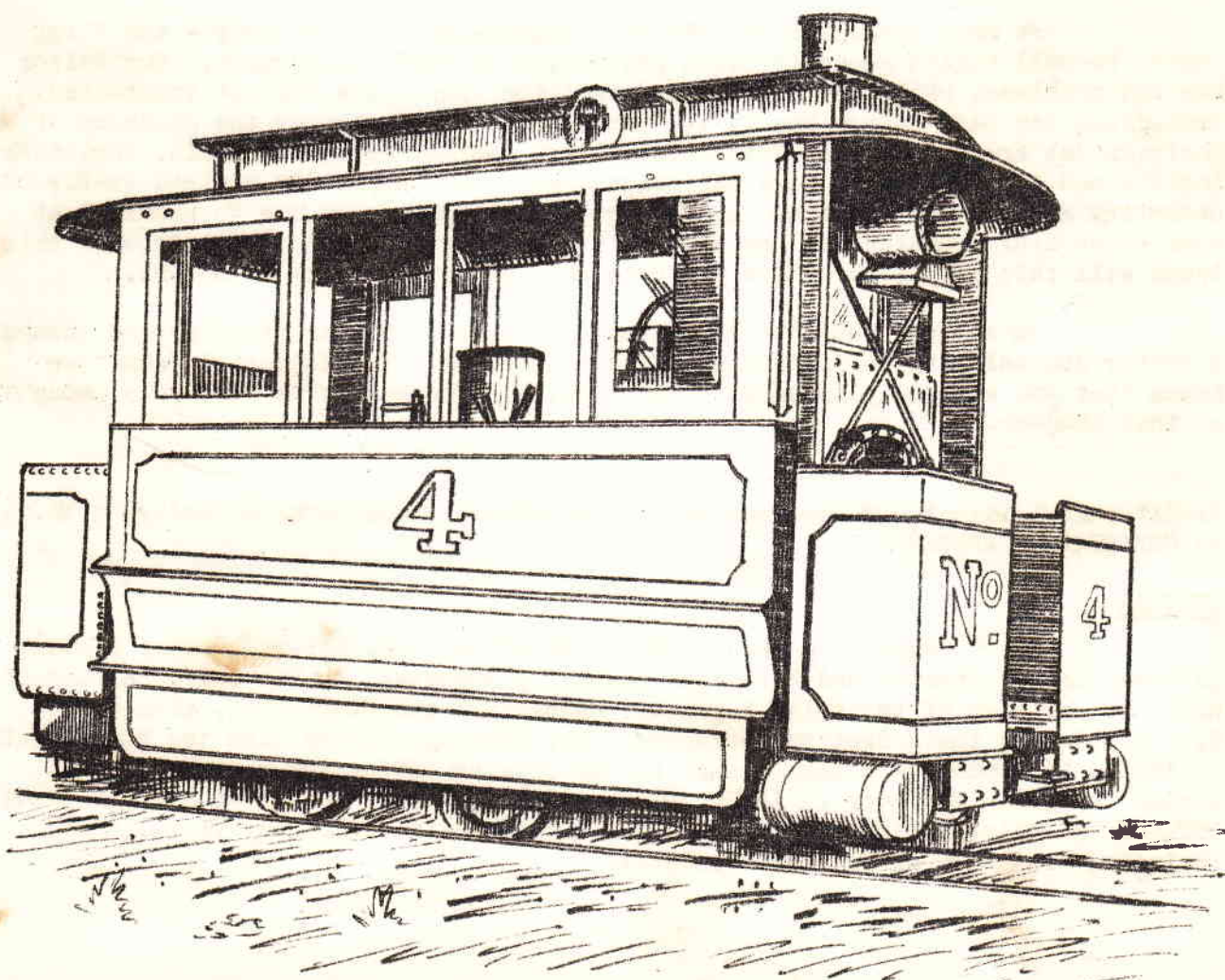

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CHRISTOPHER ANDREWS, ANDREW HOWLETT.

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EDITORIAL COMMENT.

We must apologise for the late appearance of this issue - the first one to be well behind schedule since production of "R.J." commenced. Our Editor has had problems, while the article promised for this issue has not eventuated. Production has been undertaken by the Editorial Committee under the guidance of Chairman Bob Prentice. John Fitzsimons, Barry George, Graham Turnbull, Christopher Andrews and Andrew Howlett have all helped, and even supposedly retired ex-Director/Secretary Keith Kings - placed in "storage" three months ago due to problems at work - has been trundled out and placed in emergency service! We trust that this issue will rate a pass, and that the October issue will revert to normal.

As can be seen with this issue, we take a further step forward towards a better journal with the inclusion of four pictures. The Editorial Committee hopes that you will be pleased with the results. Please let us know your thoughts on this subject.

K.S.K. & R.H.P.

Credit page 1 layout and the drawing of the Baldwin Steam Motor - Bendigo's No. 4 - to CHRISTOPHER ANDREWS.

