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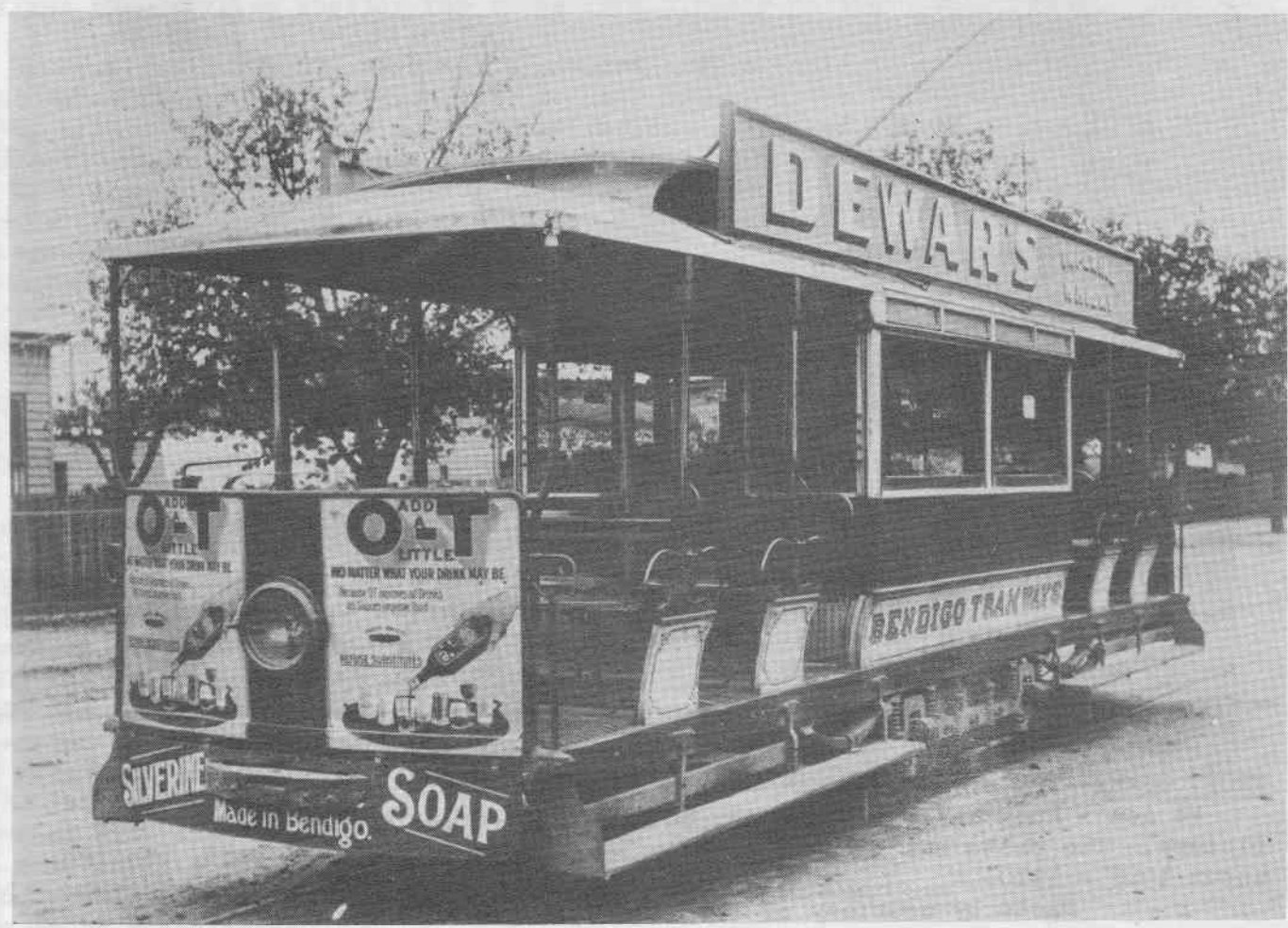
RUNNING

JOURNAL

VOL. 5.

OCTOBER, 1968

No. 2.



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.

REGISTERED OFFICE:
141 HIGH ST. PRAHRAN 3181

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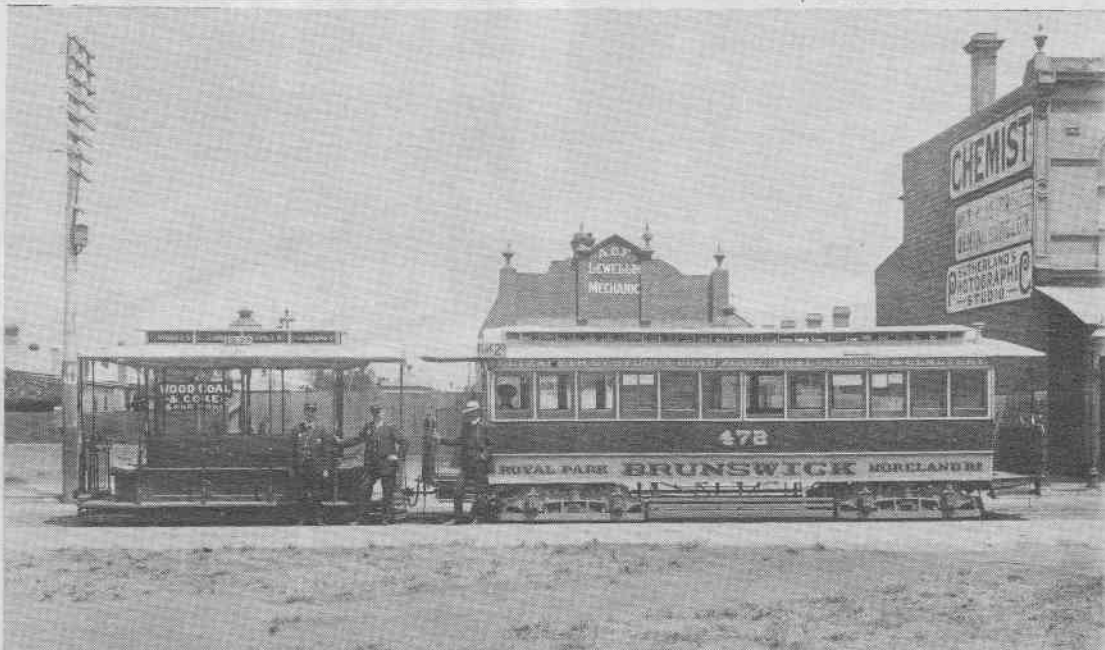
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ABOVE:

By courtesy A.E. Twentyman.

