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# RUNNING

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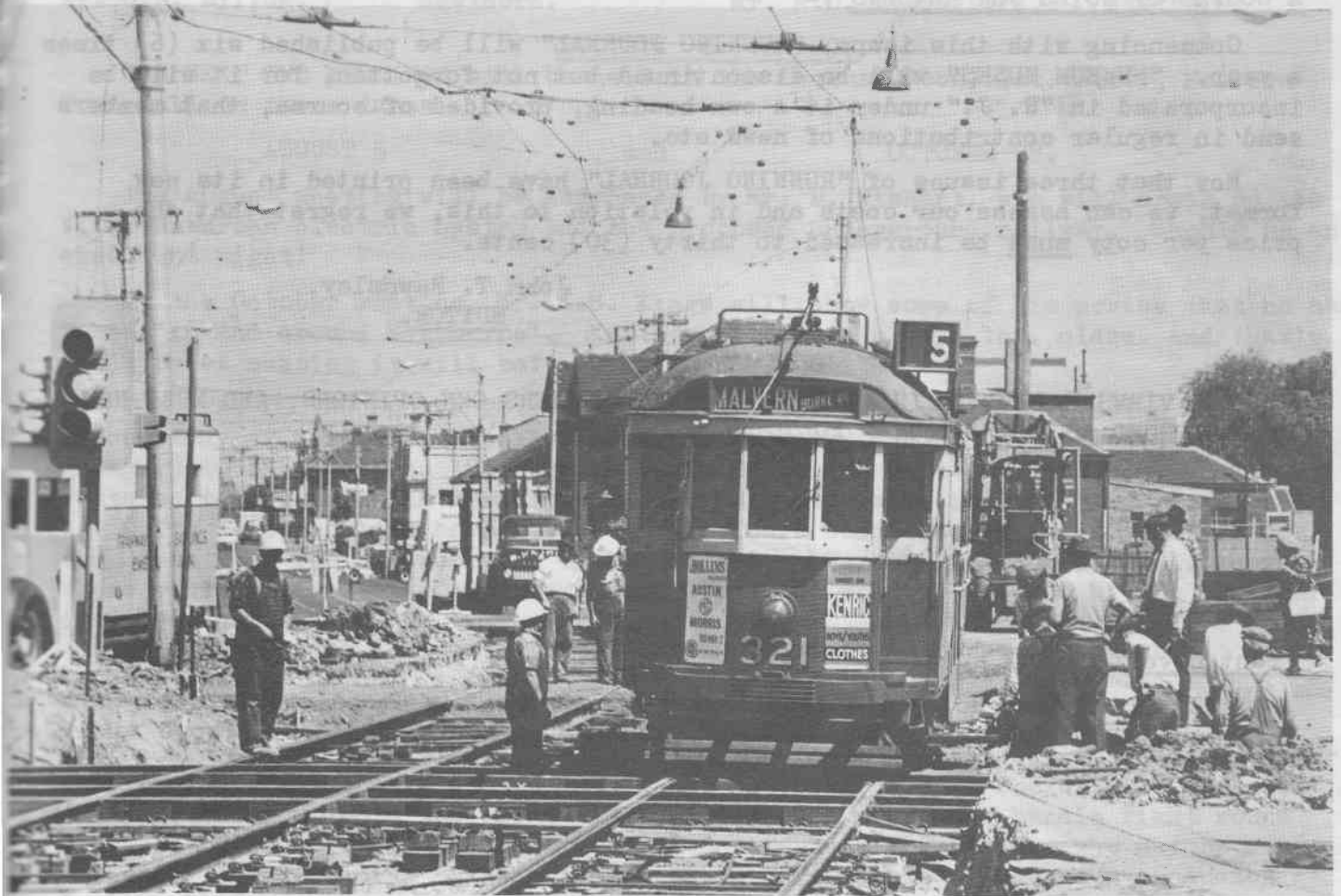
# JOURNAL

VOL. 5

AUGUST, 1968.

No. 1.

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THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD.

# THE TRAMWAY MUSEUM SOCIETY OF VIC. LTD.

was founded in 1963 as a non-profit organisation, and incorporated under the Victorian Companies Act 1961.

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141 HIGH ST. PRAHRAN 3181

"RUNNING JOURNAL" AUGUST, 1968. Vol. 5 No. 1

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C. ANDREWS, G. TURNBULL.

## A COUPLE OF NOTES FOR READERS :-

Commencing with this issue, "RUNNING JOURNAL" will be published six (6) times a year. "MUSEUM MUSES" will be discontinued but not forgotten, for it will be incorporated in "R. J." under it's own heading, provided of course, that members send in regular contributions of news etc.

Now that three issues of "RUNNING JOURNAL" have been printed in its new format, we can assess our costs and in relation to this, we regret that the price per copy must be increased to thirty (30) cents.

John T. Rawnsley,  
EDITOR.

## NOTICE:

THE VIEWS EXPRESSED IN ARTICLES ARE THE WRITERS OWN OPINIONS, AND MUST NOT BE CONSTRUED AS THE MUSEUM'S POLICY.

## Front cover:-

"W2" class tram No. 321 eases its way across the new crossings laid at the intersection of Wellington St. - Dandenong Rd./Chapel St, Windsor. Photo taken by Bob Prentice on Monday, 15th. January, 1968.

# MUSEUM MUSES

## DONATIONS.

of cash and/or goods have been received from the following:

Cash - Mr. G.T. Jones; Mr. A.H. Smith; Dr. L. Carp; Mr. K.L. Murray and "The Organisers".

Goods - Reports, Mr. K.L. Murray; Newspaper Clippings, Mr. C.N. Govett; Book, Mr. D. Irvin; Book, Mr. D. Jowett; Photos, Mr. K. Makepeace; Photos, Mr. J. Bounds; Photo, Miss M.H. Grundell; Photos, Mr. M. Rowe and a fine collection of tram tickets were donated by Mr. & Mrs. Newell of Pascoe Vale. Two tip-over seats ex "Butterbox" type of car, Geelong, were donated by Miss M.H. Grundell. The grateful thanks of the members and directors are extended to all of the above.

