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# RUNNING

30c.

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THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD.

# THE TRAMWAY MUSEUM SOCIETY OF VIC. LTD.

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FRONT COVER PICTURE:— Bendigo Birney No. 28 is seen in its guise as "MYER'S SANTA SPECIAL" turning out of Caledonia Street on the North Bendigo route on Saturday, 21st. December, 1968.

The "Conductor's" red uniform is rather non-standard, but it matched the color on the roof of the car.

Photo: Malcolm Rowe.

# CHAIRMAN'S CHAT...

Dear Friends,

There are some points I desire to bring to your notice. Firstly, our Sales Department has many books and Journals on sale - but it does not stop there, for example, stocks of our miniature destination curtains are on hand. A sample (left) is submitted for your consideration. The curtains are 1/10 normal size and are available thus:-



A sample from the POINT ORMOND curtain.

SHEET 1 -- Bendigo 15 cents; Ballarat 20 cents or complete sheet No. 1 at 30 cents.  
SHEET 2 -- Geelong 20 c; Footscray 15c & Point Ormond 5c or complete sheet No. 2 at 30 cents. Both sheets are available for 60 cents. In all cases postage must be added to your application. The curtains are available from Andrew Howlett at the address printed on Page 2. Secondly: if any reader wishes to have his or her name placed on our excursion mailing list, then please submit your name to myself at the address shown on page 2. Thirdly: membership forms are available from Barry George, membership officer; his address is also on page 2. Please, your support is required for our continued success.

Respectfully,

Jim Dowel,  
CHAIRMAN.

## Tramcar of a byegone Era. by John Lawrence ©

During my travels around Victoria, I have always kept my eyes open for any interesting relics that may depict our past history. So one day early in March 1968, while travelling among the "back blocks" of the Pyramid Hill district, I happened to notice an old derelict mud-brick farm-house situated in a clump of trees.

On stopping the car to investigate the building, I also noticed an old tram car body in an equally derelict condition. A closer examination of this vehicle revealed it to be a cross-bench car, carrying the builders plates of Duncan and Fraser on each bulk-head and the number 18 on each end amidst fading paint work.

On my return to Melbourne later in the week, I looked up our Secretary John Fitzsimons who, after listening to my description of this particular vehicle, told me that it had been scrapped from the State Electricity Commission's Bendigo tramway system in 1948.

Knowing that I had to pay a subsequent visit to the same locality the following week, I collected together some salvaging tools and upon reaching No. 18's resting place, I proceeded to remove the Following items:-

**TWO INCANDESCENT HEAD-LAMPS :**

These were made by the G.E. Company of the U.S.A. Model No. is J10 and the unit No's are 1175627 & 1175630. (Fortunately the holding bolts were extracted fairly easily).

