
RUNNING

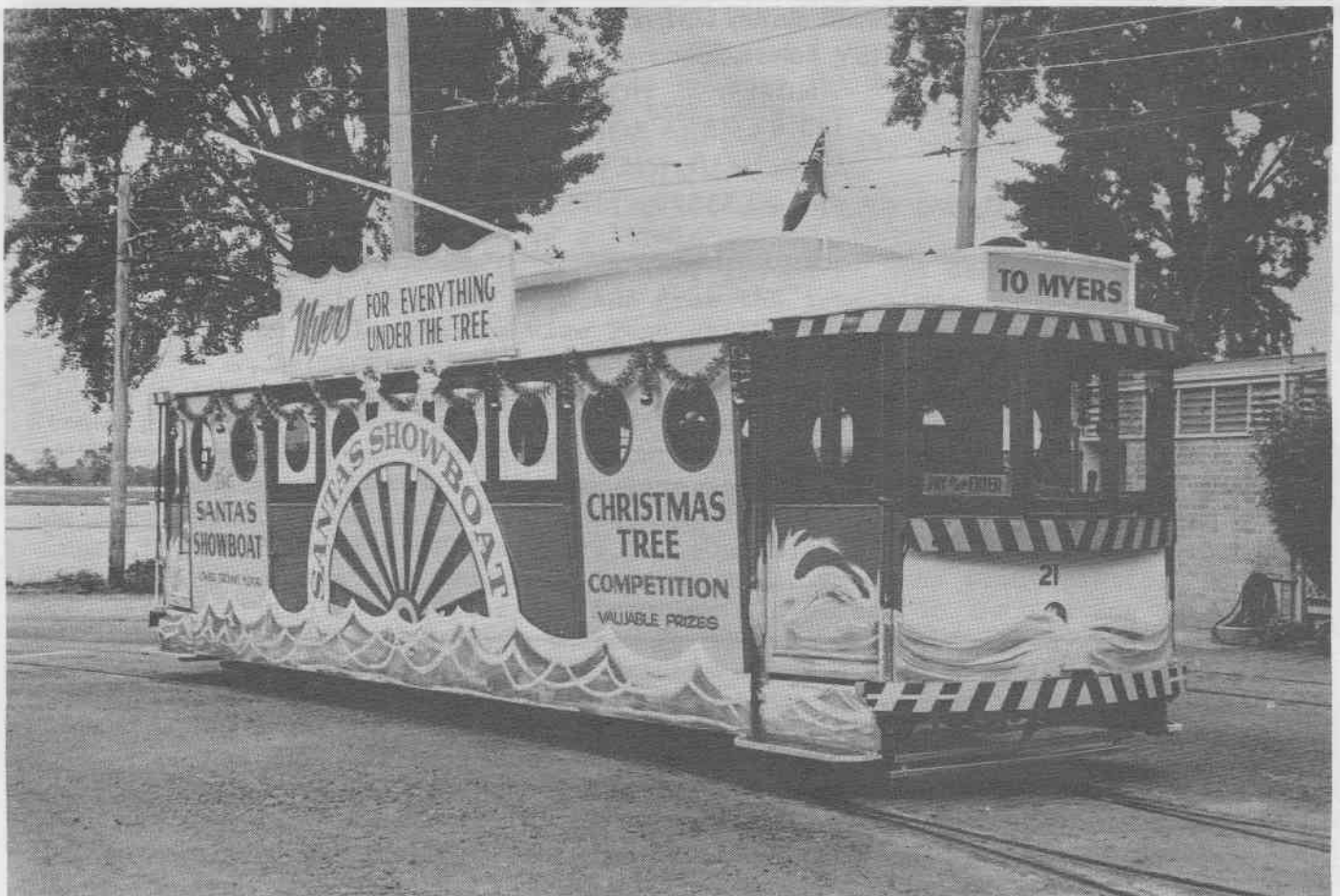
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JOURNAL

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FRONT COVER PICTURE:— Ballarat Single Truck tram No. 21 is the MYER Father Christmas car this year. Decorated as "SANTA'S SHOWBOAT" it is shown being prepared for the road prior to departing the depot at 8.24 a.m., Saturday, 16th. November, 1968, for Victoria Street terminus.

Photo: Bob Prentice.

THE MELBOURNE CABLE TRAMS

by A.E. TWENTYMAN.

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For those who still remember the Melbourne cable tramway system, and for the edification of those who, for various reasons, arrived on the scene too late to witness the cable trams in operation, this article is to be an attempt to try and recapture some of the memories and impressions of that hey-day of the cable cars that ran in Melbourne during the period 1919/1923.

As the World War of 1914/1918 with its attendant strains and anxieties was over, and the scourge of that severe influenza epidemic of early 1919 was on the wane, the people of the City were looking forward to advancement and better times. Already there was beginning to appear that vigorous campaign for the abandonment of the cable cars in favour of electricity. Although the undertaking was under sentence of conversion to electric trams, the Tramway Board (Cable) was still building new cars and dummies, because the system was endeavouring to cope with a volume of traffic for which it was never intended. The electric cars were feeding heavy traffic into the cable cars at Victoria Bridge and in St. Kilda Road, and the management, faced with annual increases in traffic, was investigating all avenues to cope with these increased loadings; ropes were speeded up and auxiliary engines installed. Whilst peak loadings had nearly reached saturation point (approximately 400 cars per hour were crossing the intersections of both Collins & Swanston Streets and Collins & Elizabeth Streets) the remarkable system was rendering a frequent and efficient service with very few delays or interruptions until alterations were made to the Swanston Street services in February, 1924, when serious problems took place.