## NEW MEMBERS.

The following were elected to membership at the last directors meeting and are warmly welcomed into the Society:

Mr. W.F. Henderson.	Montmorency.	Mr. J. Davies.	New Zealand.
Mr. G.J. Harris.	Carlton.	Mr. L. Reyke.	Holland.
Mr. G.N. Elfick.	Hawthorn.	Mr. N.D. Rutherford.	Hawthorn.

## SOCIETY ZAPPENINGS.

The NEXT TWO MEETINGS will be held in the Lecture Room, 1st. Floor, Malvern Town Hall on these dates:

AUGUST 5

and

OCTOBER 28.

The August meeting will be addressed by Mr. D. Wishart, who will speak on the V. R. suburban electric system and the proposed underground railway. Should be an excellent night!

At the October meeting, Mr. K.S. Kings will show some of his movies that he has taken "in and around Melbourne". Keith's films are always 1st. class, and that's the type of meeting it will be!

ALL WELCOME!

THE NEXT OUTING on the 28th. July, 1968, will be a visit to Preston Workshops by courtesy of Messrs K.T. Hall (Workshops Manager) and H. Smith (Assistant Manager). "L" class No. 104 departs South Melbourne Depot at 1.30 p.m. E.T.A. at South on return from the Workshops and a small excursion is 5.30 p.m.

Quite a few members have requested the Tours Committee if it is possible for the Society to run an excursion by bus called - "Farewell to the O.P.S.1." - as these vehicles are being withdrawn from stock and sold by the M.& M.T.B. Further details later.

Tentative plans are being formed for us to visit Ballarat in November. Watch for details.

## PERSONAL PARS.

On Wednesday, 10th. July, 1968, John Wilson celebrated his 21st. birthday. Our congratulations are extended to you John. Bob used a Peter Duckett-ism and said to John, "Step up onto the front platform lad, and swing the handle right round against the brass". "Notcherally" was Johns reply! For readers who may be mystified by the foregoing - the explanation is very simple - John is a conductor at Camberwell Depot and as he has reached 21, he can now be trained as a tram driver, and therefore, he will be, in a few months, authorised to cut "notches" on the controller.

# TASMANIAN TROLLEY-BUS TOUR.

By Paul Nicholson.

All rights reserved.

On the first week-end of June, the TASMANIAN TRANSPORT MUSEUM SOCIETY organised two trolley-bus excursions to say farewell to electric street transport in Tasmania. The average attendance over the week-end was about twenty, including six Victorians, John Alfred, Ken Craven, Brian Dwan and T.M.S.V. members John Fitzsimons (our Secretary), Keith Kings and myself. The Museum was further represented by our two Tasmanian members, Ian Cooper (who organised the tour) and Richard Gilchrist. Throughout the press and television coverage the "six Victorian bus enthusiasts" figured prominently!

We actually left Melbourne on Friday night by "Super Viscount" to Hobart where we were met by representatives of the T.T.M.S. The Hobart trolley-bus tour started early on Saturday morning, but before describing the trips, I'll quote a few historical details which come from the T.T.M.S. "hand-out".

Trolley-buses commenced operation in Tasmania on October, 29th., 1935, when trolley-bus 25 commenced running on the former motor-bus route between Customs House, City, and Huon Road. There were no new trolley-buses delivered until 1937 when Nos. 66 - 69 entered service and the routes to New Town Station and Cornelian Bay opened. Until 1958, further routes were converted to trolley-bus operation; Cascades (1942) extended to Strickland Avenue in 1948; Dynnyrne (1946); Sandy Bay (1952) and West Hobart (1958). Between February 1958 and March 1959, the system was at its peak route mileage, but the Cornelian Bay route was closed from New Town Station on March 30th., 1959. Apart from this extension being closed, the routes have remained substantially as installed except for a major re-routing in the city area in preparation for one-way street operation introduced on October 25th., 1959.

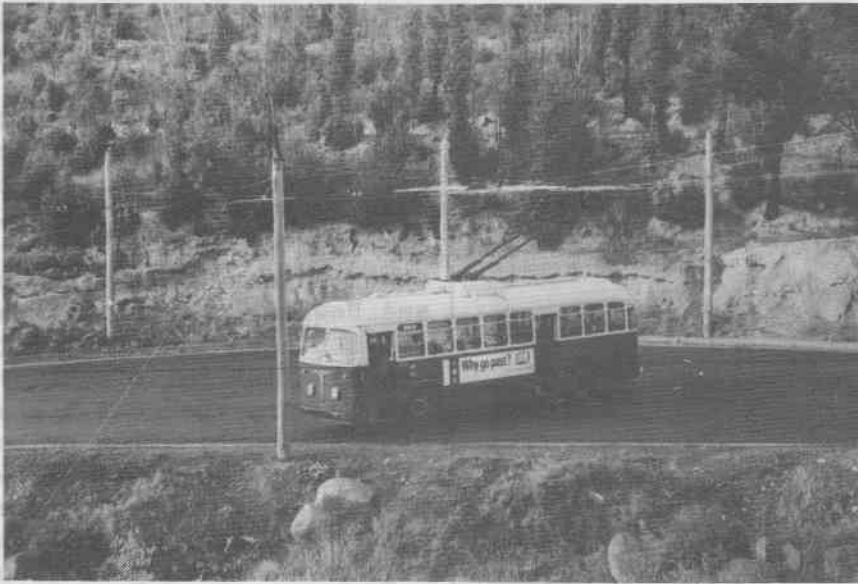
Both systems were inaugurated by the respective city Councils, but in 1955, the Metropolitan Transport Trust, which is the controlling authority today, took over.

Until late 1967 the practice of using motor buses to replace off-peak trolleys had not been adopted in Hobart, but because of the introduction of power rationing, night-time and week-end trolley-bus services were replaced by petrol buses.

The trolley-buses currently in service in Hobart are 33 BUT's with Comeng/City Bodyworks bodies delivered between 1950 and 1952. These are numbered 201 to 236 except for nos. 208 and 215 withdrawn 1968 and 234 burnt out during the 1967 bush-fires. In December, 1963, five Launceston trolley-buses were sent to Hobart and renumbered from 326 - 330 to 237 - 241 respectively. At present 241 is the only one of this group in service and was used by us.