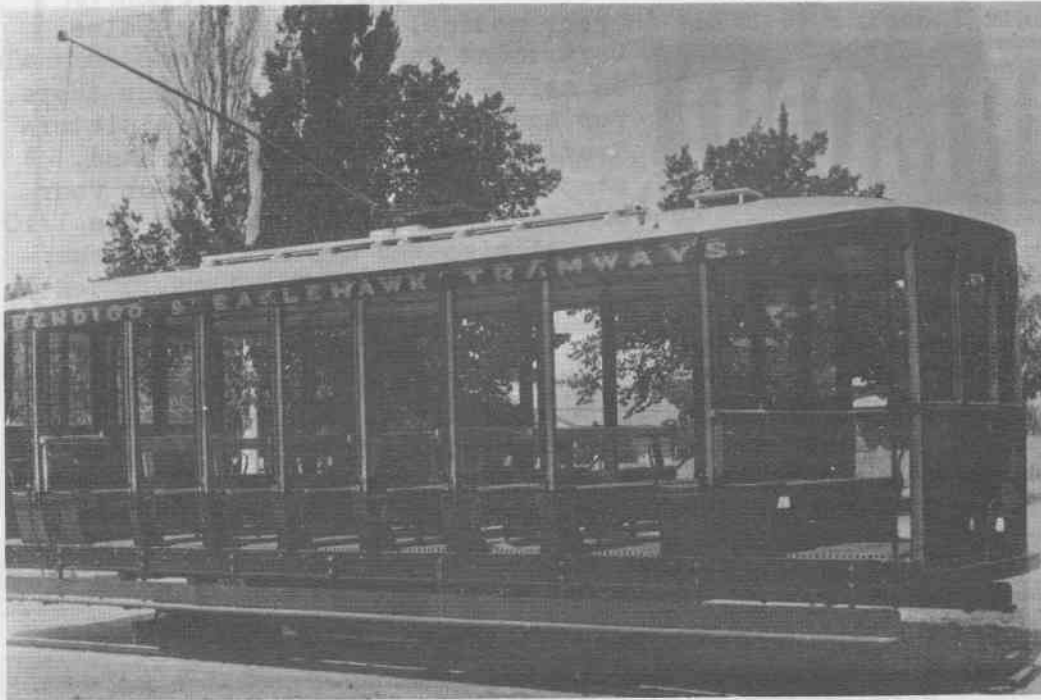
**TWO BUILDERS PLATES :**

These apparently are of an early design for Duncan and Fraser of Adelaide.

**TWO PAIRS EXTERNAL DESTINATION BOARD HOLDING BRACKETS :**

These unscrewed easily from each end of the vehicle; also removed was a piece of weathered Cedar board from the interior, carrying the number "18" in equally faded paintwork.

After removing these items, I then looked underneath the chassis and floor, and to my surprise, I noticed that a motorman's foot gong was still there! So, wielding a pair of "Stilston wrenches" I soon loosened the locknuts and unscrewed it from the anchoring bolt. The gong itself is made of solid bell-metal (the main constituent is brass) and has a cast iron striker. The bell emits a nice clear mellow note when struck.



LEFT,

Bendigo tramcar  
No. 18 in its  
heyday.

PHOTO:

By courtesy of  
the Mid-Western  
Branch of the  
S. E. C.

All of these items are now the property of the T.M.S.V. and could be very handy in future years for authentic restoration of a particular vehicle.

For the technically minded the original specifications of tram No. 18 are as follows:-

BUILT.	1913 by Duncan and Fraser, ADELAIDE.
TYPE.	Single truck cross bench car (Toastrack).
TOTAL WEIGHT.	8 tons.
LENGTH.	31' 2".
CAPACITY.	50 passengers plus standees.
TRUCK.	Single type made by Brush; Motors G.E. 67 type 2x35 h.p.
FRAME.	Wooden with sheet-metal aprons.

No. 18 was scrapped in 1948 and No. 17, which is a similar type of car, is now the Bendigo track cleaner, being converted in 1953. It appears that No. 18 from all accounts, was in service for most of the time during its 35 years on the system.

BIBLIOGRAPHY: "Destination Eaglehawk", K.S. Kings, Traction Publications, Canberra, A.C.T., 1965. Page 30, paragraph 2.

## PUFFING BILLY

From October 1968

TRAINS LEAVE BELGRAVE  
for EMERALD 1 ¼ hours  
return

THE IDEAL  
FAMILY OUTING  
all year round!

SATURDAYS

11.30 a.m., 2.15 p.m.

SUNDAYS

11.10 a.m., 1.35 p.m., \*3.55 p.m.

See daily papers for Special Timetables on Public and School holidays.

\*From Easter to 30th September, this train runs to Menzies Creek only. (1 hour return)



Alteration of Wheels on St. Kilda—Brighton Tram—cars. *Compiled by Bob Prentice. ©*

600 Volt - 4 motor equipment.

Weight of car - 16 tons 13 cwt. 3 qrs.

Weight of car with 60 passengers - 19 tons 5 cwt. 0 qrs.

Weight of car with 110 passengers- 22 tons 7 cwt. 2 qrs.