OBITUARY:

"R.J" regrets to record the death of Mr. B.J. Roberts, after a short illness, in the Preston and Northcote Community Hospital, on 7th July. Mr. Roberts held the position of Designing Engineer, Mechanical and Electrical, with the M. & M.T.B., at their Preston Workshops. Mr. Roberts started with the M. & M.T.B. in 1935. He worked as a Draughtsman in the Drawing Office for many years, and became Designing Engineer in 1957. He was also a staunch member of the Municipal Officers Association, and was on the Executive Committee for many years, including six years as Federal President.

Mr. Roberts was known by many T.M.S.V. and A.E.T.A. members for nearly 20 years. He has been most helpful with information and advice on numerous occasions on quite a wide cross-section of our hobby over the years. We respectfully record our grateful thanks to "B.J.R."

K.S.K.

A SUMMARY OF THE TYPES OF TRUCKS USED UNDER MELBOURNE ELECTRIC TRAMCARS.

By: K.S.Kings

The purpose of this article is to summarise and tabulate the various types of trucks which have carried Melbourne's electric tramcars through the years, with certain key data about each, plus interesting information and comments where applicable. It is not the "complete" article on trucks, as time and circumstances - and the writer's knowledge! - prevent this. It is hoped, however, that this article will pioneer a field which has not really been touched before as a self-contained unit, and will serve as a basis for further research and work, as well as being a handy general reference for matters appertaining to trucks.

The article is divided into three sections. Part A deals with the trucks used under M. & M.T.B. passenger rolling stock. Part B deals with trucks used under M. & M.T.B. Works Car rolling stock. Part C deals with trucks used under cars of non-M. & M.T.B. undertakings, that is, the Box Hill line and the Victorian Railways two lines. For the sake of simplicity, the municipal Trusts and the Essendon Company have been dealt with as part of the M. & M.T.B.'s classification. The first portion of Part A deals with trucks purchased from outside companies, with the Board's own designed trucks following, commencing from item No. 10.

Part A. Passenger Tramcars.

1. 21E truck. A four wheel, two motor truck for use under small to medium length tramcars, as evolved several decades ago. It was the first type of electric tramcar truck to be used in Melbourne in quantity, and eventually served under 13 classes of electric passenger tramcars, with wheel-bases of 6'6", 7'0", 7'6" and 9'0", and a wheel diameter of 33 inches. Motors used were WH 205, GE 202, U 140, GE 203, WH 225, GE 241, MV 102 and GE 67, varying from 33 h.p. to 55 h.p. per each. It will be seen that the 21E truck was a most versatile unit! It was used under classes A, B, F, G, H, J, K, M, Q, R, S, U and V.

2. 21E Special. These were used under X1 class Nos. 461 - 468 and X2 class Nos. 676 - 679. They were basically a 21E truck, but with spacing pieces cut into the side frames to lengthen the wheel base to 9'0" and 10'0" respectively. They had 26½" and 33" wheels, and MV 101BR and MV 102 motors (50 h.p.) respectively.

3. 22E. These bogie car trucks were of the Brill maximum traction type, with 33" driving wheels and 20½" trailing wheels. They were used under cars of the C, D, E, N, O. P and CW5 classes. They had two GE 201 (65 h.p.) motors, with the first three classes being re-motored from GE 202 (50 h.p.) motors. The five CW5 cars received their trucks from scrapped C class cars, but a programme to use the other 34 sets of equipment under new bodies was cancelled.

4. 77E1. Six sets of these trucks were commissioned under the L class tramcars, with four GE 247 (40 h.p.) motors and 26½" diameter wheels. They were modified in 1948 to 1950 to take 28" wheels. Wheel base is 5'1½", with 24'6" truck centres.

5. 79E1. This Brill truck entered service under Birney car No. 217, having two GE 264a (25 h.p.) motors, 26 $\frac{1}{2}$ " wheels, and a 8'0" wheel base.

6. St. Louis. This truck was under Birney car No. 218, and had two WH 510A (35 h.p.) motors, 26 $\frac{1}{2}$ " wheels, and a 8'0" wheel base. It had been re-classified as No. 4 truck by December, 1928.

7. Radiax. These six Brill radial axle trucks were used under the long T class cars. They had a wheel base of 12'0" with 33" wheels, and two GE 241 (55 h.p.) motors.

8. B3. These two modern St. Louis-built trucks were imported in 1949 for use under P.C.C.-equipped tramcar No. 980. Their wheel-base is 6'3", truck centre is 28'0", and four motors of GE 1220E (55 h.p.) type are carried. Wheel diameter is 25", the wheels being of the P.C.C. resilient type.

9. Unknown. Duncan and Fraser built ten trailer cars for the North Melbourne Electric Tramway and Lighting Company Limited using four wheel trucks. It is not known whether these trucks were to the makers' own design or not. Wheel base was 7'0" and wheels were 30" diameter.

10. 1A. This style of truck first appeared in Melbourne, in December, 1923, under tramcar No. 219, the prototype of the W class. It was the M. & M.T.B.'s adaption of the American Master Car Builders (M.C.B.) truck (of which there were many variations built by numerous electric car builders of U.S.A.). It was an equal wheel (26 $\frac{1}{2}$ " diameter) truck, of 5'3" wheel base, with 26'0" truck centres. The end frames of 1A trucks were straight. Each truck carried two motors each of 40 h.p. They were used under W, W1, W2 and SW2 classes. Many have now been converted to 28" wheels.