We left the depot shortly after 9.00 a.m. in buses 201 and 241. The first route to be covered was Strickland Avenue which offers some very scenic photographic locations on the last mile or so. 241 trailed 201 and laid over at Cascades while 201 travelled to Strickland Avenue terminus. At this stage we were accompanied by an A.B.C. camera unit which was taking movies at some rather strange angles much to the amusement of the passengers! On this section, the booms were transferred to the opposite set of wires for a short distance. Returning to





P. Nicholson photo.

Hobart trolley-bus 201 turning in the very rural setting at Strickland Avenue. 1st. June, 1968.

these suburbs did not get a trolley-bus route although they were named on the rolls.

After our return from Sandy Bay, an hour's lunch break was taken which gave certain members of the party an opportunity to inspect tram no. 141 at the Hobart Roundhouse.

The first working to be covered in the afternoon session was the Queenborough short working on the Sandy Bay route in trolleys 207 and 235. 207 made an express to Sandy Bay while 235 ran only to Queenborough and waited on the circle while 207 returned, then turned into Sandy Bay and gave us the only demonstration on the tour of a trolley-bus dewirement. I learned that re-wiring a trolley-bus boom isn't the same as re-wiring a tram pole! After travelling through the City again we went as far as the junction for Dynnyrne when 207 lowered its booms and we all travelled in 235 to Dynnyrne, and alighted when it reached Macquarie Street again, because it was to run "empty" to New Town Station so that it could be photographed later on in a particular part of Campbell Street. The last route to be covered was Huon Road which is the shortest run off the Cascades "trunk" and was the first route to be opened in 1935. After returning from Huon Road the outing "concluded" but most of us stayed on one of the trolleys and made another journey to Cascades for an express run on both directions, and we reached a shade under "40" on the return from the Brewery.

First thing Sunday morning we were waiting outside the hotel for our "Hino" coach which was used to take us to Launceston for the second part of our "t/bus week-end". The coach is a 41 seater belonging to M. & N. D. Cresswell's "Ace Bus service" and it was extremely comfortable and smooth-riding throughout the journey.

The first Launceston route to be covered was Basin Road which is a short line to the west of the City and it climbs very steeply all the way. The bus used was 301 which was the Launceston prototype delivered in April, 1950. The Basin Road service is through-routed to Talbot Road which travels along a spur with scenic views both to the east and west; scenery wise, these routes would be among Australia's most attractive street transport lines. After we left 301 at the Depot,

Cascades, 241 turned on the loop and preceded 201 back to the depot. The next route to be covered was West Hobart and New Town Station in 207 and 235. 207 is one of the trolleys that has not had its green roof painted cream. Because of some roadworks in the City, both trolleys had to coast over an intersection with the both booms lowered. The next route to be covered was Sandy Bay in 236 and 241. We were able to record "synthetic history" twice on this leg of the excursion because the buses pulled into the Battery Point bus stand showing the appropriate destination, and also they were photographed in Sandy Bay Road showing "Tarooma". Both of

305 and 306 were used for the Newstead and Norwood routes. Newstead is the terminus about 2/3rds the way out and was opened in September, 1953, and closed on June, 28th., 1968. 306 turned here while 305 travelled out to Norwood where it is possible to take photographs of the bus in a very rural setting without any houses,



gutters or footpaths "in the way". This route only lasted for 6½ years - from November 1961 to June, 28th., 1968. The last two routes to be covered were Quarantine Road and Newham Park, which are the southern most and northern most termini of the system and are the most typical of the suburban tram or bus route as we know them here in Melbourne. By the time we reached Newham Park, the light was becoming dim, so without much delay we set off for the city and most of us alighted there and had some tea.

P. Nicholson photo.  
Launceston trolley-bus No. 301 nearing the Basin Road terminus on the steeply graded route from the City.  
2nd. June, 1968.

Everybody had a most enjoyable week-end, especially the "six bus enthusiasts from Melbourne" as we came to be known, and our thanks

must go to Ian Cooper and his friends who made an excellent job of organising the tour. Also, a special round of thanks must go out to all the crews, without whose co-operation, the excursion would not have been quite the success it was.

The histories haven't been gone into in great detail because they were covered in the June, 1962 issue of "ELECTRIC TRACTION". Further details of both the trams and trolley-buses as at 1960 are set out in the booklet "THE ELECTRIC TRAMWAYS OF HOBART", which is available through our Sales Department.

#### OPENING (AND CLOSING) DATES OF TASMANIAN TROLLEY-BUS ROUTES:

<u>HOBART:</u>	<u>Opened:</u>	<u>Closed:</u>
Huon Road -	29-10-1935.	still operating.
New Town Station -	14-10-1937.	still operating.
Cornelian Bay - (extension of N/Town)	1937.	30- 3-1959.
Cascades -	24- 8-1942.	still operating.
Dynnyrne -	4- 6-1946.	still operating.
Strickland Avenue - (extension of C'cades)	9-10-1948.	7- 2-1967.
Strickland Avenue - (re-opened after fire)	4-1967.	still operating.
Sandy Bay -	6-12-1952.	still operating.
West Hobart -	23- 2-1958.	still operating.

The major re-routing of city streets took place on 25-10-1959.

#### LAUNCESTON:

Quarantine Road -	24-12-1951.	still operating.
White City -	15- 9-1952.	5-1968, (loop).

LAUNCESTON (continued):

Opened:

Closed:

Newnham Park - (extension of W/City)	24-11-1952.	still operating.
Newstead -	21- 9-1953.	28- 6-1968.
Basin Road -	24- 2-1957.	still operating.
Talbot Road - (Sixways via High Street)	24- 2-1957.	still operating.
Norwood -	27-11-1961.	28- 6-1968.

The major changes in connection with the introduction of one-way city streets took place in September, 1964.

