEAD" which is jointly published by the Tramway Historical Society (Inc.) and the N.Z.

Railway and Locomotive Society, Canterbury Branch (inc.). This booklet of 24 pages costs 45 cents and is an excellent account of the project to construct an operating museum of applied science at Ferrymead near Christchurch. The efforts of the T.H.S. in preserving historic tramcars are very gratifying and many photos of these cars are included, together with other photos of historic interest. Other items covered are trolleybuses and steam locomotives.

This booklet is a must for preservation enthusiasts and is available from the Society's book service. J.T.R.

The 2nd edition of WELLINGTON TRAMWAY MEMORIES is now available. This booklet published by the Wellington Tramway Museum is a brief account of the now defunct Wellington system. Several of the cars illustrated are now preserved at the tramway museum at Queen Elizabeth Park, Wellington. Our book service also has this publication in stock. J.T.R.

OOMPAH.

Congratulations to the M. & M.T.B. Brass Band who won the 1966 Grand Final of the Australian Broadcasting Commission's Brass Band Contest. Perhaps the Band could be prevailed upon to provide music at the opening of our museum in the not too distant future, a cheering thought.

MUSEUM NEWS.

Next issue we will commence a series of articles which will aim to give a brief summary of tramway museum developments overseas. Any information which members have would be most helpful and if possible we would like to review it for inclusion in articles. If you can help contact the Editor - 854648.