11. 1B. This truck evolved from the No. 1A truck, and had a dropped-end frame as its distinct difference. Other items are as the No. 1A truck. These two types of trucks operated with no less than nine different types of motors: MV 101A, MV 101AN, MV 101AR, MV 101AX, GE 247A, GE 288A, BTH 265D, BTH 265P and EE DK 34.

12. 1C. These two trucks are purely No. 1B type with special dropped truck-bolsters, to accommodate Y class tramcar No. 469 (which was originally built as a tourist car.) Their statistics are for 1A and 1B trucks except for a 24'0" truck centre.

13. 2A. This single truck was built for X1 car No. 459. It had a rolled steel side frame, and worm drive from the motors to axles. Wheel-base was 9'0", wheel diameter 26 $\frac{1}{2}$ ", and two MV 101BR (50 h.p.) motors were carried. The worm drive was replaced by spur gears in 1932, and the motors were replaced by MV 101A's in the early 1950's.

14. 2B. This truck was built for X1 car No. 460. It also had a rolled steel side frame. Its drive was either worm or geared. The special feature was removed and replaced by spur gears in 1937. Statistics are as for No. 2A truck.

15. No. 3 truck. See Works Cars section.

16. No. 4 truck. See item No. 6, St. Louis truck, previously mentioned.

17. 5. These two St. Louis type trucks were imported in an effort to get an improved truck. They arrived from U.S.A. in 1929, and were placed under W2 No. 548. They remained under this car until they were scrapped in August, 1963, and replaced by No. 1A trucks. No. 548 had special packing pieces inserted above its body bolster rubbing plates to enable these trucks to be used, and same were removed when the trucks were scrapped. Wheel base was 5'4", with other data as for 1A and 1B trucks.

18. 6A. This truck served under X2 class car No. 680 (originally No. 674). Cast steel side frames were used, with a worm and quill drive. Wheel base was 10'0" with 33" diameter wheels and two MV 107 (60 h.p.) motors. The special drive and motors were removed in 1934 and replaced by spur gears and two MV 102 (50 h.p.) motors.

19. 6B. This truck was used under X2 class tramcar No. 675. It incorporated what is described as a "Gear Box" drive, or spur gear and quill drive. There were two MV 116Q (60 h.p.) motors, with 33" wheels and 10'0" wheel base. The special drive was removed in 1933 and helical gears fitted. The MV 116Q motors were replaced by MV 102 (50 h.p.) motors in the middle 1950's.

20. No. 7 truck. These bogie trucks have a cast steel side frame and were used under W, W1 and W2 class tramcars. They had a 5'4" wheel base, 26 $\frac{1}{2}$ " wheels and were set at 26'0" truck centres. Two car sets were purchased, and originally entered service under cars of the 624 - 653 group. One set was withdrawn and scrapped in 1965, and the other set was withdrawn in 1966, de-motored, and used as transport bogies at Preston Workshops.

21. 9A. Cars Nos. 654 (class W3), 611 and 613 (class Y1) used these trucks. Their common features were cast steel side frames, 33" wheels and MV 101AZ (40 h.p.) motors, but even the side frames were not identical. Wheel bases were 5'9" and 5'10" respectively. The "I" type cross-section frames of 654's trucks are ribbed, and quite distinctive; these trucks were used under No. 611 for a while. 654 was stored after a serious accident late in 1961, and its trucks subsequently scrapped. Nos. 611 and 613 were converted to No. 15 trucks in November, 1961 and December, 1964, respectively, and their original trucks scrapped.

22. 9B. The fifteen cars of the W3 class with these trucks fall into two groups. The first group comprises 12 cars (Nos. 655, 656 and 660 - 669), having two brake cylinders on each truck. The second group comprises cars 657 - 659, with their brake cylinders on the underside of the car-body. All these trucks have rolled steel "I" section side frames. Wheel base is 5'9", wheel diameter 33", truck centre is 28'0", and there are two MV 101AZ motors (40 h.p.) per truck.

23. 9C. These trucks are basically 9B type, with modifications. Wheel base is 5'9", wheels are 33" diameter, truck centre is 27'6", cars 670 - 673 had MV 101AZ (40 h.p. motors), while 674 had MV 102 (50 h.p.) motors; the latter were replaced by MV 101AZ motors in the early 1960's.

24. No. 11 trucks. Two car sets of cast steel side frames were purchased, being similar to the No. 7 trucks (see item 20, above). Wheel base was 5'10", truck centre 22'0" and wheel diameter 33". Motors were MV 101AZ (40 h.p.). They were used under Y1 class cars Nos. 610 and 612; the latter was converted to No. 15 trucks in April, 1963.

25. No. 13. This set of trucks was designed and built in 1931, and originally had 26½" diameter wheels. Wheel base is 5'2". They were originally tried under W2 class cars, and converted in 1943-1944 to No. 15 truck brake gear and 28" wheels to enable them to be used under W5 and SW6 cars. They were withdrawn from service in November, 1963, and one truck was placed under W2 - 295 (which retained a No. 1 truck at its other end), for use as a rolling stock breakdown crew instruction car. No. 295 was replaced by No. 267 in November, 1966, on this duty, and the No. 13 truck duly transferred. The other No. 13 truck is in use for test purposes at Preston Workshops.