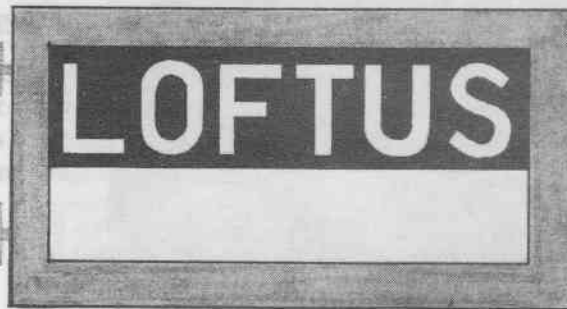
The crew pose before a Dummy and Bogie trailer at the Moreland Rd. terminus of the Brunswick Cable line, prior to making a return journey back to the City.

FRONT COVER:-

We don't know the car's number, but we felt it would make a good cover picture. The photo was thought to have been taken in Arnold Street, Bendigo, about 1908 - 1910.

Photo by courtesy of the Mid-Western Branch of the S. E. C.

DESTINATION



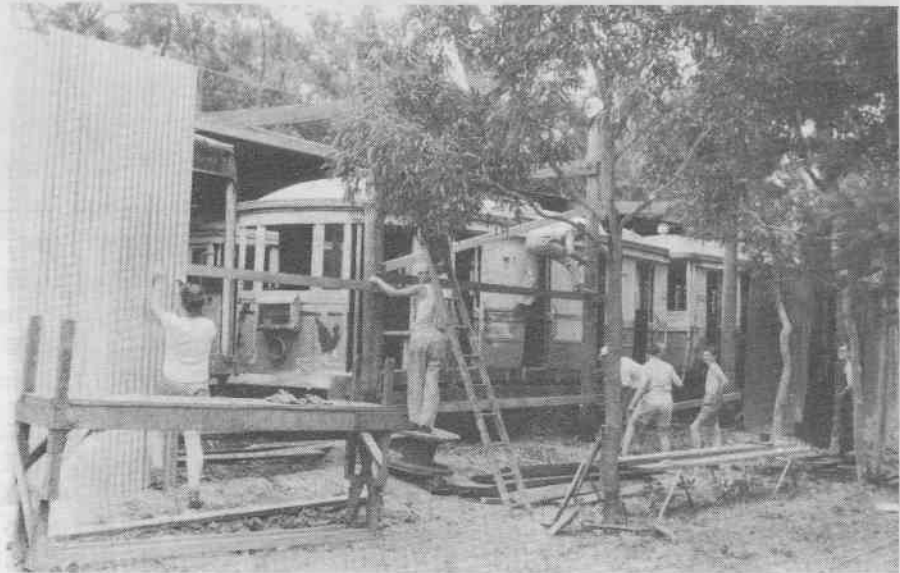
By David Macartney. All rights reserved.

"Sydney Trams are Back" reads the motto of our Sydney contemporary, THE SOUTH PACIFIC ELECTRIC RAILWAY. Now with almost three years of active operation behind them, the Sydney boys have achieved much since eight members first wielded shovels and picks on 26th. August, 1956. The Museum site at Loftus, some 17 miles south of Sydney, had recently been acquired, and work on the depot building received first priority, as shelter for those cars already retained was urgently needed.

By 18th. March, 1957, work had proceeded sufficiently to take delivery of the first three cars - F393, N728 and Prison car 948. On the following day, C290, K1296, L/P154 and the Balmain Counterweight dummy arrived, while on the 20th., E529 & 530 and Freight Car 24s made up the initial roster at Loftus.

Work then proceeded on completion of the depot and laying of the depot fan, no more cars arriving until 19th. January, 1959, when O1111 and 99u made their appearance. The remaining space in the original four-road shed was filled on 14th. August, 1961, with the arrival of 134s (ex D 102), P1497, R1740 & 144s, the grass-burning trailer built on an O class truck.

Room in the depot was also found on 26th. October, 1963 when the ex- J. & A. Brown Colliery Cadillac Rail-motor appeared, but breakdown car 141s, (ex-O 1030) and Brisbane centre aisle car No. 180 were relegated to the Substation yard upon their arrival on 3rd. August, 1964. A two-road extension beside the main shed in June, 1966, enabled these two cars to be accommodated, along with those



R. Merchant Photo.

Shed construction took preference over almost all other work during the Museum's early years. Here, members are replacing the original iron with new galvanised sheeting. E class cars 529 & 530 are shown.

PROGRESS INDEED!



LEFT:

Museum members clear undergrowth in preparation for extension of the line beyond the depot fan.

15th. January, 1961.

R. Merchant photo.



LEFT:

View of the depot yard. Cars are (L to R) 134s, L/P154, Cadillac railmotor and C290.

October, 1964.

B.E. George photo.



LEFT:

The depot yard on a quiet Sunday afternoon.

18th. February, 1968.