\* \* \* \* \*

FLEET LISTS: Hobart :-

<u>No:</u>	<u>In Service:</u>	<u>Withdrawn:</u>	<u>Scrapped:</u>	<u>Notes:</u>
65	1935		Sep. 1956.	Formerly no. 25.
66 to 69	1937		Sep. 1956.	
70 & 71	1939		Sep. 1956.	
72		Feb. 1960.	Oc/Nov 61.	Renumbered 92 in 1958.
73	1941		Dec. 1959.	After laid up for several years.
74		1964.		Preserved by T. T. M. S. Inc.
75		Apr. 1960.	Nov. 1960.	
76		1962-1964.		
77			Dec. 1959.	After laid up for several years.
78	to	Apr. 1960.	Nov. 1960.	
79		1962-1964.		
80			Dec. 1959.	After laid up for several years.
81		1962-1964.		
82			Oc/Nov 61.	
83	1944	1962-1964.		
84			Oc/Nov 61.	
85 & 86		1962-1964.		
87	1944	Feb. 1960.	Nov. 1960.	
88 & 89	to	1962-1964.		
90	1946	Feb. 1960.	Nov. 1960.	
91		Feb. 1960.		Returned to service Nov. 1961 to 1962-1964.
201	1950	still	208	withdrawn 1968.
to	to		except 215	withdrawn 1968, scrapped May 1968.
236	1952	operating	234	destroyed in bushfire 7- 2- 1967.
237		1966.	Nov. 1967.	(Nos - 238 and 240).
to	1951			
241		1967-1968.		(Nos - 237 and 239).

Nos - 237 to 241 are ex-Launceston 326 to 330 towed to Hobart 1963-1964.

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Launceston :-

301	1950	
to	to	still operating at the time of the tour, except No's. 308, 313, 318, 319, 320, 322 and 324 withdrawn from traffic and stored.
325	1951	

DETAILS OF ALL TASMANIAN TROLLEY-BUSES:

<u>No:</u>	<u>Chassis:</u>	<u>Motor:</u>	<u>Body:</u>	<u>Seats:</u>	<u>Doors:</u>	<u>Axles:</u>
<b>HOBART -</b>						
65-69	Leyland.	G.E.C. 80h.p.	Hobart Municipal Tramways.	38	2	3
70-84	Leyland.	G.E.C. 80h.p.	H. M. T.	38	2	2
85-91	Leyland.	G.E.C. 80h.p.	H. M. T.	39	2	2
201-236	BUT Type ETB1.	G.E.C. 100h.p.	Comeng (frame), City Body Works.	39	2	2
237-241	BUT Type ETB1.	B.G.E. 125h.p.	J.A. Lawton.	37	2	2
<b>LAUNCESTON -</b>						
301-325	BUT Type ETB1.	B.G.E. 125h.p.	J.A. Lawton.	37	2	2
		* * * *				

Nos: 65 to 91 were similar in general appearance, no door was fitted in front doorway. Nos: 85 to 241 have the rear door located part of the way along the left-hand side (Melbourne style) instead of at the rear of the left-hand side (sydney style). Nos: 72 to 91 are the "Canton" buses.

Paul Nicholson - June, 1968.

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**CORRIGENDUM.**  
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Regular readers of "R.J." will probably remember the article in the July, 1967 issue titled "A Summsry of the Types of Trucks Under Melbourne Electric Tramcars". As hinted in the introduction to the article, and as stated in the "Editorial Comment" on page 2, the article was put together under emergency conditions of great haste, and with little time to even read over the typing let alone ponder if statements were correct. The result is that an error has been located. Andrew Howlett raised a query during a conversation at our last meeting when he sought clarification of what had been written about the trucks under X1 class cars. Investigation proved that the writer had mis-read several words in small print in a small rectangle on a Data Sheet, and had placed the wrong interpretation on other words and figures to which they were linked. My thanks to Andrew for noting the anomoly and apologies to readers for the error. The sections concerned should read:-

Part A. Item 2. 21E Special. These were used under X2 class cars 676 - 679. They were basically a 21E truck, but with spacing pieces cut into their side frames to lengthen the wheel base to 10' 0". They had 33" diameter wheels and MV 102 motors (50 h.p.). When the worm gears in the 2A truck (see later) under 459 were removed and replaced by spur gears, the truck was re-classified as a 21E Special, and the wheel base shown as 10' 0". The MV 101BR motors in 459 were replaced by MV 101A's in the early 1950's (to provide a spare set of MV 101BR's for the other X1 class cars). The re-classification of the truck under 460 did not take place until 1957.

Item 13. 2A. These two trucks were of 21E style but varied in some features. They had worm drive and the wheel base was originally given as 9' 0". The worm drive was removed from 459 in 11/32 and replaced by spur gears. The truck was re-classified as a 21E Special. No. 460 lost its worm drive in 11/37, but the truck was not re-classified until 1937. Wheel diameter was 26½" and two MV 101BR motors (50 h.p.) were carried.

Item 14. 2B. These trucks were built for X1 cars No. 461 to 468, and had dolled steel sideframes of a deep I beam section. Wheel base was 9' 0", wheel diameter was 26½", and two MV 101BR motors (50 h.p.) were carried.

K.S. Kings.



# TOUR TOPICS

GOLDEN CITY OF THE NORTH OUTING.

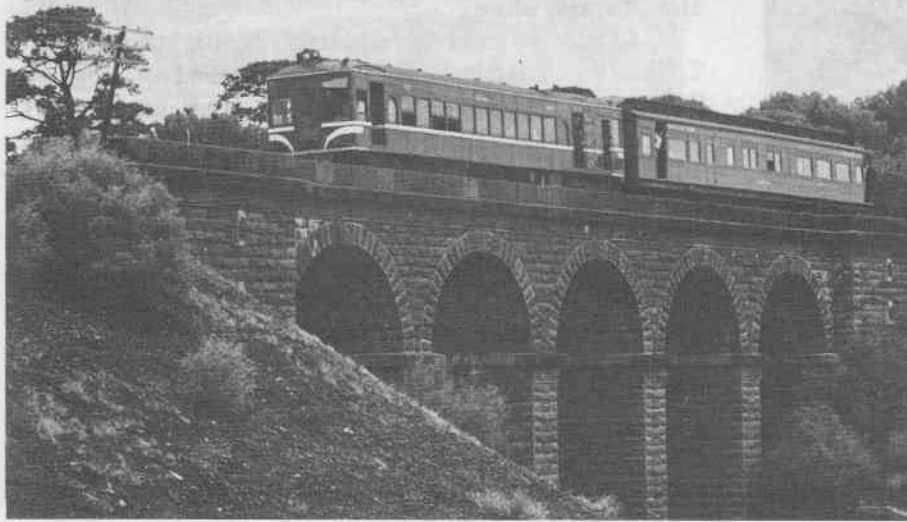
On Sunday, 24th. March, 1968, the Society chartered Rail Motor No. 55 and

"Yarra" parlour car for the rail journey to Bendigo and return to Melbourne.