26. No. 15. This type of truck evolved from the No. 13, and is presently used under W5, SW5, SW6, W6, W7, Y1 and VR classes. Wheel diameter is 28", and about 85 sets have resilient wheels. Wheel base is 5'2", with truck centres at 28'0" (22'0" for Y1 and 26'0" for VR). Motors are 40 h.p. GE 247AX2.

27. Numbers 8, 10, 12 and 14 have not been allocated to trucks which have been constructed and used.

Part B. Works Cars.

28. 21E. These trucks have been under various passenger tramcars which have been selected for conversion to Works Cars. They are Scrubber Cars Nos. 3 and 4, Suction Car (1st.) No. 6, Ballast Motor (1st.) No. 11, Sleeper Transport 15, Rail Hardener (Loco.) (1st) 16, Wheel Transport (2nd) 16, Freight Car 17, Locomotive 18, Spare Freight Cars (1st.) 19 and (2nd) 19. Statistics of wheel bases and motors have varied, but wheel diameter has been 33".

29. 21E Modified. Scrubber Cars 10 and (2nd.) 11, purchased from Sydney, are classed thus. Wheel base is 7'6", and there are two GE 215 (60 h.p.) motors.

30. Radiax. The Brill radial axle Truck under No. 177 was modified when the car was rebuilt for use as Vacuum Cleaner No. 2 (2nd) 6 from late 1961 until October, 1962.

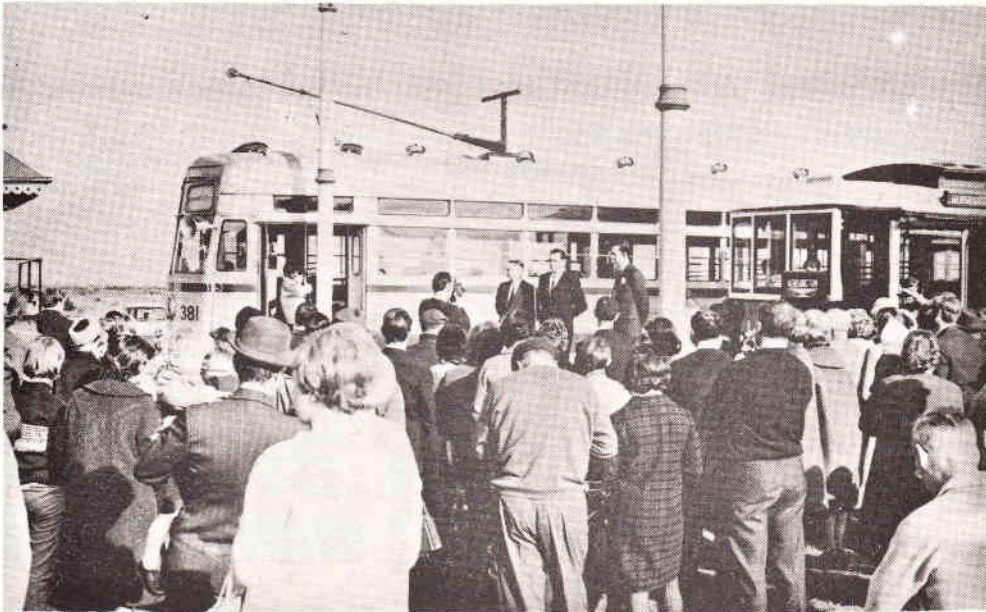
31. 1A Special. These trucks are 1A type from a W2 class car, suitably modified for use with Vacuum Cleaner Car No. (3rd) 6, in October, 1962.

32. 1B Special. These trucks are 1B type from a W2 class car, suitably modified for use under Flusher Car No. 7 (when they replaced that car's original trucks; see next item).

33. No. 3. Diamond Arch Bar Frame trucks built for Flusher Car No. 7. They had 33" diameter wheels, a wheel base of 5'10", original truck centres of 17'0" which was modified to 16'0" when the car was altered in 1943. Replaced (by 1B special trucks) in September, 1963, and scrapped.

34. Austral Otis. These are special units in Reciprocating Rail Grinders Nos. 1 and 2. There is a cabin unit and a grinding-head unit on each car. Power is from one BTH DS motor of 75 h.p. per car.

35. Scrubber Cars Nos. 5 and 8 and Reciprocating Grinder No. 3 (purchased from Sydney) are officially recorded as having no trucks. Nos. 5 and 8 have their wheel, axle and axle-box units attached to their main frames, while No. 3's cabin and grinding-head units are unclassified.