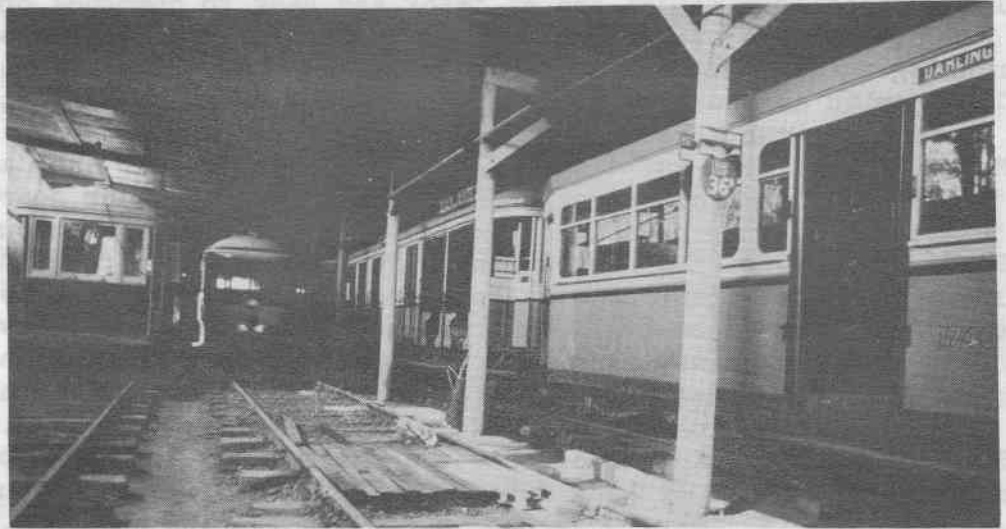
R. Merchant photo.

received since, namely PR1 1573 and G29 (60s), while more recently acquired ballast trailer - 93u - is stored in the depot yard.

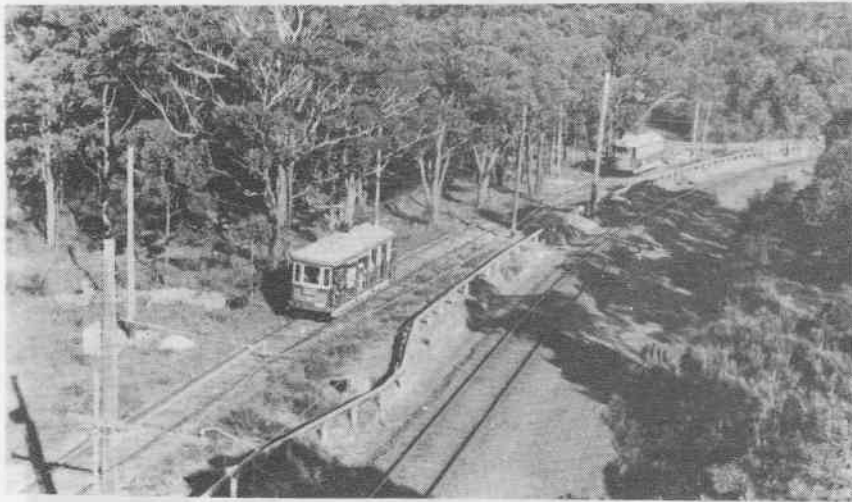
RIGHT:

Interior of the
S. P. E. R. depot.
Cars are (L to R)
K1296, W728, O1111 &
R1740.

B.E. George photo.



The single track mainline extended South from the depot until early 1965, when some three hundred yards had been completed beyond the yard limit. Work later switched to the Northern Division, an extension of about 150 yards running back alongside the depot building and terminating at the Princes Highway.



R. Merchant photo.

L/P 154 waits at the terminus for K1296 to arrive with its load of visitors. The line's close proximity to the Royal National Park branch is clearly seen in this view. 30th. October, 1966.

the moment most of the boys had been waiting for came on 19th. July, 1964, when the normal bush solitude and silence was disturbed by the steady throb of a compressor. L/P 154 glided out into the open - moving under its own power for the first time in fourteen years.

Further electrical trials followed, work on track and overhead was hurried to completion as Opening day approached. The 13th. March, 1965, was as perfect a Saturday as ever dawned, and a huge crowd had turned out to re-introduce Sydney to the ultimate form of transport after an absence of four years. Following a short burst of speechmaking to satisfy the purists, the feature event of the day came,

Overhead construction had been following closely behind trackwork, while the impressive brick substation took shape behind the car shed. Three motor generator sets were acquired from various sources for immediate power supply, with the big rotary converter and associated switchgear from the ill-fated Kogarah trolley-bus system being installed for later use.

The Cadillac rail-motor had been providing a regular passenger service of sorts since its arrival in 1963, but

as the Minister for Local Government, Mr. Hills, drove 154 through a ribbon and declared the Museum open. With a heavier load than it had carried for 40 years, 154 groaned down to the end of track and back to commence operations.

Celebrations over, the S. P. E. R. settled down to the serious business of running a service. In the first twelve months, trams had run on 65 days, made 1,364 trips and carried 27,767 passengers. Business has not looked back since.

Rail for the Museum has been obtained from a variety of sources; from the Matraville - Yarra Bay tramline, the yard and repair shop at Randwick Workshops, the former Ascot Racecourse branch and the Sydney Water Board's Railway branch line to Potts Hill pumping station, not to mention from the Moncur Street siding on the Bondi line. One of Sydney's many signal boxes is on the site, formerly being located at the corner of Elizabeth and Liverpool Streets, as well as a waiting shed from Miranda on the long-abandoned Cronulla steam tramway. Throughout this collection of tramway equipment, the natural bush setting has been allowed to remain, and provides a beautiful backdrop for the timeless hobby of tram-watching.

Quite apart from the actual operation of cars from 11 a.m. till 5 p.m. each Sunday, and the maintenance of permanent way and rolling-stock, S. P. E. R. members are kept busy away from Loftus. An H.O. gauge layout is displayed at various model railway functions, while steam trips on the N.S.W.G.R. are run to raise money. The excellent publication - "TROLLEY WIRE" - appears every second month and provides news of current activity at Loftus as well as feature articles and news on various other tramway undertakings. High quality reference books are prepared from time to time, which are really first class productions.