Proposed change of wheels from 24" diam. to 26" diameter.

The contract curves supplied by the G.E. Coy. were used. Curves giving the tractive effort and the new speed for different motor currents were drawn, and from them the speed-time curves and current time curves were obtained. The same length of average run (880') and the same average grade (.625%) were assumed to conform to the contract curves.

The problem was considered in two ways, viz:-

(1) The maximum current was taken to be the same as in the contract curves and with the decreased rate of acceleration that resulted from the decreased tractive force a run was made in the same time and over the same distance. This was accomplished by cutting down the coasting period as braking was kept constant at 1.5 m.p.l.p.s.

(2) The rate of acceleration and braking were maintained at 1.5 m.p.l.p.s. and the increased tractive force was obtained by increasing the maximum current.

The rate of acceleration and braking were obtained under ordinary service conditions of the same type of car with 24" wheels. Thirty-seven starts and stops were tested and the average acceleration was 1.41 m.p.l./sec. and the average retardation 1.91 m.p.l.p.s. with 15 passengers. Accelerations of 1.7 and retardations of 2.3 were frequently obtained on the level.

The following is a summary of the calculations:-

St. Kilda to Brighton Beach and return - Average grade .625%; volts 575; length of run 880'. Train resistance was taken at 25 lbs/ton.

Without Field Control:

	Up Grade			Down Grade.		
	G.E. Curves	New Car	26" wheels	G.E. Curves	New car	26" wheels
Acceleration	1.5	1.25	1.50	1.5	1.29	1.50
Max. current	220	220	244	196	196	216
K.w. hrs per run of 880'	.5375	.645	.576	.367	.528	.453
<u>With Field Control:</u>						
Acceleration	1.5	1.244	1.50	1.5	1.27	1.5
Max. Current	212	212	232	190	190	210
K.w. hrs per run of 880'	.500	.634	.437	.437	.497	

St. Kilda to Carlisle Street. Average grade 2.41%. Average run 540' Up grade.

	With Field Control			Without Field Control		
	G.E. C'vs	New Car	26" wheels	G.E. C'vs	New Car	26" wheels
Acceleration	1.5	1.17	1.5	1.5	1.15	1.5
Max. current	240	240	268	250	250	280
K.w. hrs per run of 540'	.574	Cannot be done in the time	.575	.556	Cannot be done in the time	.658

The above results show that the car of increased weight to that adopted by the G.E. Co. for the purpose of preparing their curves and with an increased wheel diameter can be run to schedule by an increase in the peak load of about 10% and with an average consumption of 15% above that estimated by the G.E. Co.

NOTE:- The above proposals were first considered in August, 1919.

*Bob*

# A Brighter Allnighter. All rights reserved.

by Paul Nicholson.

This article is not intended to be a history of the Melbourne & Metropolitan Tramways Board's "All-night" bus services, as they were covered to a certain extent in Keith King's excellent article on the "All-night" tram services which appeared in the April, 1967 issue of "RUNNING JOURNAL". However, it is hoped that the following brief historical details and my description of one of the last "runs" will be of interest to all readers.

In 1936, an "All-night" bus service was provided between Port Melbourne and Northcote, via Bourke Street, when the "All-night" tram services were introduced on other routes. During 1941, the Board took over a number of privately operated "All-night" bus routes running to the Munitions Factories in the Maribyrnong area; from Elsternwick Railway Station to Middle Brighton, and from High Street, Northcote to Heidelberg. It is not known when these "All-night" bus services originally commenced running, and whether there were any more that the M. & M. T. B. did not take over, but it is presumed not.

By 1948, the services to the munitions areas at Maribyrnong were withdrawn, but the Elsternwick Railway Station to Middle Brighton service was extended to Sandringham Railway Station. However, March, 1952 saw the abandonment of the Sandringham service, but "All-night" bus services were now operating between East Preston and Garden City and to Heidelberg.