At this stage it may be appropriate to explain the meaning of two or three words which will occur repeatedly in this article:-

Tram--refers to the combination of dummy (grip car) and car (trailer), sometimes known as a 'train'.

Grip--was that piece of mechanism, fitted in the centre of the dummy which held the rope and drew the tram along.

Rope--or cable was the wire rope which ran in the underground tunnels to provide power for the trams.

For a typical tram trip of the period, let us take our minds back to Bourke Street circa 1920, commencing at the City terminus at Spencer Street.

Several empty trams are standing on the "UP" track waiting for their turn to shunt and assuming that the first in line is bound for Clifton Hill, the dummy has a red dome. As soon as the preceding tram has cleared the points and continued in the direction of the City, the conductor of the next tram and upon which we are to make our imaginary journey will, from the front platform of the car, lift the pin that couples the draw-bar of the car to the fitting on the dummy. The gripman then allows the dummy to roll down the slight incline towards Spencer Street with the car following a short distance behind. As the dummy approaches the slotted cross-over the grip comes in contact beneath the road surface, with a system of rods which changes the points and diverts the wheels and grip to the rails which swings the dummy to the "DOWN" track and as the dummy continues over the crossing the grip changes the points back so that the car can overtake the dummy and swing across on an unslotted curve to the "DOWN" track. While these manouvers have been carried out, the conductor is standing on the leading platform with his right hand on the gooseneck brake handle. As the car straightens up on reaching the "DOWN" track, the conductor applies pressure to the hand brake and brings the car to a standstill. He then steps down

to the road and hurries to the other end of the car to couple up with the dummy

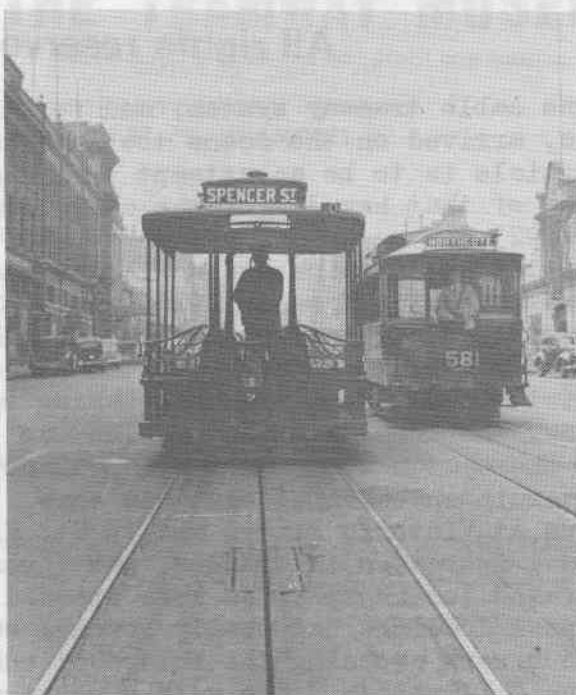


Photo: Dr.A.K. Sewell.

.."so that the car can overtake the dummy and swing across..."

Bourke St. terminus 3-1-1939.

usually in charge of children, generally preferred the security of the car.

We then see the conductor hurrying to the rear of the tram where he will release the hand brake and at the same time giving two quick tugs on the strap which passes through the centre of the car to the conductors bell situated under the platform hood or canopy of the car.

The gripman, anxious to allow as little time as possible between his tram and the preceeding one, releases the brake lever on the dummy and at the same time he draws the almost verticle grip lever towards his body; this allows the tram to move quietly forward and as it negotiates the points with a slight amount of vibration, the gripman applies more pressure to the cable by means of the grip jaws and the tram quickly attains the speed of the cable--approx. 11 or 12 miles per hour.

The tram passes others waiting their turn to shunt, first a dummy with a blue dome for the Nicholson Street line and then a couple more reds for the Clifton Hill line, followed by another blue just arriving from the City proper with its passengers standing up to alight as the gripman throws out the rope and brings the tram to a stop behind the other stationary cars.

As the tram which we are concerned with approaches King Street, a small group of intending passengers waiting beside the track is noticed, so the gripman releases the hold on the rope by allowing the grip lever to move forward slightly, then with his left hand he pulls one brake lever towards himself which operates cast steel blocks on the tyres of the wheels, and with his right hand pushes the other lever forward which forces a pair of wooden blocks onto the rail surfaces thus bringing the tram to a standstill. The group of passengers quickly step aboard; the conductor who has already commenced collecting fares, takes a quick glance around to see that all passengers are on, again gives two

again. His actions to complete this are: lift the chain which has been supporting the draw-bar to prevent it from bumping around from over a hook, and as the dummy slowly approaches, he guides the draw-bar into the wide bell-mouthed fitting on the dummy and as the dummy lightly bumps against the car, he drops the pin, which is attached by a light chain to the dummy's grille, into the coupling to secure the draw-bar, and he then lifts a heavier safety chain which is attached to the dummy, and places it over a hook mounted on the car.

With the coupling operations completed, the conductor then walks two or three steps backward to a grating in the road beside the track, and bending down he lifts a handle with a wire attached; this action deflects the rope into the jaws of the grip, so that now the noise of the rope running over the two pulleys of the grip is now quite audible.

During these operations, a few passengers have boarded the tram and taken their seats; usually the men rode on the dummy where they can smoke, whilst the women,

quick rings on the car bell; the gripman gives a loud dong on the dummy's warning bell, releases his brake levers, pulls the grip lever back and the tram moves off, smoothly accelerating as it crosses King Street, and with a few more clangs of the dummy bell to warn other traffic, the tram commences to climb up the rising grade to William Street and here we are likely to pass another red topped tram with its complement of passengers from the City as it slows down on the approach to King Street.