The Sydney boys have come a long way in ten years, from the original A.E.T.M. of four members to 140 members; from a capital of £12 to assets of \$23,000; from tangled bush to a 9,000 square foot depot housing some 22 items of Rolling Stock. It sounds easy, but without the continuous physical and mental exertions of a relatively small band of working members, nothing would have been achieved. T. M. S. V. members who like to sit back and watch, would do well to make a trip to Loftus and see what can be done by a Society that is Co-operative both in name and deed.

ROLLING STOCK ROSTER.

Car No. C 290 was built 7th. October, 1896; donated to the Society on 22nd. December, 1955 and arrived at Loftus on 19th. March, 1957. It was re-numbered 115s in 1914 when converted to a breakdown car. Is now the oldest operating electric tram in Australia. Is generally used as the traffic office, but does an occasional trip.

Car C 29 was built 31st. October, 1898; donated to the Society on 20th. March, 1966, and arrived at Loftus on 16th. July, 1966. Re-numbered 60s in 1910 on conversion to a breakdown car. Preserved privately from withdrawal until space became available at Loftus. Has no motors as yet.

E 529 & 530 were built 29th. December, 1902; donated to the Society on 22nd. December, 1955, and arrived at Loftus on 20th. March, 1957. An interesting pair of permanently coupled twins, these cars will require a fair amount of exterior work before return. Will be restored with original unglazed cabs.

141s (O 1030) was built on 20th. November, 1911; donated to the Society during February, 1962, and arrived at Loftus on 3rd. August, 1964. Renumbered 141s in 1955, is to be restored as in its final form as a breakdown car.

Car 180 was built 5th. April, 1924; donated during 1958 and arrived at the depot on 3rd. August, 1964. Ex Brisbane Centre Aisle "Dreadnought" car. Under restoration at present time.

Car 134s (ex D 102) was built 2nd. September, 1899; donated on 4th. March, 1962 and arrived at Loftus on 14th. August, 1961. It was re-numbered 134s on conversion to a scrubber in 1930. Is being retained as a scrubber car.

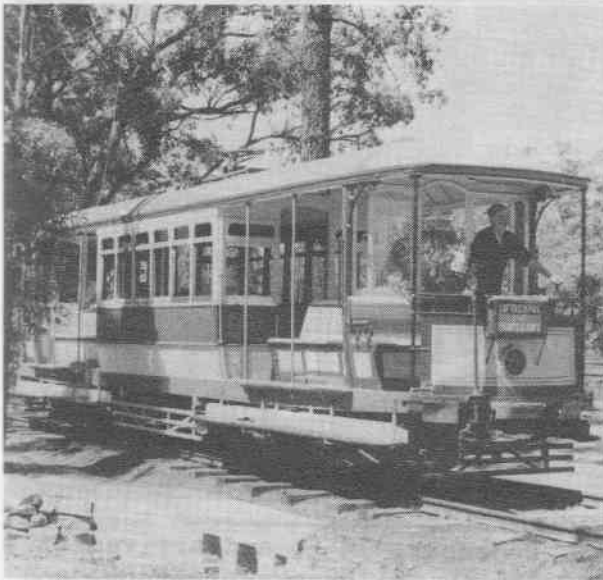
RIGHT:

Scrubber 134s propels weedburner 144s down to the terminus on 10th. December, 1966.



R. Merchant photo.

144s was built on 16th. March, 1956; donated to the Society on 17th. March, 1961 and arrived at Loftus on the 14th. August, 1961. Grass-burning trailer built on an "O" car truck. Last new car built for Sydney. See 134s for picture.



F 393 was built 19th. July, 1902; donated on 19th. June, 1953 and arrived 18th. March, 1957. Re-numbered 127s in 1927. Drivers instruction car since 1910. Has been the sole survivor of the unrebuilt "F" class since 1917. Is available to run, but normally does so only on State Occasions.

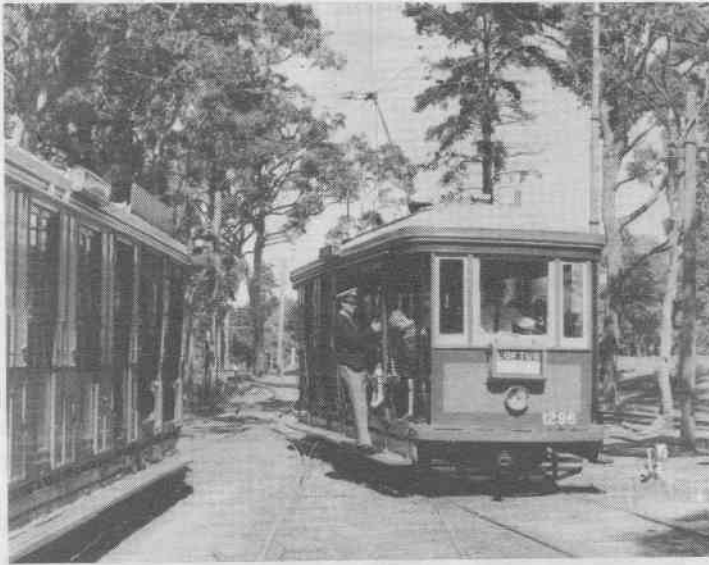
LEFT:

The "F" class car still requires much work to restore the body to trafficable condition.

Photo taken by R. Merchant on 11th. November, 1966.

Class "P" No. 1497 was built 28th. August, 1922; donated to S.P.E.R. on 29th. October, 1959 and arrive 14th. August, 1961. Runs occasionally; a most interesting car electrically, with Tomlinson automatic couplers and other refinements.

PR1 No. 1573 was built Orig in 1923, rebuilt September 1949; donated 9th. September, 1963 and arrived on 18th. December, 1965. Built in 1923 as a "P" class and completely rebuilt to a PR1 in 1949. Is currently mounted on a pair of reconditioned W2 trucks.