Buses replaced "All-night" trams on the North Balwyn and Mont Albert routes in October, 1956, and twenty years after the inauguration of the "All-nighters", they were replaced completely by buses in February, 1957.

Actually, the "All-nighters" were not, strictly speaking, replaced by buses because the Board took the opportunity of completely revising the "All-night" routes and time-tables in the light of decreasing patronage, obviously as a result of the greater number of privately owned motor-cars.

These alterations, which came into effect with the running of the first general replacement bus service on Sunday morning, 17th. February, 1957, altered remarkable little over the eleven years and nine months that "All-night" buses operated generally, so my description of the routes and time-tables at the closure can well be taken as typical of the "life" of the services, which were made up of thirteen routes and operated by fourteen buses which in latter years were the "Bob-tail" (shortened A.E.C. Regal Mk III chassis with either Martin and King or Commonwealth Engineering body types built between 1952 and 1954.

The buses were time-tabled to a 75 minute service, so therefore, one bus was adequate to operate a service on each route except route 4 which ran from North Coburg to Wattle Park via Glen Iris and Camberwell Junction and required 2 buses.

Services generally began in the suburbs shortly before mid-night, and on a number of routes the bus started from the depot only, one of the last trams returning to the depot having been taken from the terminus. The last services left the City about 5.30 a.m. and the reverse working of the above applied. On Sunday mornings, the buses operated until about 8.00 a.m. when the first trams began to run.

The following schedule has been copied from the 1966 Annual Report of the M. & M. T. B. :-

### ALL NIGHT SERVICES

ROUTE		Length of Route in Miles
Route Number	From To	
1	CITY (Elizabeth St. at Flinders St.) ..... WEST MARIBYRNONG (Raleigh Rd. at West Rd.) ..... 6.66	
2	CITY (Elizabeth St. at Flinders St.) ..... ESSENDON AERODROME (Vaughan St. at Treadwell Rd.) ..... 8.79	

Route Number	From	To	Length of Route in Miles
3	CITY (Swanston St. at Flinders St.)	WEST COBURG (Melville Rd. at Bell St.) via East Brunswick	7.12
4	CITY (Swanston St. at Flinders St.)	WATTLE PARK (Riversdale Rd. at Elgar Rd.) via Glen Iris and Camberwell Junction	12.04
4	CITY (Swanston St. at Flinders St.)	NORTH COBURG (Sydney Rd. at Bakers Rd.)	6.50
5	CITY (Bourke St. at Spencer St.)	WEST PRESTON (Gilbert Rd. at Regent St.) via East Coburg	7.81
6	CITY (Bourke St. at Spencer St.)	EAST PRESTON (Plenty Rd. at Tyler St.)	7.73
7	CITY (Bourke St. at Spencer St.)	WEST HEIDELBERG (Oriel Rd. at Southern Rd.)	9.20
8	CITY (Spencer St. at Collins St.)	NORTH BALWYN (Doncaster Rd. at Balwyn Rd.)	8.05
9	CITY (Collins St. at Spencer St.)	MONT ALBERT (Whitehorse Rd. at Union Rd.)	8.53
10	CITY (Batman Ave. at Swanston St.)	BURWOOD (Toorak Rd. at Warrigal Rd.)	7.69
11	CITY (Bourke St. at Swanston St.)	GARDEN CITY (Howe Pde. at Williamstown Rd.) via Port Melbourne	4.59
11	CITY (Bourke St. at Swanston St.)	ST. KILDA BEACH (Esplanade at Acland St.) via South Melbourne	5.19
12	CITY (Swanston St. at Lonsdale St.)	CARNEGIE (Truganini Rd. at Koornang Rd.) via St. Kilda Beach	9.65
13	CITY (Swanston St. at Lonsdale St.)	EAST BRIGHTON (Hawthorn Rd. at Nepean Highway)	9.55
			119.10

Many of the above routes are common over parts of their lengths (i.e., they are in the same streets). In consequence the total street mileage covered by the All Night Services listed above is not 119.10, but 103.08 miles.