The conductor is at all times proceeding with his duties of collecting fares; when cash fares are tendered, he 'nips' a hole with his bell punch in the appropriate strip ticket which is attached to his jacket in common with tickets of the other fare ratings, by means of huge safety pins, or if tickets bought on previous journeys are tendered, these are torn off at the perforations and retained. By notices on the car doors, passengers are requested to "PLEASE HAVE FARE READY FOR CONDUCTOR--PURCHASE TICKETS AND SAVE TROUBLE". These tickets were available in strips of six for one shilling, and for the City section-yellow tickets in strips of eight for one shilling; the conductor kept a supply of these in a breast pocket. As the tram climbs the hill, the rails and slot beams as seen from the rear of the dummy appear to slide beneath the car as continuous ribbons, the rails bright and shiny and the slot beams more or less mottled, for at places dribbles of tar have oozed across the surfaces.

Photo: Dr. A.K. Sewell.

"..and with a few more clangs of the dummy bell..." The gripman was photographed on 3-1-39 pulling a cord to ring the dummy's warning gong.

Approaching William Street we notice some of the big solid blue stone warehouses (most of them wool-stores) but on the far corner on the right side, the World renowned Menzies Hotel with its narrow glazed awning across the footpath from the building to the kerb is observed.

At the corner, more passengers have gathered beside the track and waiting to entram; the gripman again releases the hold on the rope and brings the tram to a standstill and while the vehicle is stationary, the rope runs over the pulleys of the grip with a loud rattle, but it dies away when the gripman applies pressure and has the tram moving again after receiving the all-clear signal to proceed from the conductor. In the middle of William Street the wheels make a series of loud raps as we cross the rails of the electric tramway.

The conductor by this time has worked through the car and from the step swings himself to the cross end of the dummy and announces his arrival by calling out "FARES PLEASE".

The tram is now passing some of the more imposing buildings of the City; Selbourne Chambers (the home of barristers) and Dalgety's Agency on the right, with the ancient Saint Patricks Hall on the left, and as we come over the crest of the hill between William and Queens Streets, there opens up that fine vista of Bourke Street overlooking the valley at Elizabeth Street and terminated by

the colonnaded building of Parliament House in Spring Street.

Another stop is made at Queen Street where a repeat of the previous stops is effected. Upon crossing Queen Street the track commences a sharp descent to Elizabeth Street; here the track is paved with stone setts instead of red gum blocks in order to save horses feet from slipping on the hill.

The conductor now swings himself back to the leading platform of the car and



Photo: T.M.S.V. archives.

.."there opens up that fine vista of Bourke Street"...

road line of Elizabeth Street. The car brakes are released, the brakes of the dummy being quite sufficient to prevent any premature movement; the conductor about turns and watches some of the passengers alighting, then many others boarding. In due course, the signal is given to proceed by a tramway official standing near the centre of the intersection holding two rolled flags—one white, the other green. For Bourke Street traffic he shows the green flag, and with a quick glance around the conductor sees that all is clear, gives two rings on the car bell, and the gripman releasing his brakes, allows the tram to move down the slope, slowly at first, but it gathers speed with the force of gravity to cross the Elizabeth Street cable tracks with the familiar rhythmic tapping as the wheels cross the rails and slot beams.

At this intersection, the Bourke Street cable passes beneath the cable in Elizabeth Street and is permanently depressed to prevent the Elizabeth Street grips coming into contact. About twenty yards beyond the crossing, two white bars are seen across the track for at this point the cable is elevated and brought into a position where, as the grips come through, the cable automatically enters the jaws and when the gripman feels the cable enter the grip, he leans forward and draws the grip lever back into a vertical position. With a clang on his bell and a pull on the lever the tram picks up speed and passes others going in the opposite direction and soon we reach the Swanston Street corner. This has always been a busy spot for discharging and picking up passengers; with all the dummy seats occupied and a few men standing across the rear end, the car thereafter receives most of the passengers; children who had been standing on the seats looking through the windows are hauled around to sit on their mother's lap. People stand in the centre aisle and on both platforms, frequently, part of the platform against the wire gates is occupied with luggage or merchandise.

prepares to assist with controlling the momentum of the tram as it descends the hill. About two-thirds of the way down the hill the gripman applies his brakes and throws his grip lever forward and down as far as it will go; this action discharges the rope from the grip jaws. The conductor with the goose-necked brake handle in his right hand and with his foot against the ratchet on the car platform floor begins to turn the hand brake and we hear the rapid clicking as the brake is applied; the rails on the hill are frequently sprinkled with sand to prevent skidding, even so, there is always the feeling that may be our tram is not going to stop, however, no cause for alarm! The gripman with years of experience has everything under control and with a certain amount of skidding manages to bring the dummy to a halt breasting the white marble bar let into the

The official on point duty at times worked under the supervision of a policeman, but it was he who gave the gripman the signal to proceed, however, no movement took place until the conductor rang his bell twice.

The Bourke Street cable passed above that of Swanston Street so our gripman after releasing his brakes and pulling his grip lever soon has his tram in motion again, with the same series of taps and raps as was heard at Elizabeth Street we cross Swanston Street. With a further pull on the grip and a clang of the bell, the fully loaded tram attains the speed of the cable. The conductor is again busy pushing through the crowded car receiving tickets, pennies and silver coins; notes are rarely tendered and if they are, they are invariably refused, and so with the passing of other cars bound for Spencer Street, we reach first, Russell Street, then on up the hill to Exhibition Street where we commence to unload some passengers. At the approach to the left hand turn into Spring Street quite a few fares alight, for this is where the City Section ends. With the conductor's two bell signal to proceed and with a call of "MIND THE CURVE", the tram makes a ninety degree turn into Spring Street; the gripman holding onto the rope as the tram turns the corner. After fifty yards or so, and in passing the Princess Theatre, the track makes another slight turn to the right into what was Evelyn Street but is now Nicholson Street. Here the gripman eases off and slackens slightly as the tram crosses facing points of a slotted cross-over; this cross-over is used on occasions when the city streets are not available to traffic. Shortly beyond here we cross Albert Street, the conductor by this time is back on the dummy, squeezing between the brake levers and the backs of the seats as he collects the remainder of the fares.