OFFICIAL OPENING CEREMONY BEING CARRIED
OUT BY THE LEADER OF THE S.A. OPPOSITION
MR. STEELE - HALL

- R.H. Prentice -

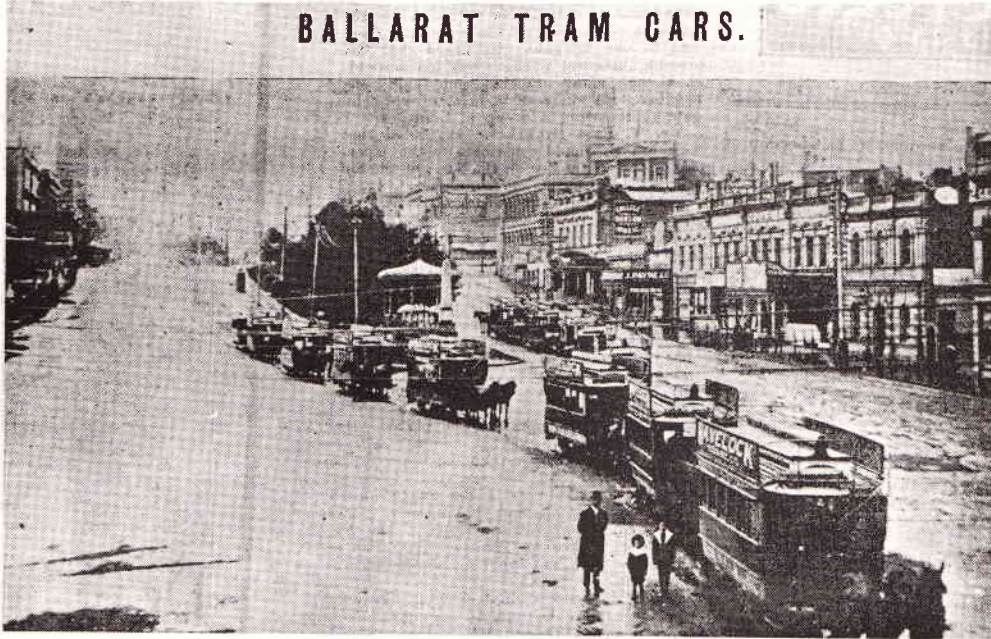


RECOVERED G.W.C. CO. SKIP ON V.W. VAN
AT BENWERRIN WINCH AREA

- A.M. Howlett -

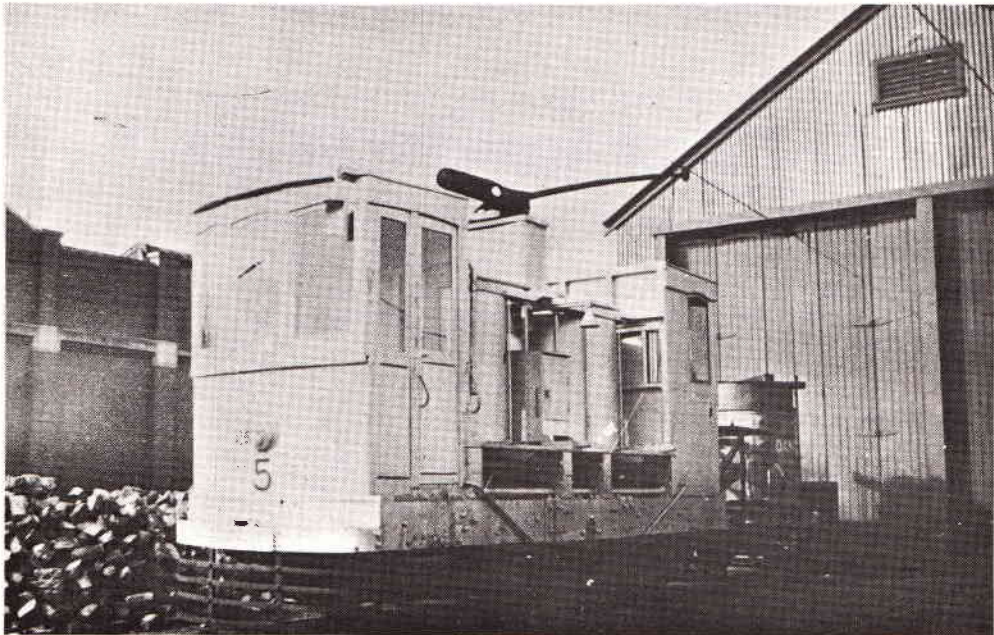
- F. P. 2 -

BALLARAT TRAM CARS.



HORSE CARS AT LOWER END STURT ST. CIRCA 1895

Courtesy of State Public Library



SCRUBBER NO. 5 WITH WEED KILLING TRAILER
AT SOUTH MELBOURNE DEPOT

- R. Pearson -

Part C - Other Operators.

36. Box Hill - Doncaster. Details are unknown for the two tramcars which ran on this pioneer line. It is possible that open car No. 1 did not have a separate truck, while the type of truck under the saloon car cannot be ascertained for certain from the only photograph available.

37. Victorian Railways. The early single truck cars appear to have had a wheel base of 6'6", with Brill 21E trucks, Brush trucks, and Brush "Radial" trucks. All the bogie cars had Brill 77E trucks, with a 5'1½" wheel base and 26'0" truck centre, except the last three sliding door cars whose 77E's were made by Thompson's Foundry at Castlemaine. The bogie cars had 40 h.p. GE 247 motors.

ADELAIDE'S TRAMWAY MUSEUM OPENING CEREMONY.

by J.E. Fitzsimons.