**NOTES:**

Routes one and two ran along the normal tram route.

Contrary to normal M.& M.T.B. practice, the numeral "3" was used on these services. Route 3 commenced from Flinders Street, City, following the East Coburg tram route to Glenlyon Road, where the bus turned left, met the West Coburg tram route at Grantham Street and followed it to the tram terminus at Bell Street.

Route 4 was by far the longest "All-night" run for it followed the North Coburg tram route from the terminus at Bakers Road to Victoria Street, City, where it turned left and travelled via Swanston Street, St. Kilda Rd., Toorak Rd., Orrong Rd., High St., Armadale, Lower Malvern Rd., Glen Iris, Burke Rd. to Camberwell Junction, and then via the normal tram route to Wattle Park terminus. Thus, it incorporated parts of tram routes 19, 8, 6, 7 and 70; a direct service was provided from Wattle Park to the City by having passengers change to and from the Burwood bus at Camberwell Junction.

Route 5 was another "run" which combined a number of tram routes. It followed tram route 96 - East Brunswick - from terminus to terminus, then via Holmes & Albion Sts. where it joined the East Coburg tram line and went right through to the terminus where it turned into Bell St. The West Preston tram



**LEFT.** "While Melbourne sleeps.... AEC Regal Mk 111/Com-Eng No. 349 at West Preston terminus, at 3.12 a.m. on Saturday, 16th. Nov. 1968. ....the "ALL-NIGHT" buses rolled on". **Photo: PAUL NICHOLSON.**

# ČKD—TATRA.

by MALCOLM ROWE.

©

The photo (right) shows two ČKD-TATRA tramcars operating in Praha, Czechoslovakia. Some specifications and description of these cars may be of interest—particularly in a city which looks forward to new tramcars on her streets.

The T3 tramcar, of which type these cars are, feature all metal body construction with laminated plastic ends. As can be seen, the wrap around windscreen gives the driver excellent all-round vision. The lower portions of the side windows are fixed in rubber channels, for noise reduction, while the top portions slide horizontally to provide ventilation. If additional flow of air is required, three flaps built into the lightly constructed roof allow efficient circulation.

Forced ventilation is provided in the driver's compartment, including provision for heating and demisting.

The cars are provided with couplers and can haul matching trailers or operate in multiple unit sets of 2 or 3 cars.

Passenger comfort is a foremost consideration in the design of the cars. Comfortable seating is provided for 24 passengers in single row transverse seating along either side of the car. Roomy standing accommodation is provided for a further 86 passengers with plenty of hand-holds. However, the "crush-load" is stated to be 160 fares. Passenger comfort is provided for in automatic acceleration and braking facilities (75 steps in accelerating and 99 braking steps). Ample use of rubber in springing, sealing etc. assures a smooth silent ride. The cars are equipped with a P.A. system to allow the driver or conductor to announce stops, transfer points etc. The conductor, of course, is seated behind a desk, just inside the front entrance.

The Tatra concern has a tradition going back 110 years and in this time over 150,000 rail vehicles have been constructed by them.

ČKD-TATRA delivered their 2,000th T series car on 18th. November, 1967; production is expected to reach 1,000 /year in the near future.

In addition to the T3 cars, TATRA produces K2 type 6-axle articulated cars capable of holding 180 passengers (not "crush load") and trailer cars to match the T3's and K2's and of similar capacity to the T3's.