The track about here levels out and crosses the wide intersection of Victoria Parade, then again ascends a slight incline as the tram approaches the engine house at the corner of Gertrude Street. This engine house powers all the cables between Spencer Street to both Clifton Hill and to Park Street, North Fitzroy.

As the dummy arrives opposite the engine house, many white lines are observed in the surface of the track, staggered first to the right then to the left. The first three extend from the slot beam to the right hand rail and for eighteen inches beyond, indicating to gripmen bound for Clifton Hill that the rope is to

be thrown at that point: a few yards further on there is a similar set of marks on the left hand side as a direction to Nicholson Street gripmen; at a space of a few more yards, a stop sign of one bar closely followed by the two bar indicator appears on the right; the Clifton Hill gripman stops the front of his dummy at this point, the conductor alights and picks up the handle with attached wire from a grating beside the track, this motion activates a drum pulley over which the short auxiliary cable runs and lifts this cable into the jaws of the grip. The conductor walks a few yards to the corner and waves his tram around into Gertrude Street.

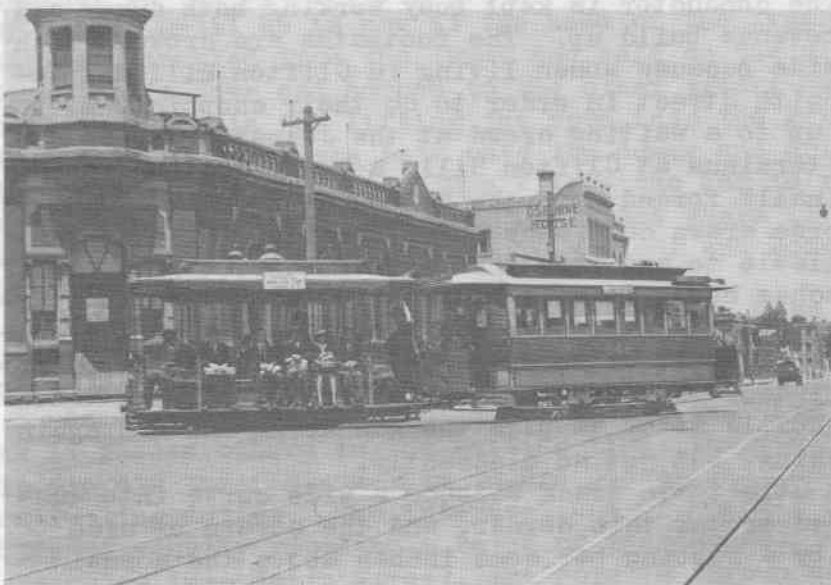


Photo: Dr. A.K. Sewell.

.."Clifton Hill trams negotiated the facing points"... Corner Nicholson & Gertrude Streets, 31-12-38.

As the dummy approaches the points we notice the stop and pick-up indicators for Nicholson Street cars.

Clifton Hill trams negotiated the facing points and curve at a reduced speed as they have to cross the "UP" Nicholson Street track on the curve and upon completion of the curve threw the auxiliary rope, then coasted around a slight turn to the right and back to the left and as the dummy straightens into the line of Gertrude Street, the Clifton Hill rope is automatically collected, the gripman leaning over forward to gather the grip lever up again. The conductor in the meantime has regained the back step of the car as it came around the corner.

With an appreciable increase in speed, the tram passes over another shunting cross-over with trailing points and continues in an easterly direction to Brunswick Street where it stops well back from the corner. Once again the conductor has to proceed ahead on foot and signal the gripman to cross the intersection.

The gripman takes a strong pull on the rope and after about ten yards, when the dummy comes abreast of the three mark indicator, throws out the rope and coasts across the intersection, and at a point indicated by two white bands, the rope automatically enters the open jaws of the grip, and so the gripman has complete control over stopping and starting along Gertrude Street.

After Gore Street, the track falls in a steep descent towards Smith Street, and on the way down the hill the gripman again throws out the rope, and the conductor returns to the front platform of the car to operate the hand brake as all available brakes are needed to stop the tram a few yards before the curve into Smith Street. With a glance to the rear and a call of "RIGHT AWAY" from the conductor, the gripman allows the tram to roll around the sharp curve--the sharpest in the whole system--with a clash and grating of undergear, the ends of the car would appear to swing right away from the track only to be hauled back by the stout chains of the dummy, and passengers were made to appreciate the real meaning of the warning on the outside of the car doors-- "Platform passengers HOLD ON while rounding curves".

A few yards along Smith Street the rope is collected automatically and the journey continued to the next stop at Foy & Gibsons, that happy hunting ground for bargains at regular fairs and sales, for at this point many passengers alighted but just as many got on. The conductor is kept busy working both dummy and car, and it is good to see the revenue build up. The footpaths are crowded with people--especially on the East side because women living in Clifton Hill and Northcote make regular visits to Smith Street in order to do their shopping.