Our unusual train departed on time at 9.50 a.m. with nearly 100 passengers aboard. The train was delayed near St. Albans for some twelve minutes due to a signal failure.

A photostop of 15 minutes was held near Rupertswood platform; the rail motor and "YARRA" car providing an interesting shot for photographers as they posed on a large bluestone bridge.

The rail motor experienced difficulty on the



R.w. Green photo.

D. E. R. M. and trailer poses on a bluestone bridge near Rupertswood platform on Sunday, 24th. March, 1968.

grades between Sunbury and Woodend, apparently due to the attached 40 ton trailer. The down-grades presented no problems as the train roared along only to slow down again at the next grade. Due to this and the check at St. Albans, we arrived at Bendigo at 1.25 p.m., twenty minutes late.

Lunch was then taken and by 2.15 p.m., the party had assembled at Charing Cross near the fountain for the four Birneys to arrive. As the crowd gathered, the regular group of old ladies waiting for the first Eaglehawk tram on Sunday afternoon, together with the local boys (and girls!), gazed in amazement at the large group which appeared to be waiting for trams! The arrival of the first Birney up Pall Mall passed unnoticed, the second made heads turn, the third had them astonished and the fourth made them speechless.

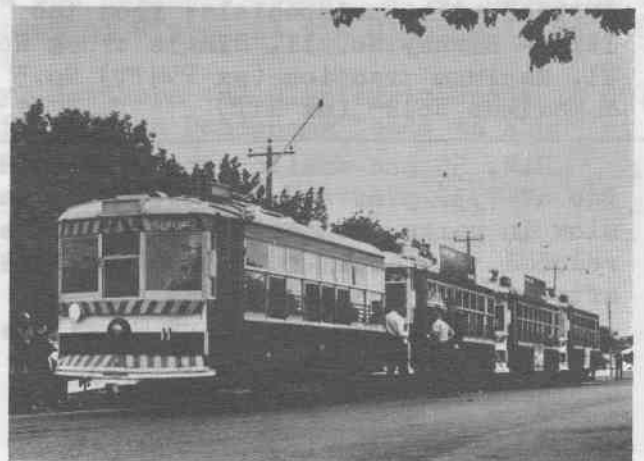
After photographs, we all climbed aboard, and the 4 Birneys - Nos. 11, 28, 29 and 30 gently eased up Mitchell Street over the railway bridge and down to Quarry Hill.

Regular service car No. 17 had followed us, so there were five trams at Quarry Hill on a

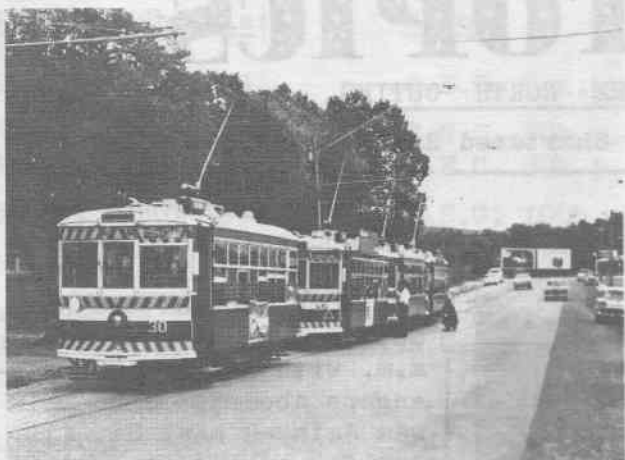
## RIGHT:

At Quarry Hill terminus, the four Birneys wait for regular service car No. 17 to shunt over and precede them back to Charing Cross.

J. Bounds photo.



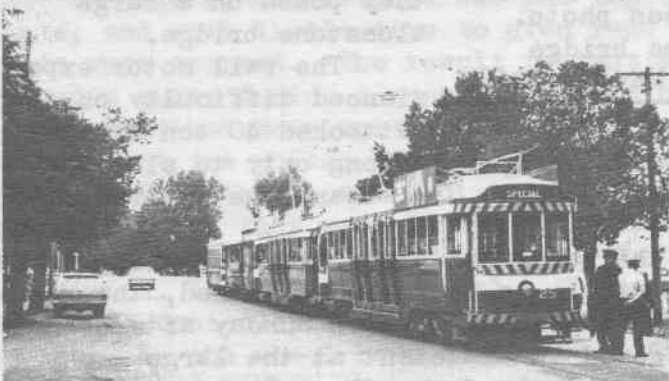
Sunday!!! The Birneys proceeded back to Charing Cross and out to Eaglehawk where many members took the opportunity to visit the local historical Society's display, while others enjoyed refreshments. A release of the brakes and the Birneys trundled along back to Charing Cross thence to the depot. It was here by courtesy of the S.E.C. that we were able to see through the depot/shed.



J. Bounds photo. Eaglehawk terminus on Sunday, 24th. March, 1968. The specials are parked on the hardly used track alongside the Town Hall.

After a twenty minute break the next T.M.S.V. special convoy comprising bogies 5 and 25, single trucker 21 and Birney 11 left for North Bendigo. The four cars in turn clanged down Nolan and Thunder Streets to the 'reserved track' terminus. From here the cars departed for Golden Square via Charing Cross once again, but by now, Bendigo was acquainted with the 'tram invaders'. After leaving Golden Square, the trams proceeded back to the Fountain, where the tour ended, and the travellers invaded the local cafes to eat their evening meal. After tea, some pass-

engers inspected the railway yards and loco shed - whilst others looked over the local potential!



ABOVE. J. BOUNDS Photo. The Golden Square terminus was rather crowded with our specials; from the left - Birney No. 11, Single truck No. 21, Maximum traction (ex P&MTT) No.5 & Maximum No.25 (ex HTT)



ABOVE: B. George photo. The specials at North Bendigo terminus.