The following specifications apply to the T3 car:-

LENGTH OF CAR	14 metre	46 feet.
WIDTH OF CAR	2.5 metre	8.2 feet.
HEIGHT OF CAR (without pantograph)	3 metre	9.9 feet.
MOTORS (Permanently connected in series/parallel)	4 x 40 K.W.	4 x 54 h.p.
CURRENT DRAWN AT CONTINUOUS RATING	150 Amp.	
MAXIMUM SPEED	65 Km/hr.	40.4 m.p.h.
MAXIMUM TRACTIVE EFFORT	4,000 Kg.	1,800 lbf.
MAXIMUM ACCELERATION (Empty)	1,8 m/sec <sup>2</sup>	5.9 ft/sec <sup>2</sup>
MAXIMUM OPERATING DECELERATION (Empty)	1.8 m/sec <sup>2</sup>	5.9 ft/sec <sup>2</sup>
MAXIMUM DECELERATION (Empty)	5 m/sec <sup>2</sup>	16.4 ft/sec <sup>2</sup>
WEIGHT OF EMPTY CAR (Approx.)	16 ton.	







This Czechoslovakian company is not resting on its laurels. At present, thyristor control (semiconductor electronics) is under development. It is hoped to have a prototype car in service in 1969 & to be in production by 1971. A power saving of 7% is ensured—with possible power savings of 35-40% possible.

Why put this in a tramway museum magazine? Well, ČKD-TATRA have fully restored Prague No. 180 and shipped it to Britain to be donated to the Tramway Museum Society—all at no expense to the Museum.

(I imagine we would give at least as good a "wrap-up" to any organisation which would care to present us with a site!).

Information from "MODERN TRAMWAY" and ČKD-TATRA STREET-CAR T3 pamphlet.

PHOTO: DOPRAVNI PODNIK  
HLAV. MESTA PRAHY.  
by Courtesy B. Silcove.

route was provided with an "All-night" bus service from Bell Street to the terminus at Regent St.

Route 6 was the East Preston to City route and followed the normal tram line (Plenty Rd., High St., Queens Pde., Gertrude St & Bourke St). Route 7 followed the normal day-bus run from Southern Rd., West Heidelberg. The first out & last in bus on 7 travelled from & to the City but the other services connected with the East Preston bus at Clifton Hill; the West Heidelberg bus waited while the East Preston bus travelled into the City and back.

Route 8 followed the normal tram route to Collins & Spencer Sts., City, except on the "up" journey where the buses had to travel for a short distance via Wellington Parade South in accordance with traffic regulations.

Route followed the Mont Albert tram lines from terminus to terminus.

Route 10 ran along the old Burwood tram route until the end, except in the last few months the bus had to make a deviation to avoid the work at the Swan St. railway bridge. It connected with the Wattle Park bus at Camberwell Junction.

In order to have one bus maintain a 75 minute service, route 11 was a combined service - Garden City to St. Kilda Beach. From Garden City, the normal bus

route was covered as far as Clarendon St. where the "All-night" bus turned left and travelled to Bourke St. & then into Swanston St. An interesting move here was that the bus turned from Bourke St. into Swanston St. from the middle of the road because like all "All-night" bus services, it travelled roughly along the tram tracks and stopped at tram safety-zones. From here the South Melbourne Beach tram route was followed to Danks St. where the bus turned left and met the South Melbourne & Saint Kilda Beach tram line, which it followed to the terminus and then into Fitzroy St. & the Esplanade to "Luna Loop".

Route 12 started in Swanston St. at Lonsdale St & travelled to Carnegie via St. Kilda Beach.

Route 13 was another run that combined a number of tram routes. The Glen Iris tram line was followed from Lonsdale St. to Chapel St, where the bus turned right & travelled to Alma



ABOVE. Photo: Paul Nicholson.

"No Centre Turn...."

AEC Regal Mk 111/Com-Eng No. 522 turning from Bourke St. into Swanston St, at about 7.15 a.m. on Sunday, 10th. November, 1968. ....but what does it matter?"

Rd. where it turned left, met the normal East Brighton route at Hawthorn Rd. & followed it to the terminus at Nepean Highway.

Fares on the "All-night" bus services have always been higher than the day services; the final fare schedule was :-

1 section - 20c; 2 sections - 25c; 3 sections - 30c; 4 sections - 35c; 5 sections - 40c; 6 or more sections - 45c. Pre-printed tickets were used and were mostly given in multiples, e.g. after the fare increase in August, 1966 which abolished 15c day fares, the 45c "All-night" fare was made up with a 30c and a 15c ticket, or a 25c and a 20c ticket which was also abolished in August, 1966.