The trams always pulled up to a waiting crowd at the Johnston Street corner, as from this point to the terminus at Clifton Hill, a penny section operated, this concession being originally forced upon the Melbourne Tramway & Omnibus Company by the competition of horse drawn cabs many years earlier. Also at this intersection, transfers are available to and from the Johnston Street line, so if our tram is not full when it reaches here, it will be heavily laden when it starts again and commences the descent of the hill near Mac Robertson's. As the conductor collects the fares, the sweet smell of sugar-candy, chocolate or peppermint pervades the air and we are mindful of that vast manufacturing business that has been built up in the area; shortly after we pass the gas works and are again reminded of an important undertaking, but not so pleasantly.

At the Northern end of Smith Street the track ascends a wide curve into Queens Parade; the rope being carried around this corner, and the strain or side tension on the grip is relieved by a rubbing bar some inches above the normal level of the rope.

At Delbridge and Michael Streets, passengers are beginning to thin out and the conductor who has been busy since leaving Spencer Street, is now becoming occupied with clerical duties; the long strip tickets are detached from the pins,

Along
Queens Parade
Clifton Hill.

Photo:
T.M.S.V.
archives.



cancelled tickets counted and the number of fares of various denominations entered on a schedule, which upon completion is folded around the long tickets and with the money collected, is made ready to pay in at the office at the terminus.

The gripman upon nearing the terminus throws out the rope and allows the tram to roll to the rear of two or three preceeding trams waiting before shunting to make the return journey to the City.

It is customary for the men to have a few spare minutes, during which time the conductor attends the office to pay in the cash and coupons that he has collected. All the passengers alight and make their way on foot for about one hundred yards to the terminus of the Northcote cable line.

In due course, after the preceeding trams have shunted and commenced another journey to the City, our gripman has allowed his tram to roll slowly down, stage by stage, until he is now at the head of the line and the next to shunt. The car is uncoupled from the dummy and held on the slope by the hand brake while the dummy rolls down and across to the other track; here it is brought to a standstill near to a handle for lifting the rope into the grip, and the gripman alights and does this, then climbs back onto the dummy and drives it up the incline beyond the points; the conductor then allows the car to roll down pass the dummy and crosses over the points onto the "UP" track where it is stopped; the gripman now allows the dummy to trickle back to the car and both vehicles are recoupled again by the conductor.

During these proceedings the men usually kept a look out for the arrival of a tram from Northcote, and if it is at all possible, they depart before intending passengers had time to make the connection.

As the tram commences the journey to the City with a few clangs of the bell as it passes others in the waiting line, the conductor prepares a new set of trip tickets and fastens them to his jacket and immediately commences his fare collecting duties. The intersections of Rushall Crescent, Michael and Delbridge Streets usually supplies a batch of passengers. On the down hill slope before the curve into Smith Street, the rope is thrown some distance before the curve; then a stop mark followed and the rope went on in a straight line to a sheave which diverted it to the "UP" tunnel in Smith Street. Here the tram after coasting around the corner collected the rope automatically; when travelling in this direction, the movements of the grip lever are more conveniently placed for

handling by the gripmen. The lever is lowered down beside his legs and immediately the rope re-enters the grip he lowers his right hand, lifting the lever to an almost vertical position, he then changes his right hand to hold the brake lever and with his left hand applies pressure to the rope.

Between that point and Johnstone Street there is nothing much to comment upon apart from the aromas from the gas works and the confectionery vats. The conductor while collecting fares, issues transfers for the Johnstone Street line when requested; he also issues a yellow check ticket to those passengers who paid full fare. In the low flat part of Smith Street the standard of the track has deteriorated a bit, probably on account of poor foundations, and a certain amount of uneven movement is noticeable.

Upon arrival at Johnston Street zealous conductors call out--"Johnston Street, end of penny section, change here for Carlton and Abbotsford" and a general exodus of passengers took place while the conductor left the tram, walked to the intersection and when the roadway cleared, beckoned the gripman to "come on". While the tram passes along the shopping section of Smith Street stopping at various stops to pick up passengers, the conductor moves through the car and onto the dummy collecting the yellow check tickets and more fares.

The gripman stops close to the curve at Gertrude Street and has to be on the alert with the grip, for the rope is inclined to pull away from the jaws. With the signal to proceed, and the warning of "MIND THE CURVE", the gripman pushes his lever forward and endeavours to keep a steady even hold on the rope as the tram turns the sharp corner, and if anything gets in the way, the gripman is obliged to release his hold, the rope is almost sure to be lost as the strain is to the right and out of the jaws of the grip.

At Brunswick Street the same procedure applies but in the opposite direction as described earlier in this article, and upon arrival at the engine house, the Clifton Hill rope is thrown and after coasting through a slight deviation in the track, first to the left and then back to the right, and in straightening up the auxiliary rope enters the grip, with the front of the dummy right on the building line of Nicholson Street. The conductor again alights and proceeds a few yards ahead on the curve. If a car from Nicholson Street is approaching the intersection he usually waits and extends his hand showing two or three fingers in an upright position which I fancy is to indicate to the other crew the scheduled time for departure from a certain point; if he decides not to wait and signals his gripman forward, the gripman of the approaching Nicholson Street tram indignantly clangs his bell and by gesticulation shows his annoyance at not being given the opportunity to decide who should go first.

When the turn from Gertrude Street into Nicholson Street is completed, the auxiliary rope is thrown and after a few yards of coasting down a slight incline, the city rope is automatically collected.

Apart from the usual stops, a slight check to speed is effected as the tram crosses the facing points near the Burke and Wills statue, then with a slight left turn into Spring Street, the tram stops some fifteen yards before the turn into Bourke Street. The gripman upon hearing either the two bells or the call of "RIGHT AWAY" tries to accelerate as much as possible before the throw and to coast around into Bourke Street.