R.M. 55 and trailer departed Bendigo at 7.30 p.m. and the trip home was slow in parts, especially through the two tunnels where the train's speed was reduced to a crawl. The outing ended back at Spencer Street station at 10.45 p.m. after a very successful day.

Full marks to our Tours Committee who really had things well controlled; our safety officers and the staff of the staff of the State Electricity Commission, Northern Branch.



J. Fitzsimons photo.

The crews are busy preparing the four Birneys for the road, whilst No. 25 waits for the 2nd. half of the outing, at the Bendigo Depot on Sunday, 24th. March, 1968.



B.E. George photo.

Special thanks are due to (L to R), Inspector R. Brown; Drivers R. Nickson, N. Brockley, S. Gregory and K. Williams. Photo taken at Eaglehawk terminus on Sunday, 24th. March, 1968.

\*\*\*\*\*G. Turnbull. April, 1968. Copyright.\*\*\*\*\*  
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T. M. S. V. "W2" DAY - Sunday, May 19th. 1968.

The "W2" Day which was held by the Society was rather unusual in that instead of using one of the lesser known types of cars, various representatives of Melbourne's most common tram, the "W2" were used. Perhaps the use of rather common cars deterred some of the regulars from the outing because the attendance was down on previous excursions. The details of the various types of cars come from the "DATA SHEET" hand-out which was prepared by K.S. Kings. The list and photos of the cars are printed underneath this report.

The first movement took place soon after 9.45 a.m. when 567 left South Melb. Depot for Albert Park Beach and then St. Kilda Beach after having returned to Sth. Melb. Cricket Ground to shunt. We left the Beach and returned to the Depot.

The transport or "ferry car" between depots was provided by 407, which travelled from South to Glenhuntly Depot via Balaclava and Hawthorn Roads. After changing to 585 we proceeded to the Milton Street crossover at Ripponlea via Glenhuntly Rd. 585 was shunted and returned to Glenhuntly Depot.

Malvern Depot was reached via Glenhuntly, Hawthorn and Glenferrie Roads in 407. Here we changed to 547 for a run along Glenferrie and Dandenong Roads to shunt at Chapel St. and return to Malvern via the same route.

The lunch break was held at Malvern and then we went to Camberwell Depot via Glenferrie, Malvern and Burke Roads.

At Camberwell Depot we piled into 332 for an "up hill and down dale" run to Wattle Park and return.



Photo taken by R.W. Green.

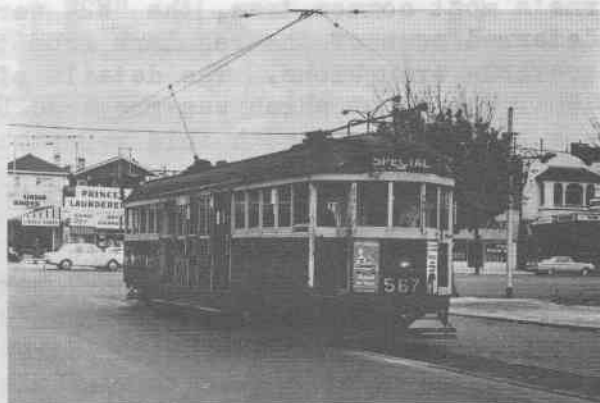
"W2" No. 407 climbs the Church St., Hawthorn, hill away from the bridge spanning the "Yarra" river.

West Preston via the infamous "Mount".

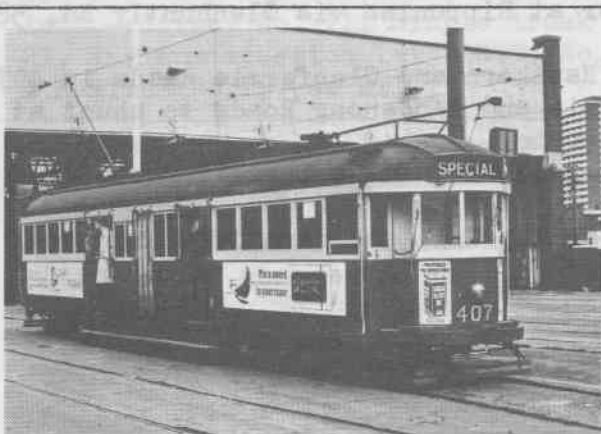
By this time, the light was fading so 407 made a more or less "express" run home to South Melbourne Depot via that well known "Mount", St. Georges Road, Brunswick St., Victoria Pde., Latrobe & William Sts. The latter part of the tour was rather unusual in that a "W2" full of passengers was trundling along with all roller blinds in the drop-centre lowered!

Again, we thank all who helped to make the day so enjoyable, especially the Depot Foremen and their staffs, for the cars used were immaculate.

Car No. 567 is stationed at Sth. Melb. Depot and has GE.247 4x40 h.p. motors and GE K35 controllers. It entered service in 8/29 as class "W2". Body built by M.&M.T.B. - Preston Workshops. Type of roof - vent with drip-rails. Fitted with upholstered saloon seats 1/60; louvre sash sun shades; wooden summers; angle iron bumpers with "Anti-climbing strip; spur gears and plywood roof instead of roof-boards.

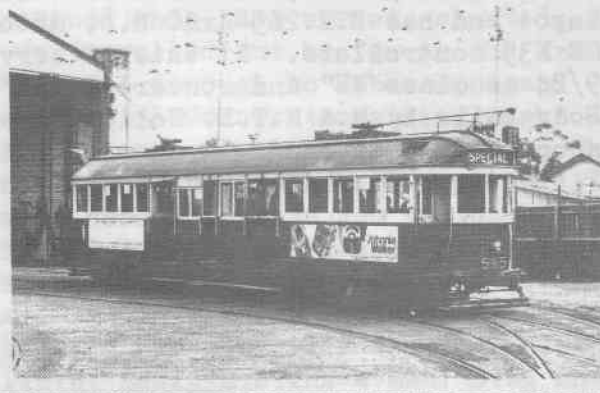


Car No. 407 is stationed at Malvern Depot and has BTH.265 4x40 h.p. motors and GE K35 controllers. It entered service in 10/26 as class "W" and converted to "W2" on 5/31. Body built by M. & M.T.B. Preston Workshops. Type of roof - vent with gutter. Fitted with upholstered saloon seats 2/61; roller blind sun shades; wooden summers; angle iron bumpers with "Anti-climbing" strips and spur gears.