The culmination of much hard work by volunteer workers was reached recently with the official opening of the Australian Electric Transport Museum's depot at St. Kilda, South Australia, about fifteen miles north of Adelaide. The Museum project was formed in 1957 and the first vehicles transported to St.Kilda the next year. In the tenth year of their history, the Museum's depot was officially opened at 3 p.m. on Saturday, 22nd July, by the Leader of the South Australian Opposition - Mr. R. Steele-Hall. (See upper picture - F.P.1).

On the occasion of this historic event, the Tramway Museum Society of Victoria Limited was represented by our Chairman, Mr. R.H. Prentice, together with Messrs. K.S. Kings, J.E. Fitzsimons (Secretary), D.J. Prosser, G. Bradshaw and M. Duncan, who received a warm welcome to the site. All members travelled to and from Adelaide by the Overland express except John Fitzsimons who was obliged to fly to and from Adelaide due to his having to attend another meeting on the Friday night.

After booking in at the hotel where the party was staying, the new city terminus of the Glenelg tram line was inspected along with the outside of the depot. Being a Morphettville raceday - coupled sets of H class cars were in operation during the morning. After lunch our party travelled by the 2:05 Gawler train, its consist being a typical three car set of comfortable carriages. Alighting at Salisbury we were met by members of the A. E. T. M. and transported to the site in good time for the opening. A large crowd was in attendance to witness the official opening of the Museum. Adelaide's oldest and youngest trams were outside the depot and they, A class No. 1 and H 1 class No. 381 formed an impressive background to the official platform. The remainder of the museum's vehicles were inside the depot and visitors were able to inspect them after the opening ceremony. The depot building is a large well-built corrugated iron structure containing four roads and a very spacious workshop. The museum's fleet at present comprises A class No. 1, A 2 class No. 42, E 1 class No. 111, D class No. 192, F 1 class No. 282, H 1 class No. 381, Trolley buses Nos. 216, 417 and 526. Further vehicles are still to arrive at the site.

A class No. 1 was in excellent condition after a complete overhaul and the other vehicles are all in good condition in various stages of restoration.

With the exception of A 2 class No. 42, all cars are in operating order. By 5.30 p.m. the spectators had mostly departed and our members assisted with pushing 381 and 1 back into the shed. After the doors of the shed were locked, we were driven back to Adelaide.

After tea, a mix-up occurred in meeting Mr. Graeme Kaines, the Museum's Secretary, but eventually we met up and all departed for Glenelg on H class No. 378. We were treated to a fast run with few stops on the down and up trips. After time-exposures outside the depot, the party returned to the Grosvenor Hotel for a well earned rest.

The following day, being Sunday, no public transport was to be found until midday, but a trip was made by taxi to the A.R.H.S. Rail Museum at Mile End where we were lucky enough to witness 750 class No. 752 (ex V. R. "N" class loco) being manually pushed and jacked into position. The museum is very well laid out and several other exhibits are still to come. The walk back to Adelaide was interrupted for a quick examination of some of the S.A.R's fleet of "BRILL" inter-urban railcars. After lunch we departed by M.T.T. bus for the National Trust of Australia's museum of horse drawn vehicles in Magill Road, which boasts a miscellaneous assortment of baker's carts, fire engines, bath chairs and an Adelaide double deck horse car No. 18. The tram is in very good order after being very nearly completely overhauled and restored to original condition. The car was in poor condition when first located but has now been transformed through much hard work by several people. The car was inspected inside and out and is a credit to its owners. On leaving the National Trust's display and travelling back to Adelaide by bus, it was found there was only time for a quick meal and departure at 7.00 p.m. for Melbourne.

The weekend was very rewarding and instructive to all those present and our grateful thanks are extended to the Australian Electric Transport Museum for providing transport for us to and from the museum site, and for their hospitality. Considering the time of the year, the weather could not have been better and all told, this was a very interesting and rewarding weekend for all present.

T.M.S.V. TRAM-BUS TOUR: Sunday June 18th, 1967.

This year, the Society's "mid-winter" excursion took the form of an all-day outing destined finally for the Australian Railway Historical Society's museum at Newport Workshops.

The morning section was in car 980 and left South Melbourne Depot soon after 9.30 a.m. bound for West Maribyrnong with a "rush hour" load of 62 persons. The attraction of a proposed "high speed" run must have been the "lure" for this record number of passengers on a Society tour. After travelling via Kingsway, Sturt Street, Swanston Street, Victoria Street, Elizabeth Street, Flemington Road and the normal 57 route it was found that the car could not proceed beyond the "MBR. RIVER" cross-over so it was decided to turn back and make an extra run to the Daly Street crossover after returning from Essendon Aerodrome. On the Essendon Aerodrome route the car was able to "move" along, but unfortunately not to the speed which had been intended. For many of the passengers, the ride to Daly Street was their first opportunity to travel over the new road crossing at Elliott Avenue, and the workings of the signals were watched with interest. From here the car returned to South Melbourne Depot via the normal route.

A change was made here to "W7" 1001 which has been fitted with composition brake blocks. Although this portion of the tour was included in the morning fare, several members and friends left the car at the Depot which reduced the number of passengers to 41. The car proceeded to Malvern Depot by way of Kingsway, Park Street, St. Kilda Road, Wellington Street, Dandenong Road, and Glenferrie Road, where a break was taken for lunch and to inspect the Museum's cars. The car then made for the North Fitzroy Depot via South Melbourne Depot where a layover was made to allow morning passengers to leave the tour and afternoon passengers to join.