At this stop, the short distance city passengers are picked up and at each succeeding corner until Swanston Street is reached, where most of the long distance passengers alight. At Elizabeth Street a big alteration to the number of passenger movements takes place, making a lot more work for the conductor; a 1¹/₂d. fare is not much to save the heavy drag up the steep Bourke Street hill to Queen Street.

The stop at the Elizabeth Street corner is set approximately fifteen yards

before the corner, as this gave the gripman an opportunity to accelerate then coast across the other lines; the rope is automatically picked up at about the line of the west footpath in Elizabeth Street where at this point there is a definite and sharp change of grade in the road. From almost level it suddenly inclines to a rise of about 1 in 18; the points between which the rope entered the grip appears to be restricted and the gripman had to be wideawake to promptly seize the rope. Because of this restricted pick-up area, it is not unusual to see them miss the rope and if this occurred, then the gripman has to let the tram roll back a short distance to the correct spot; the car obstructing north-bound traffic in Elizabeth Street.

The stop at Queen Street is on the far side (west) of the intersection, the east side is of course, on a steep grade which is entirely unsuitable as a tram stop, for the placement of a stop here is detrimental to the life of the rope (on account of a number of factors), and as ropes are one of the chief sources of expense, every possible care is given to prolong their usefulness.

The rest of the journey westerly in Bourke Street includes a stop at William Street and possibly at King Street. Usually, passengers found that the journey ended about half way between King and Spencer Streets, where the gripman throws the rope and lets the tram

drift to a standstill behind a line of two or three others waiting to shunt.

The round trip took us about an hour, and we are now back in the vicinity of where the journey commenced. It is interesting to know that the number of passengers carried annually on this line was exceeded only by that of the Brunswick line, which is about a mile longer. The work is comparatively heavy for the crews and in consequence, they had very little time for let-up as they worked under rigid rules and regulations, but it was a job well and efficiently done and now when one contacts any old employees, they generally look back with feelings of pride and satisfaction to the service they rendered to the public.

Although the three pictures taken by Dr. Sewell are of a later era, they quite clearly illustrate my text. My thanks are due to Dr. Sewell and the Tramway Museum Society of Vic. Ltd. for making certain pictures available for publication.



Photo: T.M.S.V. archives.
.."into Spring Street, the tram stops some fifteen yards before the turn into Bourke Street"...

MUSEUM MUSES

NEW MEMBERS.

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

Mr. C.K. Mottram.	Balwyn North.	Mr. M.W. Goacher.	Hawthorn East.
Mr. R.S. Jones.	Padstow, N.S.W.	Mr. W.S. Parkinson.	Wollongowa, N.S.W.
Mr. R.G. Henderson.	Clayfield, Qld.		

DONATIONS.

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

Cash - Messrs H.J. Prentice; R.L. Hudson; R. McUtchen; Hillbrick; G. Mills; J. Bounds; D. Middlemiss; B. Weedon; G. Turnbull; G. King; R. Thompson; R. Aspinall; J. Wilson; M.J.C. Kennedy; P. Clayton; A. Stone; S. Holmes; L. Millar; M. Duncan; P. Nicholson; J. Fitzsimons; L.F. O'Connell; N.H. Gipps; G.N. Elfick; K.S. Kings; P. Martin; G. Cleak; R. Green; M. Rowe; B. Hurren; D.J. Prosser.

Goods - Newspaper Clippings, Mr. C.N. Govett; M. & M. T. B. Centenary Souvenir booklet and Drivers Instructions book, J.A. Newell of Pascoe Vale; No. 7 horse tram body was made available by Mrs. Trenfield of Ballarat for scrapping; a donation of wheels and axles, masts & lamps was made by Mr. McNeil of the Australian Portland Cement Company, Fyansford; Puffing Billy Preservation Society moved the masts & lamps from Fyansford to Melbourne at no cost to this Society. The grateful thanks of the members and directors are extended to all of the above.

SITE NEWS.

The following is self explanatory:-

All correspondence to be
addressed to the Secretary,
Box 4342 G.P.O.,
Melbourne, 3001.



Cable and Telegraphic Address:
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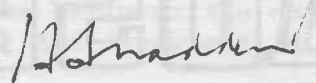
110 Spencer Street,
Melbourne, 3001.

23rd September, 1968.

Dear Sir,

Referring to previous correspondence and to the representations which you and Mr. Stoneham made to the Chairman of the Board on the 12th instant, I regret having to advise you that the Board has no suitable land available for the setting up of an operating tramway museum.

Yours faithfully,


(H. J. Snadden)
Secretary.

Mr. R. H. Prentice,
Chairman,
The Tramway Museum Society of Victoria Ltd.,
141 High Street,
Prahran, 3181.

PERSONAL PARS.

The best wishes and congratulations of all the members are directed to Director John Rawnsley who recently married Jane Tunbridge. Incidentally, Jane and John will be absent from Australia in South Africa for some time.

DIRECTOR'S DOINGS.

John Rawnsley in seeking leave of absence from our Board for at least twelve months, and it being granted to him, asked that Des Jowett be accepted as his alternate. This was agreed to by the other directors.

In view of this, another shuffle of positions has taken place; so as to be able to concentrate upon "R.J.", Bob Prentice sought leave of absence from the Board for at least six months to date from 1st. November, 1968 in order to take over John's other position—the Editor of this Journal. The Board agreed to Bob's proposal and ratified his appointment as Editor. With Bob off the Board for some time, the Chairman's position became vacant; however Jim Dowel accepted the job and has been appointed Chairman.

SOCIETY ZAPPENINGS.