K 1296 was built 27th. June, 1913; donated on 22nd. December, 1955 and went to Loftus on 19th. March, 1957. Former Neutral Bay line car, now painted in olive, fawn and grey. Runs only when needed due to cracked frame.

LEFT:

1296 enters the depot yard after completing an early morning trip on 4th. September, 1966.

R. Merchant photo.

O 1111 was built 31st. July, 1912; donated during 1958 and arrived at Loftus on 19th. January, 1959. Classic "O" car with an interesting history. Operated fabled MANLY system till its 1939 closure; now runs on most Sundays.

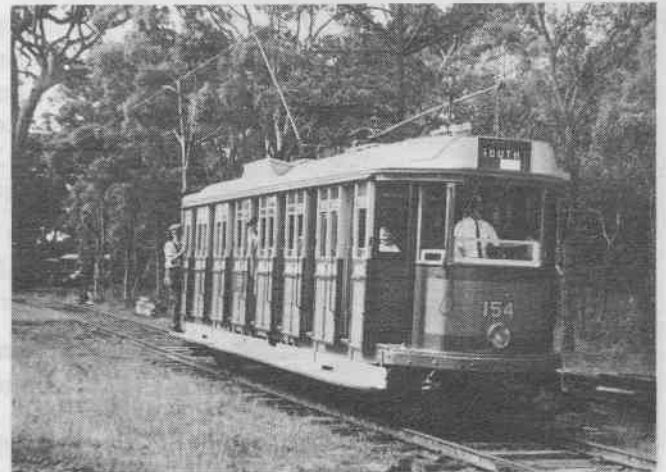
Car 948 was built 16th. September, 1909; donated 17th. January, 1951 and was delivered to the Society on 18th. March, 1957. Sydney's celebrated Prison car. Lacks motors, but the interior is complete.

L/P 154 was built 29th. March, 1926; donated 24th. July, 1950 and was unloaded at Loftus on 19th. March, 1957. Favourite car with crews; very smooth running and runs often. Overhauled shortly before withdrawal in 1949.

RIGHT:

L/P 154 in typical Sunday afternoon passenger service, makes its way down the line to the terminus. The "SOUTH" destination was used in Broken Hill but at Loftus it indicates any point south of the depot yard!

B.E. George photo.



24s was built 6th. April, 1903; donated 22nd. December, 1955, and arrived at Loftus on 20th. March, 1957. Freight car. Currently in use as a store-room, and may run again at a later date.

Car No. 93u was built 6th. February, 1913; donated 31st. March, 1967 and at the depot 12th. July, 1967. Former ballast motor cut down to a flat top trailer.

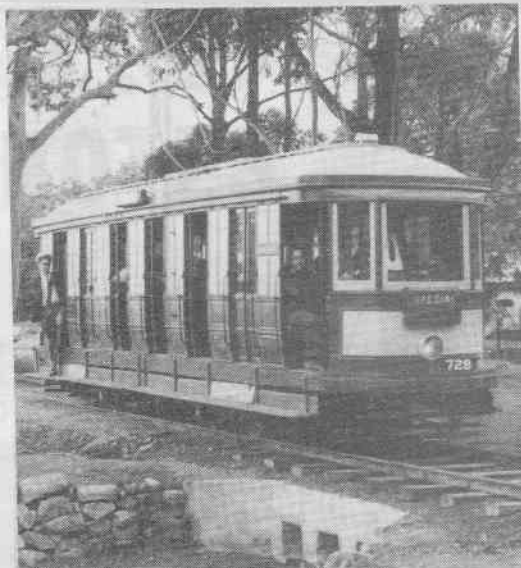
Counter-weight was built 14th. September, 1903; donated October, 1955 and delivered 19th. March, 1957. Used to counterbalance cars descending 1 in 8 grade at Balmain; now preserved as a static exhibit.

Car N 728 was built 4th. April, 1906; donated 19th. June, 1953 and arrived at Loftus on 18th. March, 1957. Now in regular service after being the first of the "hopeless cases" to be fully restored at Loftus.

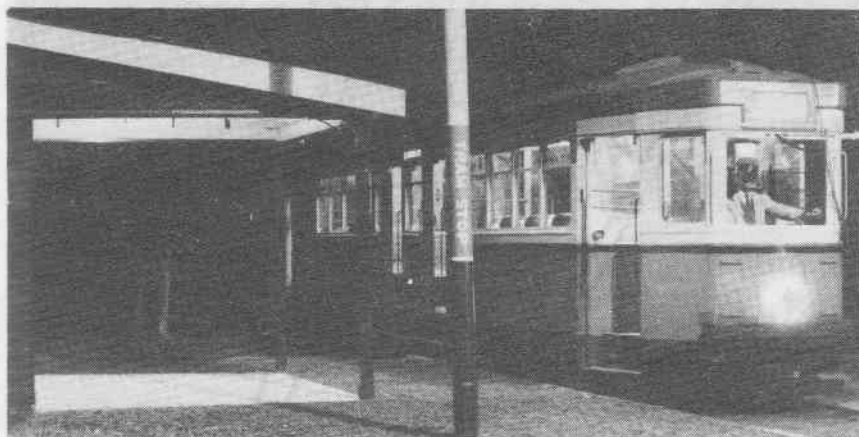
RIGHT:

"N" class No. 728 departs from the Princes Highway terminus on 28th. May, 1967.

R. Merchant photo.



Cadillac Rail Motor was built during 1939; donated during 1963 and arrived at Loftus 26th. October, 1963. First built as a road vehicle in 1923 and converted to rail in 1939. This car does not normally run.



R. Merchant photo.

R 1740 was built 20th. October, 1933; donated 29th. October, 1959 and arrived at Loftus on 14th. August, 1961. The most modern passenger car at Loftus, this corridor car runs most Sundays. A very popular car with members.

LEFT: Night running is a privilege granted to working members. Here "R" class 1740 arrives at the Museum's tramway platform on 30th. July, 67.