At North Fitzroy Depot the party transferred to Leyland OPS1/MMTB bus No. 372 which had been specially prepared for the occasion, thanks to the staff at the North Fitzroy Depot. This part of the tour would have been the first "enthusiast" bus tour because instead of accepting a normal bus (A.E.C. "Regal" types), a Leyland OPS1 (all of which have now been withdrawn from regular service) was requested. With some crashing of the gears 372 departed for the Railway Museum.

On arrival at Newport, the passengers eagerly entered the Museum to inspect the rolling-stock - both locos and carriages. When it was time to leave, the party were dismayed to find that 372 had broken through the earth's crust, which had allowed it to sink into the soft ground. Although shouts of encouragement were called forth in loud voices directed to the driver and the persons who were pushing, the bus could not be coaxed back on to firm ground, and so, the M.M.T.B. crane had to be called for. While awaiting the arrival of the 'MACK', the members of the party returned to the Museum or made a "flying" visit to a local bus garage to inspect another old 'LEYLAND' bus.

After being hauled on to the roadway, our bus made straight to North Fitzroy Depot where we changed back to 1001, and thence to South Melbourne Depot where we arrived at 6 o'clock.

Thanks are due to all concerned for their efforts to run the tour, especially to those who assisted with their physical endeavours to move the bogged bus.

PAUL NICHOLSON. (June 19,1967)

"SMALL WORLD" Department.

Elsewhere in this issue the passing of Mr. B.J. Roberts is recorded. The writer had not been aware of Mr. Roberts' connection with the late C.J. Dennis, poet and writer. Mention is made of the Roberts' holiday home at Kallista, where Dennis wrote parts of his famous "Sentimental Bloke". The point of this item is that the remains of the vehicles in which these verses were written now lie in the back garden of our Chairman's home!

This coincidence began late in 1963, when a young lady, employed by one of our members, heard him and our Chairman talking about old tramcar bodies occasionally being found and producing interesting information. She recalled that, as a little girl, she had played on an old tram or horse bus at a house at Kallista. Actually, there were three vehicles on the property. A mutually convenient time was eventually arranged, and Bob and I duly arrived at the property (after getting "bushed" on our first attempt). The occupants of the property (who were about to move out) duly confirmed the reports of the vehicles, but it was obvious that they had long since ceased to exist. The site of two of the bodies was covered by what can only be described as an enormous pile of blackberry bushes. However, we were directed to a pile of tangled iron

work near the fence, and told to "take anything useful". Bob and I looked at the pile, looked at each other, and slowly started sifting. We could recognise some parts, but not others. We eventually decided to take the lot; maybe someone else could sort it all out some day. We then trudged to and from my faithful little van in the rain, slithering both up and down hill, and nearly an hour later had the back well and truly filled. Bits of iron seemed to protrude in all directions. One large section (the framework for the quarter-turn stairs to the top deck) had to be left until the following week-end. And so these items arrived in our Society's archives early in June, 1964.

What were the vehicles? Some local reports say double deck horse trams. Bob and I feel that they were double deck horse buses. The contour of roof ribs, the presence of lamp brackets, and one or two other items suggests the latter. Also, the M.T.O. Co. did have some double deck horse buses which would have been surplus quite some time before the first World War, whereas, as far as is known, they never had any double deck horse trams. Another very practical problem would have been the method of transporting a bus or a tram to the property. Kallista, set in the Dandenong ranges, is very hilly, and the journey from the main road to the property is not easy today - and would have been much harder some 60 years ago. A horse bus could have been driven there relatively easily compared with the problem associated with getting a horse tram there.

Two sections of woodwork still adhered to one of the ribs and carlines. Fading white paint was edged with a faded blue line.

K.S.K.

"SKIP TO MY LOU"

by Andrew Howlett.

On Sunday the 14th May, member Chris Andrews and I knocked on the door of the flat where Secretary John Fitzsimons resides. That's how it began Soon we were on the Geelong Road with Chairman Bob Prentice and member Doug Prosser in John's car. Destination -- the Benwerrin Coal Mine near Deans Marsh.

After examining museum car No. 22 at Geelong and determining that it was still in good condition, we proceeded by devious routes to Winchelsea and thence to Deans Marsh. Between the last-mentioned town and the turnoff that leads to the top of the incline at Benwerrin, we inspected the long abandoned right-of-way (mainly cuttings) of the 5 ft. 3 ins. gauge tramway that ran between Deans Marsh station and the Benwerrin coal mine. Arriving at the top of the incline, down which a 15in. gauge cable-hauled tramway connected the mines with the terminus of the 5 ft. 3 in. tramway, and after examining the concrete bases in situ, we walked or rather, eased our way to the bottom of the incline, noting that since Bob had been there in 1965 the rails had been removed from it. At the bottom of the hill is a trestle over a small creek. The bridge marks the point where the rail still remains, although the trestle itself is almost non-existent. In this area lies about ten skips in various positions and angles for apparently they were cut loose at the winch-house which caused them to go crashing to the bottom of the hill. Whilst we were down in the valley, we decided to re-rail a skip, and later, to recover it for preservation and restoration. The selected skip was then pushed along a branch line to the open cut. It was then concealed in the bush and we made a firm resolution to return in the very near future to recover it. We climbed the hill to John's car and made our way home after visiting Barwon Downs to see what remained of Hayden's 3 ft. 6 in. gauge line.