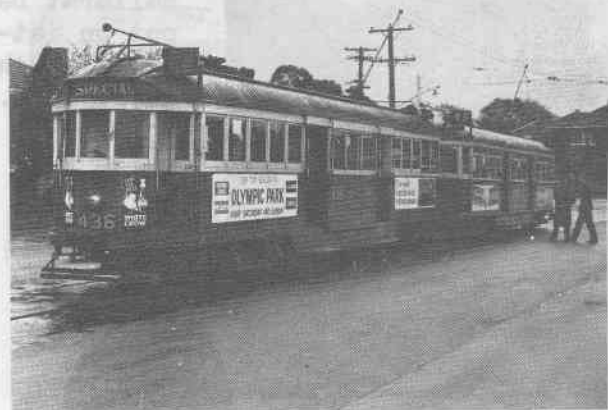
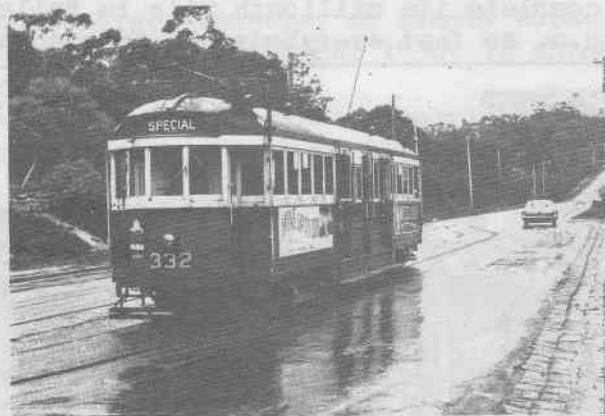


Car No. 585 is stationed at Glenhuntly Depot and has GE 288 4x40 h.p. motors and GE K35 controllers. It entered service in 9/29 as class "W2". Body built by M. & M.T.B. Preston Workshops. Type of roof - vent with drip-rails. Fitted with upholstered saloon seats 12/61; louvre sash sun shades; metal summers; angle iron bumpers with "Anti-climbing strip; double helical gears and plywood roof instead of roof-boards.



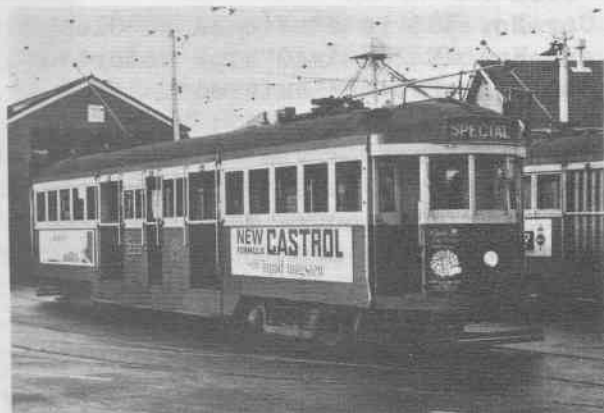
Car No. 547 is stationed at Malvern Depot and has BTH.265 4x40 h.p. motors and RC2 controllers. It entered service in 11/28 as class "W2". Body built by M. & M.T.B. Preston Workshops. Type of roof - vent with drip-rails. Fitted with upholstered saloon seats 7/61; louvre sash sun shades; wooden summers; "Anti-climbing" strip bumpers; spur gears; its EEQ2G controllers ("Dick Kerr") replaced by RC2 about 11/52 and has plywood roof instead of roof boards.

Car No. 332 is stationed at Camberwell Depot and has MV 101 4x40 h.p. motors and GE K35 controllers. It entered service in 5/26 as class "W" and converted to "W2" on 8/29. Body built by Holden's Motor Body Builders. Type of roof - arch with gutter. Fitted with upholstered saloon seats 2/63; roller blind sun shades; wooden summers; angle iron bumpers with "Anti-climbing" strip; double helical gears and it had leather upholstered saloon seats 9/24 to 2/63.



Car No. 436 is stationed at Kew Depot and has MV 101 4x40 h.p. motors and RC1 controllers. It entered service in 6/27 as class "W1" and converted to "SW2" on 2/38. Body built by M. & M.T.B. Preston Workshops. Type of roof - vent with drip rails. Fitted with upholstered saloon seats 6/61; roller blind sun shades; wooden summers; angle iron bumpers with "Anti-climbing" strip; spur gears and its GE K35 controllers replaced by EE.RC1 ("Pan-handle") 2/38. "Pan-handles" converted to Rotary handles 10/52.

Car No. 233 is stationed at East Preston Depot and has BTH.265 4x40 h.p. motors and GE K35 controllers. It entered service in 9/24 as class "W" and converted to "W2" 3/29. Body built by M.& M.T.B. Holden Street Workshops. Type of roof - arch with gutter. Fitted with upholstered saloon seats 1/61; roller blind sun shades; wooden summers; angle iron bumpers with "Anti-climbing" strip; spur gears and it still retains bottom rails to drop-centre windows - last such car. This was a feature of "W" class cars, and gave them a uniform glass level.



All of the photographs used were taken by R.W. Green for T.M.S.V. archives.

\*\*\*\*\*Paul Nicholson. Copyright.\*\*\*\*\*  
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"A MILLION MILES IN BALLARAT" or "A TALE OF TWENTY-SEVEN".

The outing in Ballarat on Saturday, 29th. June, 1968, was organised by the T.M.S.V. in conjunction with the Departmental Superintendent of S.E.C. Tramways - Mr. L.J. Denmead who extended an invitation to all members to take part in a short tour during which it was expected that 27 will clock over its millionth mile in Ballarat.

27 members travelled to Ballarat, mostly in cars, to take part in the excursion. 27, complete with posters drawing attention to the fact that it was about to complete its millionth mile in Ballarat, was driven out of the depot about 2.30 p.m. so that everybody had an adequate chance to take photographs.



LEFT:

No. 27, complete with signs, waits for its passengers at Ballarat Depot on Saturday, 29th. June, 1968.

Ballarat  
 "COURIER"  
 photo.