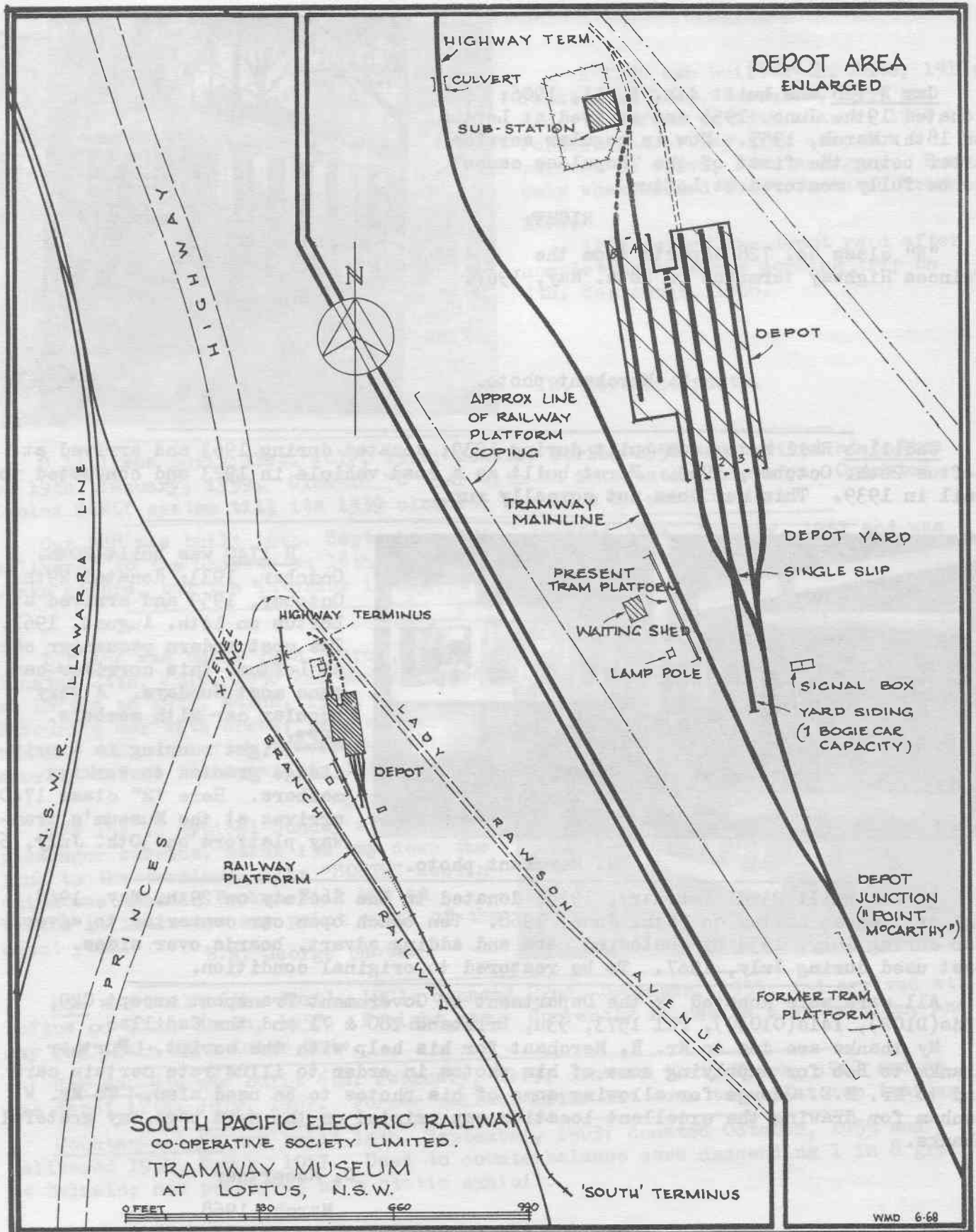
71 was built 23rd. February, 1915; donated to the Society on 29th. May, 1968 and arrived at Loftus on 26th. June, 1968. Ten bench open car converted to advert. car during July, 1954 by enclosing cabs and adding advert. boards over sides. Last used during July, 1967. To be restored to original condition.

All cars were donated by the Department of Government Transport except C29, 134s(D102), 141s(O1030), PR1 1573, 93u, Brisbane 180 & 71 and the Cadillac.

My thanks are due to Mr. R. Merchant for his help with the script. Further thanks to Bob for supplying some of his photos in order to illustrate certain cars and to Mr. B.E. George for allowing some of his photos to be used also. To Mr. W. Denham for drawing the excellent location map printed on the next page, my grateful thanks.

D. Macartney

March, 1968.



M. & M. T. B. BUS NOTES.

By G. Turnbull.

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On the 1st. January, 1968, the Tramways Board extended it's bus network, when the bus lines operated by Rouch and Kennedy were acquired. To provide the extra buses needed for the three new routes, all A.E.C. Regal Mark VI (class "F") buses



G. Turnbull photo.

Rouch and Kennedy Pty. Ltd. bus at Box Hill about to depart for Katrina Street on 6th. December, 1967.



G. Turnbull photo.

1st. day photo. No. 732 at Box Hill.

allotted to North Fitzroy were sent to Doncaster Depot. Thus it is now possible to see No. 700 (the class leader) and No. 799 (the last), both at Box Hill Station.

The petrol engined buses of Rouch and Kennedy Pty. Ltd. (coloured orange) were sold by the Board.

The new routes are as follows :-

(a) Box Hill Station via Box Hill Hospital, Elgar Road and Belmore Road to High Street - East Kew, where buses connect with trams (route 48) to the City.

(b) Box Hill Station via Middleborough and Wetherby Roads to Doncaster Rd. (Buses enroute for this terminus show "D'CASTER DEPOT" as their destination.

(c) Box Hill Station to Box Hill North and Blackburn North via Dorking and Springfield Roads.