The buses always showed the sign "ALL NIGHT SERVICE" in the destination box and the appropriate "All-night" route number. A board, showing the destination was placed in the driver's cabin. Except in the city (as I found out), buses

stopped at any place where hailed along the route.

I first heard that the "All-night" buses were to be withdrawn when listening to the ABC radio news on 3rd. November, 1968, so I decided that I would go out very early the following Sunday morning and take some photographs, and ride the buses on the last night. On Sunday morning, 10th. November, Bruce Tilley, Phillip Graham and I covered nearly 100 miles by car around the suburbs, and took about 20 photos of "All-night" buses!

The following Friday night, Bruce Tilley and I covered some of the routes; East Brighton to City, City to West Heidelberg, City to West Coburg, East Coburg to West Preston and return to City, City to Garden City - to St. Kilda Beach via City - to City, and finally City to Camberwell Junction via Glen Iris. We didn't know what bus to cover as the "Last All-night Bus", so we decided on the 5.48 a.m. from the City on route 4 as it was the last to reach its destination. The actual last departure from the City was the 5.48 a.m. to Camberwell Junction (connects with tram to Burwood).



ABOVE: Photo: Paul Nicholson.

"The end is near...."

AEC Regal Mk 111/Com-Eng No. 348 & W2 tram 505 in High St., Glen Iris, at 6.00 a.m. on Saturday, 16th. November. 1968.

....one more hour and the "ALL-NIGHT" buses were a memory.



Our trip was rather interesting and surprisingly enough, none of the drivers and none of the few passengers we saw commented on our activities as "madness". The last bus was number 348, suitably decorated with some primrose paper supplied by a Mr. Sorbent; at this hour of the morning it nevertheless captured the attention of a ..... number of passers-by and motorists during its last journey. I arrived home shortly before 7.00 a.m. nowhere near as tired as I expected after no sleep, but after arriving home from work about 1.00 p.m., you can guess where I went for the next few hours!

The last bus into the Depot was No. 350 ex the East Brighton route (13) which had arrived at South Caulfield Junction soon after 6.00 a.m. having been

LEFT. Photo: Bob Prentice.

The very last "ALL NIGHT SERVICE" bus to enter North Fitzroy Depot is shown turning into the reception lane from Scotchmer St. at about 6.38 a.m. Saturday, 16th. November, 1968.

The "ALL NIGHT SERVICE" sign in the destination box was placed there by the driver, Mr. R.E. Denham at the request of the photographer - normally the sign displayed is "SPECIAL" when the bus is returning to the depot from service.

scheduled to leave the City at 5.35 a.m.; the T.M.S.V. was represented at North Fitzroy Depot by Bob Prentice and Malcolm Rowe, who witnessed and recorded 350 being docked as the last "All-night" bus.

As awareness in buses is growing in Melbourne, I hope that readers have been interested in reading about the Melbourne "ALL-NIGHT" buses. Although the passing of these services wasn't, perhaps, as "sad" as something like the end of Tassie's trolleys, it was nevertheless, one of many "last runs" that we seem to have become accustomed to in recent years, and no doubt, the "last night" will be something I will always remember.

For the record, Sydney is now the only place where an "All-night" public transport service is provided. Skeleton services run on bus and train routes during the "wee-small-hours".

# MUSEUM MUSES

## DONATIONS.

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

Cash - Messrs N.H. Gipps; I.J. Stanley; B. Tilley; D. Porrit; G. Breydon; A. Howlett; J. Phillips; R.W. Green; M.G. Rowe; B. Weedon; D. Webb; R. McUtchen; M. Goacher; A. Twentyman; R. Hudson; L. Miller; M. Duncan; D. Norton; K. Stodden; K.S. Kings; J. Fitzsimons; D. Macartney; N.E. Cross; S.J. Vine; H.J. Prentice; P. Nicholson; J. Hoyle; R. Henderson; R. Thomson; W. Doubleday; Percy X; D.J.