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

DECEMBER 9, 1968

&

FEBRUARY 17, 1969.

The December meeting will be the Society's Annual General Meeting and on completion of the formal business, members will show their slides. A screen and a projector are required—any volunteers please?

PAUL NICHOLSON reports on the October Meeting:-

The October meeting of the Society was held on Monday, October 28th. in the Malvern Town Hall.

We were treated to a showing of four reels of movie-film on Melbourne's trams taken about eight years ago by Keith Kings, and were all interested to see shots of many locations, such as St. Kilda Junction which has changed so dramatically in the last few months, and other places that have altered over the years; also we viewed many cars--particularly "W2's" which are no longer in service.

As an "extra" we saw a reel on Hobart trams and trolley-buses which was very interesting, particularly in view of the fact that only a few of us have ridden trolley-buses, and even fewer were fortunate enough to be able to ride the trams.

At the interval, Bob. Henderson from Queensland gave a brief talk on the amazing progress that the Brisbane Tramway Museum Society has made in the few months that it has been going, and at the end of the programme, member David Macartney moved a vote of thanks. Light refreshments were then served.

NEXT OUTING

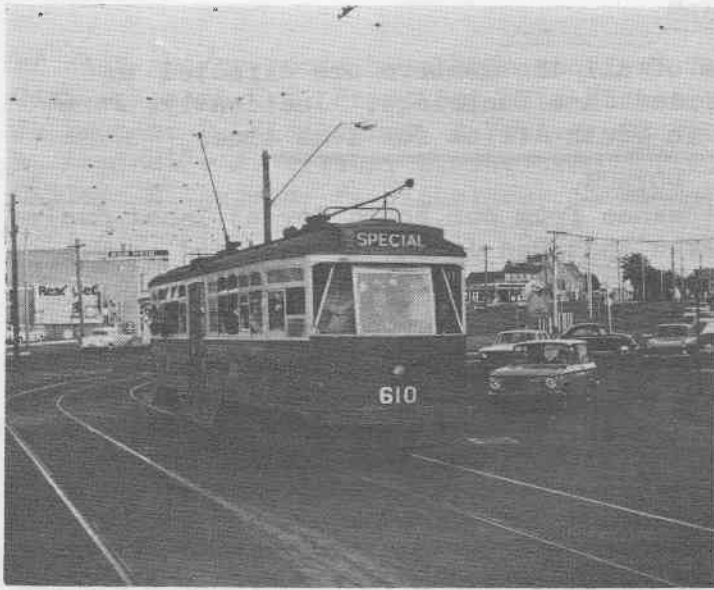
will be held on December 26th., 1968, (Boxing day) departing South Melbourne Depot at 3.00 p.m. for St. Kilda Junction complex, Glenhuntly Depot, St. Kilda Junction, St. Kilda Beach, North Richmond thence to Malvern Depot where we will run the car in for the evening meal break. Run out to Footscray, Essendon Drome and West Brunswick. The special should return to South Depot around 9.45 p.m. "L" class 101 and (we hope) a W4 will be the types of cars we will travel on!

The proposed trip to Ballarat in November had to be deferred on account of circumstances beyond our control

TRIP REPORT - "610" outing - September 22nd., 1968, by Paul Nicholson.

Many requests had been made by members for a tour in "Y1" car No. 610, so on September 22nd., a half-day excursion was arranged in this car.

In fine spring weather, 610 left South Melbourne Depot about 1.30 p.m. for the old Moreland terminus via Sturt, Swanston and Lygon Streets. After photos



The Society's special, tramcar No. 610 turning into Keilor Road from Mount Alexander Road on the occasion of the T.M.S.V's. outing on 29- 9-68.

The photo on the left was taken by PAUL NICHOLSON.

at the terminus, the car went into Brunswick Depot where many availed themselves of the opportunity to look at "T" car No. 180.

Next move was to the North Coburg terminus, and then back to Victoria Street, City, along the normal route. The car traversed the western cross-over in Victoria Street, and then proceeded to West Coburg and back to Abbotsford Street Shunt.

610 encountered some small traffic snarls near the showgrounds because this day was the first Sunday that the Melbourne Show had been open.

A stop was made at Footscray terminus for afternoon-tea and later, 610's antics posing for photographers on the reserved track section confused the "trolley-bus chasers" somewhat when they had to retrieve a lost bag (enough said!).

The last section of the tour was run to Essendon Areodrome, and finally the car arrived back at South Melbourne Depot somewhat late at 6.45 p.m.

ACQUISITIONS.

We managed to obtain the tramway traffic signal lights that were installed at St. Kilda Junction from the Tramways Board, less lenses unfortunately.

The next big acquisition will be the movement of the St. Kilda signal box from the junction to Bill Fuller's and John Ford's residence, for Bill and John have kindly agreed to the box being stored at Murrumbena. Thanks Bill and John.

The next item that looks like being obtained is a truck—Peter Stoneham will in all probability be examining it during the week (Nov. 25 to 30). It is felt that this purchase is now most necessary.

Some point sleepers have been purchased and are stored at Lloyd Roger's place. Our thanks are due to Lloyd for making the area available. Rodney Hudson and Peter Stoneham moved the sleepers on Thursday, 21st. November, 1968.

The foregoing acquisitions and the proposed purchase of a truck has placed a great strain upon the Society's finances, and in view of this, Douglas Prosser has donated \$5.00 towards the purchase of these pieces of equipment. He would like other people to match his donation, so anybody who feels that they could help, please forward a donation to the Society. Remember..donations of \$2.00 and over are tax deductible.