Soon after 3.00 p.m., 27 set off for the Hospital Corner via Drummond St. Nth., where some official photographs were taken. So that members could photograph a tram on the cross-over in Lydiard Street, we turned into that street, shunted, and then went back into Sturt Street, from where we travelled out as far as the Grant Street loop on the Mount Pleasant line. We then ran through to Sebastopol and after a short "refreshment" stop, back to the Hospital Corner travelling right across Sturt Street, and after shunting, we travelled east along Sturt Street to the end of the double-track in Sturt Street (City) and after shunting, we returned to the Depot via Ripon Street and View Point.

Thanks are due to Mr. Denmead for his courtesy in inviting the T.M.S.V. members; to Mr. D. Irvin and his staff and to our driver Mr. Lewis Walker for his excellent co-operation.

30-6-68. Paul Nicholson. Copyright.

THE FOLLOWING HISTORY OF BALLARAT TRAMCAR No. 27 was written by

Mr. K.S. Kings.

### General Notes

Ballarat electric tramcar No. 27 commenced its working life as No. 10 of the Hawthorn Tramways Trust, in Melbourne, on 31st. May, 1916.

The Government of the State of Victoria was pondering the problem of suburban street transport in Melbourne at that period, and eventually created the Melbourne and Metropolitan Tramways Board. The Hawthorn Trust was taken over by the M. & M.-T.B. on 2nd. February, 1920, and No. 10 was eventually re-numbered 116 when all the various electric tramcars were consolidated into one numerical series.

The Board soon embarked upon a large electric tramcar building programme for various purposes - one being to allow the older and smaller electric tramcars to be retired and replaced by the larger and more modern units. The result was that by the end of the 1920's many of the smaller electric trams were being sold to the Geelong tramways, and then to the Ballarat and Bendigo tramways, or simply scrapped. No. 116 entered the former group, being sold to Ballarat in March, 1930, in which city it arrived on 7th. June of the same year.

The Electric Supply Company of Victoria Limited, the original electric tramway operator in Ballarat, still ran the tramways, but under the supervision of the State Electricity Commission, during the period when the Commission was in the process of acquiring the Company. No. 116 was soon repainted, renumbered Ballarat 27, and placed in service. It operated in Melbourne for almost 14 years, during which time it ran 270,731 miles. In the ensuing 38 years, it has registered almost 1,000,000 miles in Ballarat. This impressive figure was actually achieved during a special tour by The Tramway Museum Society of Victoria Limited on Saturday, 29th. June, 1968. Thus, in a working life of a little over 52 years, this electric tramcar will have operated just over 1,270,731 miles in the service of the citizens of Melbourne and Ballarat.

The car upon arrival at Ballarat was modified to make it suitable for the standard one-man operation in use on that system. Over the ensuing years, the dimensions and arrangement of the equipment in the motorman's cabins and the seating layout in the drop-ends went through first and second stages to finally reach the third stage - as we know it today!

No. 27 was initially painted Columbia Red (with white lining) and cream (with brown lining), with a white roof, in 1930 - the colours of the old company. It was the first tram in Ballarat to be painted in the original S.E.C. colours in March, 1935 - olive green (pale green lining) and cream (pale green lining), with the roof "stone" colour. In the late 1940's the colour scheme was modified to Bristol Green (pale gold lining) and cream, with the roof cream. The lower side panels were previously cream, but now became green.

Statistics:

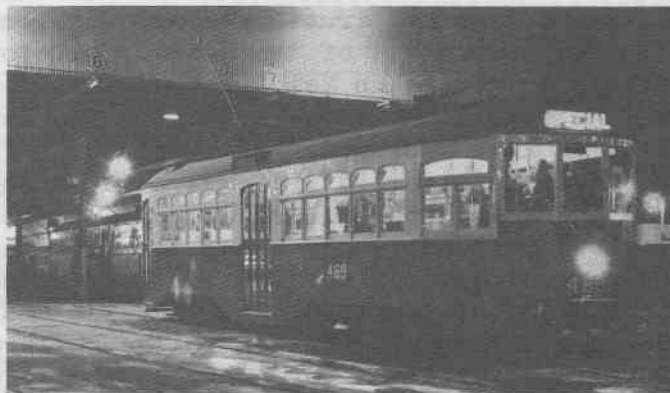
Car No. - H.T.T. 10; M.M.T.B. 116; Ballarat 27. (MMTB class - "M").  
 Bodybuilder - Duncan and Fraser.  
 Truck - Brill 21E. Wheelbase - 7'6". Wheel Diameter - 33".  
 Motors - 2 x 50 h.p., W.H. 225n. (Now rated as 45 h.p. each).  
 Controllers - W.H. TIC. (Now W.H. TIF).  
 Compressor - G.E. CP25.  
 Tare - 12 tons.  
 Length - 31' 10".  
 Seat - As built - 38.  
           Stage 1 - 36.  
           Stage 2 - 32.  
           Stage 3 - 30.

K.S. Kings.  
June, 1968.

+++++  
The T.M.S.V. was involved in arranging and/or helping with two other outings:-



ABOVE: "V.R. class cars were used twice (18th. March & 1st. April, 1968) by school children from Sth. Gippsland area to carry them between various points on the Board's system. BARRY GEORGE'S photo shows 52 & 53 in Elizabeth St. on Monday, 18th. March. Organised by our Chairman.



ABOVE: "Y" class No. 469 is about to depart South Melbourne Depot on an all-night charter organised by Jim Dowel. The car left South about 11.00 p.m. on Friday, 24th. May & returned circa 6.30 a.m. on Saturday, 25th. May, 1968. Photo taken by BRIAN WEEDON.

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The Society's last meeting held in the Lecture Room, 1st. Floor, Malvern Town Hall consisted of a model night. Here, Graeme Breydon, Barry George and Arthur Stone seem quite happy as they stand behind a table laden with models. On the front track is Barry's model of a P.E. service car. Anthony Cook's mighty models (mainly W.A. cars) are on the second track, whilst some of the Chairman's models are just in front of the "controller".



R.H. Prentice photo.

The October issue of "R.J." will contain David Macartney's excellent article on The South Pacific Electric Railway Co-operative Soc. Ltd.