The destination rolls on the Doncaster based buses have been fitted with the extra names and places needed for the newly obtained runs.



G. Turnbull photo.
6th. Dec. 1967 and here is Rouche & Kennedy's Orange Bedford on the East Kew service - only one month before the M.& M.T.B. will acquire yet another private bus company.



G. Turnbull photo.
At 2 p.m. on 1st. January, 1968, No. 791 waits for passengers at the Box Hill terminus.



G. Turnbull photo.
When the Tramways Board took over the Box Hill bus routes of Rouch & Kennedy on 1st. Jan., 1968, it also acquired the petrol engined buses as owned by R. & K. As these were non-standard fuel wise with the rest of its fleet, the Board disposed of them. The buses are pictured (above) at North Fitzroy Depot on 17th. Jan, 1968.

With the addition of these routes, it is now possible for people living in Doncaster to travel to Box Hill Station via three ways :-

- (i) via Doncaster Junction, Tram Road and Station Street.
- (ii) via Wetherby and Middleborough Roads, and
- (iii) via Goodwin Street and Blackburn Station.

Revised bus timetables for all services provided from Doncaster Depot came into operation from 4th. Dec. 1967.

With the opening of the Eastland Shopping Centre late last year, certain tramway buses bound for Ringwood Station now run via Eastland, also a new service from Mitcham to Ringwood Station via Deep Creek was introduced with the opening of Eastland, and although it serves this centre it also passes through the new housing area of Antonio Park.

The Tramways Board's bus operations are providing a good service to the new developing areas in the east of Melbourne; and the takeover just discussed is but one example of the expanding services being operated by the Tramways Board.

I would like to thank Messrs Bob Prentice and Paul Nicholson for helping me in many ways, and special thanks are due to Mr. H. Westrup, Bus Branch Engineer, and his Officers for their courtesy and kindness. Greatly appreciated.

G. Turnbull.
Copyright.

MUSEUM MUSES

DONATIONS

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

CASH - J. Fitzsimons (2); S.J. Vine; L.N. Millar; B. Hurren; M. Duncan; M. Rowe; H.J. Prentice; T. Penn; K.S. Kings; G. Breydon; W. Mercer; C. Mottram; J.A. Wilson; P. Duckett; L. O'Connell; G. Turnbull; N. Pearson; B. Dwan; K. Stodden; P. Clayton; J. Seletto; G. Harris; B. Weedon; G. Cleak; D. Macartney; N. Gipps; N. Rutherford; J.J. Nicholson; G. Robinson; P. Nicholson; G. Dixon; N. Elfick; A. Bolger; Mr. Phillips; G.G. Mills; W. Mills; Mr. Nation; D. Prosser; J. Bounds; D. Room; B. George; R. Green; A.G. Culpepper-Cooke; R.J.E. Fellows; A. Maggs; L. Bounds; G. Hoffman and Dr. L. Carp.

GOODS - Reports, Mr. Garry Jones; Cable tram tickets, Mr. W.S. Hartrick; M.M.T.B. Tourist bus timetable for 1939, Mr. Williams; Photos, Len Millar; Newspaper clippings, Mr. C.N. Govett. Our grateful thanks to all of the above.

SOCIETY ZAPPENINGS.

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

OCTOBER 28

and

DECEMBER 9.

Mr. K.S. Kings will show some of his movies that he has taken 'in and around Melbourne'. Keith's films can be seen at the October meeting.

The December meeting will be a 'members night'. All members and friends are invited to bring along to the gathering, their slides and movies so that they can be shown for the enjoyment of other members and visitors at the meeting.

Graeme Breydon reports on the August Meeting:

The topic, "The underground and you" was presented by Mr. Don Wishart and Mr. Peter Wright (of Footscray!?) of the railway construction board (V.R.).

With the aid of 2 illuminated diagrams the location and function of the proposed 4 track loop line was explained. A selection of colour slides showed members what existing undergrounds on both sides of the iron-curtain are like.

After a vote of thanks to the speakers the meeting concluded with light refreshments.

PERSONAL PARS.

The engagement was announced on 5th. July, 1968, of our Editor, John Rawnsley to Jane Tunbridge of Ivanhoe. Best wishes are due to Jane and John from all members, directors and the editorial committee. (R.H.P.).

21st. birthdays seem to be the style these days... Mick Dunn celebrated his birthday with a party held at his house on Saturday, 10th. August.

Malcolm Rowe celebrated his 21st. with a party at the Wattle Park Chalet on Thursday, 3rd. October.

Congratulations to Mick and Malcolm from us all.

The Chairman, Bob Prentice, Secretary, John Fitzsimons and Alternate Director Doug Prosser, Mick Duncan, John Wilson and Len Millar are going to be in Brisbane for S.P.E.R.'s visit over the weekend, 5th., 6th. & 7th. October. S.P.E.R. in conjunction with the Brisbane Tramway Museum Society will hire all available car types for a final large scale tour of the Brisbane Tramways, which are expected to close completely in 1969.

Bob, John and Douglas will be absent until the 20th. October. During this period, Jim Dowel will be Acting Chairman and Acting Secretary. Jim's phone No. is 694494.

CAR NEWS by "HOBO"

BIRNEY 217 has been numbered and lined out: the numerals on the sides and both the words - No. and the numerals on the aprons have been done in gold leaf, these were applied during July. The lining stripes and the words M. & M. T. B. along the sides were painted on using an enamel colour, Egyptian Gold with a dash of orange added. Facsimiles of the original destination boards have been fitted to the brackets, the signs read: POWER STREET on one side and BRIDGE ROAD on the other. Except for some 'touching up', the exterior paintwork is complete. Bern Hurren is at present sanding and stripping the interior of the folding doors of their umpteen coats of varnish. Really, the biggest task left to do on this car is the stripping, sanding, staining and enameling of the wooden tip-over seats.