I forgot to include the cost of hiring an "Avis" truck to pick up the wheels and axles at Fyansford and bring them to Melbourne. Please members, your help is required!!!! URGENT.

WORK PARTIES.

The work party dates for the next few months are:-

DECEMBER.

JANUARY.

FEBRUARY.

8

2

22

19

16

Letter to the Chairman :-

ELECTRIC RAILROADERS ASSOCIATION, Inc.

Mr. R.H. Prentice, Chairman
 The Tramway Museum Society of Victoria Ltd.,
 13 High Street,
 PRAHRAN. 3181. VIC. AUSTRALIA

August 5, 1968.

Dear Sir:-

We have recently seen a copy (January 1968) of your publication RUNNING JOURNAL and we deem it interesting and well prepared, to the extent that we would consider it a favor to receive it regularly for filing in our Frank J. Sprague library located at our headquarters address.

For our members we publish a monthly news journal HEADLIGHTS which concerns itself primarily with current improvements, developments and new construction in the field of electric railways.

We would therefore suggest that our two organizations conduct a mutual free exchange of our respective publications, and presuming for the moment that this arrangement meets with your approval, I am placing in the mails this evening copies of the first four issues of HEADLIGHTS so far to appear this year, with the rest to follow as published. (Due to the loss of two volunteer editors during 1967 we have dropped far behind and 1968 issues will be appearing late.)

Respectfully,
 (Signed) HERMAN RINKE
 Secretary.

HR/a

On the very next day after receiving Mr. Rinke's letter, Bob had despatched an air-mail letter agreeing to the two organizations exchanging journals, and a parcel containing back issues of RUNNING JOURNAL.

The copies of HEADLIGHTS mentioned in Mr. Rinke's letter have subsequently come to hand and they are something to see.

We are delighted to have such a first class journal in our library and desire to express our thanks to Mr. Rinke.

We have received the following publications and thank the various organizations for their donations to our Library:-

- *TROLLEY WIRE published by SOUTH PACIFIC ELECTRIC RAILWAY, Sydney, N.S.W.
- SENNACHIE " " CLANALDER ARCHIVES, Havelock, VIC.
- TRACTION GAZETTE " " ORANGE EMPIRE TROLLEY MUSEUM, Perris, U.S.A.
- HEADLIGHTS " " ELECTRIC RAILROADERS' ASSOCIATION, New York, U.S.A.
- *TRAMWAY TOPICS " " THE 3 NEW ZEALAND TRAMWAY MUSEUMS
- *GREEN-OVER-RED " " G. O. R. publications, BOX HILL, VIC.

*These books are obtainable through our sales Department.

PROVINCIAL PARAGRAPHS

BENDIGO - APRIL, 1968.

Accident repairs to car No. 6 have been effected--the apron repaired & repainted, and the stepboard and brackets replaced.

BALLARAT - May, 1968.

The trucks under car No. 36 have been rewheeled & examined.

Accident repairs to No. 28 have been attended to.

Car 26 has been repainted and revarnished, also new malthoid has been installed on the floor.

BENDIGO - June, 1968.

Accident repairs to bogie car No. 23 have been effected & car issued to traffic. Cars 2, 4, 24, 25 & 26 have had their roofs sprayed with 'liquid envelope'.

BALLARAT - JULY, 1968.

The compressor cylinders off tram No. 17 have been tested. Bogie No. 36 has visited the body shop and its body panels have been replaced as necessary and the car repainted externally and internally.

BENDIGO -- AUGUST, 1968.

The truck under No. 6 has had a tyre reflange and overhaul. Bogie tram No 2 trucks have been examined, rewheeled and overhauled. Accident repairs to Birney No. 30 have been completed and the car issued to traffic.

BALLARAT - September, 1968.

Single truck tram No. 31 has had an exterior repaint and interior revarnish.

BENDIGO - OCTOBER, 1968.

Maximum traction car No. 23 trucks have been rewheeled and checked.

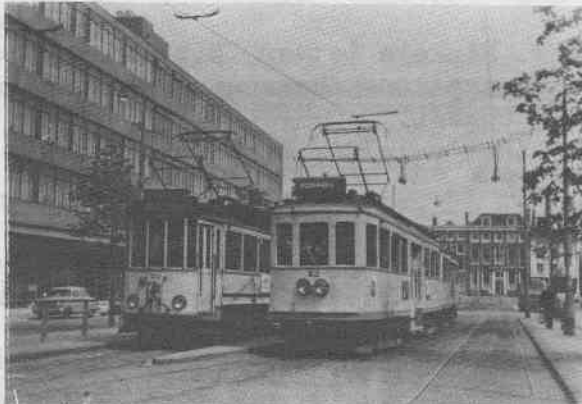
Maximum traction car No. 24 trucks have been completely overhauled.

BALLARAT - NOVEMBER, 1968.

Car No. 21 is being decorated as Myer's Father Christmas tram, named "Showboat". Accident damage to No. 39 is being repaired and at the same time, the car is to be completely repainted.

No. 35 is on platform jacks so that accident repairs can be attended to whilst the trucks are overhauled.

Some Overseas Pictures

LEFT:

Motorcar No. 80 (group 51 to 80) was in service from 1922 to 1925 and carries 78 passengers. It can run on either 600 or 1200 volts. Only two cars are left--57 & 58--for a Museum. In service 1922 to 1965.

Motorcar No. 82 (group 81 to 90) was used in other parts of Holland from 1923 to 1952, then it was transferred to Den-Haag, and ran until 1963.

By courtesy L. Reyke.

RIGHT:

Tram No. 483 was photographed on the 5th. August, 1967, the first day for traffic of the extension of Route 16 at Rotterdam, Holland.



Photo: L. Reyke.