The following week-end, a party comprising Chris Andrews, John Fitzsimons, John Rawnsley and his friend Geoff Philips and sons and myself, set forth for the Otways in Geoff's V.W. truck. On reaching Benwerrin, we descended the grade, inspected the works and hauled a second skip on to the rails for a run or two.

Now "operation recovery" began in earnest; using a rope and human horse-power we slowly dragged the skip upwards to the top of the hill. For an hour, with many rests, panting breaths and slipping feet, we struggled up the incline. Finally, we used a block and tackle to roll the skip on to the back of the truck. (See lower picture F.P.1) After lunching at Deans Marsh, we returned to Melbourne, unloaded the skip and placed it in the writer's back yard for storage.

On behalf of the Museum, I would like to thank Geoff Philips for again lending his truck - the same one that was used at 200 in September last year and at Bendigo before that - and for volunteering himself and his two sons as helpers to urge the skip up the hill. The vehicle has been worked upon - the undercarriage has been renewed and its body primed, undercoated and some top-coats painted applied. Colour scheme is Grey interior of the hopper, Carnation Red exterior and black running gear.

Principal dimensions of the skip are:-

Gauge	15"
Length (over body)	29"
Width	22"
Height	30 $\frac{3}{4}$ "
Wheels	7 $\frac{3}{4}$ "
Coal capacity	7.75 cu/ft.

NOTES ABOUT COAL MINING IN THE BENWERRIN AREA.

Coal mining began in 1897 with the Great Western Coal Mining Co., but coal winning was only on a small scale. However, the G.W.C.M. Co. was taken over in September, 1901 by the Great Western Colliery Co., who built the 5 ft. 3 in. gauge tramway from Deans Marsh station to the top of the incline - a distance of 8 miles.

The incline cable-hauled tramway from which we acquired the skip, was originally to be built to a gauge of 2 ft. When the G.W.C. Co. took over the original Company, the proposed gauge was altered to 1 ft. 3 in. It has been reported that the tramway was in operation by June, 1903, when the winching machinery was installed. The rails were obtained from the Beaumaris Tramway Co. Ltd. about 1902, for these rails became surplus to the requirements of the Beaumaris Co. on account of the abandonment of a proposed tram line from Beaumaris to Mordialloc; and from Hayden's tramway at Barwon Downs. The G.W.C. Co. went into liquidation in December, 1903.

The tramway lay idle for many years until 1941, when due to war-time coal scarcity, the mine and tramway was re-opened to open-cut mining, using the trench method. Thus the tramway operated until 1949 when the mine was closed. The rails lay semi-complete until 1964 when they were removed for scrap metal, thus ending a sixty year old tram line.

PROVINCIAL PARAGRAPHS

BALLARAT, MAY 1967

The conversion of destination blinds to black writing on white calico is now well in hand. Ten cars having been done to date.

Single Truck car No. 27 was over the pits for a re-wheel.

Maximum Traction car No. 37 is the first Ballarat tram to have liquid envelope sprayed all over its roof.

Further lengths of 60 lb rail have been laid on the Sebastopol line. The track gang was working not far from the outer terminus. Extensive use of tie bars between the new-laid and old rail was noted.

When two motor cars collided at the corner of Eyre Street and Drummond Street South on Tuesday, May 30th, one of the cars was overturned on to the tram lines thus causing a disruption to tram services on the Sebastopol route. Tram passengers had to walk from one tram to a waiting tram at the other side of the accident scene, as the S.E.C. operated a shuttle service until the roadway was cleared.

BENDIGO, JUNE 1967

Track maintenance has been carried out on the Quarry Hill line between Millar and Carpenter Streets.

Maximum Traction car No. 4 has been re-wheeled and at the same time, a general truck overhaul and maintenance was completed.

Single Truck tram No. 6 has also had a complete truck overhaul - re-wheel, brake rigging etc.

BALLARAT, JULY, 1967

The offside rail in the road that leads from Wendouree Parade into roads "O and I" at the Depot, has been lifted and repacked.

Single Truck tram No. 11 has had a truck overhaul - re-wheel, attention to brake rigging, new stringers fitted etc.

The Editor, "R.J".

Dear John,

Would you be good enough to spare a little space in "R.J" to allow me to say "thanks" to Bob Prentice for his kind remarks about me in the April issue. My withdrawal from active participation in our Society's work was a hard decision to make, and, on looking back, I probably should have done so several weeks previously, because a person is capable of being able to do so much; beyond a reasonable point one starts to ask for trouble. I will certainly be around still, although mainly in "theory" for the time being; I trust that it will not be too long before I can once again make myself useful. Finally, I would like to record my thanks to Bob for all the work that he has done for us; without his enormous contribution (and this may be verified from the Man Hours figures) we could not have progressed as far as we have in the pursuit of our various aims.

Yours sincerely,
K.S. Kings.

135 Through Road,
Burwood, 3125,
17th July, 1967.