S.E.C. No. 3 is being restored to its original form--gray livery, royal blue lines and gold leaf numbers and in view of this restoration, it has been renumbered No. 8, the number it held in the Hawthorn Tramways Trust car roster. To date the work carried out has been



the removal of the destination boxes and the replacing of the roof at each ends to a curved canopy style (see picture left) using salvaged roof sticks from X2 679. The fittings on the motormans bulkheads have been removed (both sides) and this action will enable old paint and varnish to be removed quite easily. When the car has been completed, it should be a very handsome car - typical of the early Trust cars in Melbourne.

Bob Prentice photo.

(L to R). Malcolm Rowe, Robert Green, Doug Prosser and Bill Fuller are shown closing up the hole in the roof created by the removal of the destination boxes. Note the curved canopy that they have installed.

12th. May, 1968.

164 & 182. These two cars have been maintained in good order, although a lack of storage space has made it necessary for them to be used as (we hope)

temporary store-rooms.

V.R. 34. The body work has been regularly inspected by Lloyd Rogers who is still chipping old peeling paint off the roof. He then immediately covers the cleaned area with new paint. A long and tedious task.

467 & 680. Body painting and touch up maintenance work has been carried out over the past few months. 467 has had its lined ceiling removed 8/68, due to the local birds (feathered) taking up residence between the roof and false ceiling with the resultant mess falling into the car interior. 467 & 680 will be made fully "bird-proof" very soon.

OCTOBER, 1968.

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GEELONG 22. Since its arrival in Melbourne, not much work has been done due to the winter weather conditions and the shortage of workers. However, the last few weeks a small party under the guidance of Secretary John Fitzsimons have removed axle grease that had been plastered on the car. General maintenance work has commenced so that this car will be protected against the ravages of the 1969 winter. NOTE: Your help is required as tramcars do not last long in open storage without regular maintenance. For particulars, write Secretary.

TOUR TOPICS

Through the kind co-operation of Mr. K.T. Hall, Works Manager of Preston Workshops and Mr. H. Smith, Assistant Manager, a party of T.M.S.V. members and friends was able to visit Preston Workshops on Sunday, 28th. July, 1968.



Len Millar photo.

On their way to Preston Workshops, the two specials, "L" class 104 and 106 turn from Nicholson St. into Holden St., North Fitzroy.

about 4.15 p.m. the cars set off for South Melbourne Depot via the infamous "mount", thence via route 88 to the City terminus via Bourke Street, City - Brunswick Street, Collins Street and South Melbourne.

Once again, an enjoyable day was held by all and special thanks are due to Mr. K.T. Hall, Mr. H. Smith, Mr. J. Scholtz and Mr. N.E. Cross for these gentlemen gave up their Sunday afternoon so that the T.M.S.V. party could inspect the 'shops.

PAUL NICHOLSON. 29. 8.68. A. R. R.

Launceston Trolley Bus System Closure.

© by John Fitzsimons.

Launceston's trolleybus system closed on Friday 26th. July, 1968.

On the previous day, trolleybuses 304 & 306 were running on the Newnham Park-Quarantine Road route as part of the regular service, along with the usual Bedford motor buses. These trolleys were run into the depot after the evening peak, in accordance with usual Launceston practice.

At 10 a.m. on 26th., trolleybus 321 left the depot and made several runs between Newnham Park and Quarantine Road. The M.T.T.'s senior driver, Mr. C. Stocks was at the wheel. 321 was running to a special timetable as an extra bus to the usual headway. The timetable allowed one hour from one terminus to the other, which gave ample time for photographs, etc. The bus was decorated with small shields at each end, together with dark blue pennants on each boom, inscribed M.T.T.

The driver was photographed many times with 321 and remarked that he had been



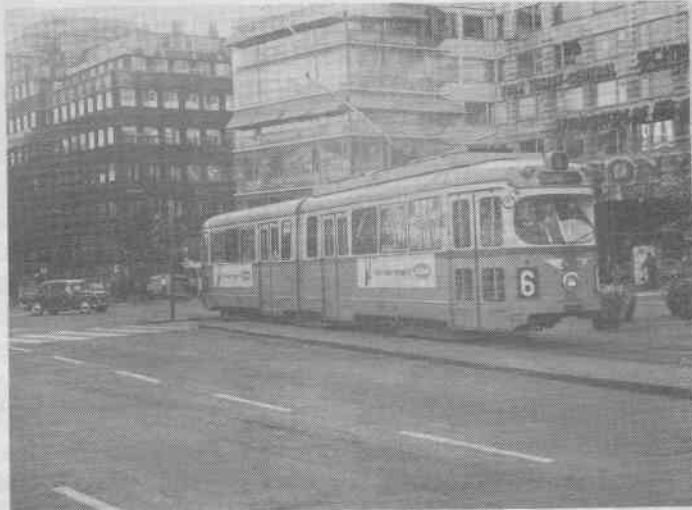
photographed more on this day than in all his previous years with the M.T.T. Loadings varied according to the time of day, and several local people made their last journeys on the trolleybus. For the last run from Newnham to the depot, the bus carried seven passengers only. 321 made its way to the depot in the dark and rain of a winters night with no ceremony or fanfare and was docked at the side of the depot with 304 and 306 for the last time.

John Fitzsimons photo. Trolleybus No. 321 was photographed in Invermay Rd. approaching Newnham Park terminus on 26-7-68.

At the end of July the overhead had been removed from the Norwood and Talbot Road routes as far as the

junction of these routes in Brisbane Street. Basin Road, the Sixways and City area wiring was intact. Trolleybuses replaced the trams in 1952 and lasted only 16 years in the streets of Launceston. They were not popular, but rising costs of electricity due to the recent drought was the main reason for their short life.

Some Overseas Pictures



Tram 819 in Copenhagen - Denmark. July, 1968.



Both photographs taken by L. Reyke. Leo took this photograph of tram No. 3890 running on route 5 in Cologne - West Germany on 29th. June, 1968.