Prosser. The appeal for donations per Form A4 to cover costs of the purchase of a motor truck; window glass; St. Kilda Junction signal lights; St. Kilda Junction signal box & the cartage of same, fell flat - only six persons replied. Consideration will have to be given to the possibility that the Society's activities will have to be curtailed - either "Running Journal" will have to cease publication until August, or the Malvern & outside work parties will cease until our finances gain strength. The Board is reluctant to carry out either of these proposals, but if there is no money in the bank, then it has no option but to implement either or both proposals. Please help - our Secretary is waiting your donation with open receipt book in hand. The members & friends who have made a donation to the A4 appeal are :- Douglas Prosser who started the fund off; Andrew Howlett; Bill Fuller; Noel Gipps; Keith Kings and Malcolm Lind. The fore-mentioned members have donated \$35.00, which is gratefully received. However, the balance remaining is over \$120.00, so you can see that the need is urgent!

Goods - 4 books, "Quarantine Station-Point Nepean (Portsea)"; "War in Port Philip"; "Wreck of the Corsair" and "Fort Franklin, Portsea", were donated to our library by the Nepean Historical Society. Photos donated by Graeme Breydon. Thanks are due to Ian Breydon for carrying materials from Malvern to Bayswater at no cost to this Society. Goods, Mr. R. Guest. Rules & Regulations book and A.T.E.A. 1927 award book, Mr. Hartwick. Book on tram routes and some timetables (cable) and notices, Mr. R. Williams. Wiring Regulations book, Mr. A. Howlett. "Memento of Valued Services rendered to the Mutual Benefit Society of the Employees of the M.T.&O.Co. Ltd" as presented to Mr. Ravenhill P. Simmons in February, 1914 plus one photo also donated by Mr. Simmons per Mr. D. Ashmore. One knife switch, Malcolm Lind. Cartage of Horse Tram parts from Ballarat to Melbourne at no cost to the Society, Keith Kings and Rodney Hudson.

The grateful thanks of the members and directors are extended to all concerned.

## SOCIETY ZAPPENINGS.

THE NEXT TWO MEETINGS will be held in the Lecture Room, 1st Floor, Malvern



Town Hall on these dates:

FEBRUARY 17, 1969

and

APRIL 21, 1969.

Report on the December meeting.

32 persons were present at the December meeting--the Society's Annual General Meeting. Mr. J.W. Dowel was in the chair. All reports were adopted by the members, and the 2 retiring directors - Messrs J.W. Dowel and J.E. Fitzsimons - were re-elected unopposed.

After the formal business had been completed, various members screened their transparencies of tramway scenes both past and present. At 10.30 p.m., light refreshments were served and by 11.05 the room was empty. So ended another excellent T.M.S.V. meeting...

WORK PARTIES.

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

FEBRUARY.	MARCH.	APRIL.
2		13
16	16	27
	30	

The above list outlines the normal work days at Malvern and at outside storage areas, however, as there is an enormous amount of work to be done on the cars stored in the open, work parties have been organised on each Sunday until further notice. Some of the tasks to be completed are : dismantling of Birney 218; repainting of 34; repainting and maintenance on 467 & 680; very urgent maintenance on Pengelley 22. On the special workdays, a car departs Malvern at 10.00 a.m. only--remember, on these days there will usually be no work parties at Malvern, but only at where 34, 22, 467 & 680 are stored.

The special workdays are:-

FEBRUARY.	MARCH.	APRIL.
9	9	6 (?)
23	23	20

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.
- DREADNOUGHT " " THE BRISBANE TRAMWAY MUSEUM SOCIETY, Brisbane, QLD.

\*These books are obtainable through our Sales Department.

NEXT OUTING.

is being planned on Friday 14th./Saturday 15th. February, 1969, as an all-night excursion using 980.

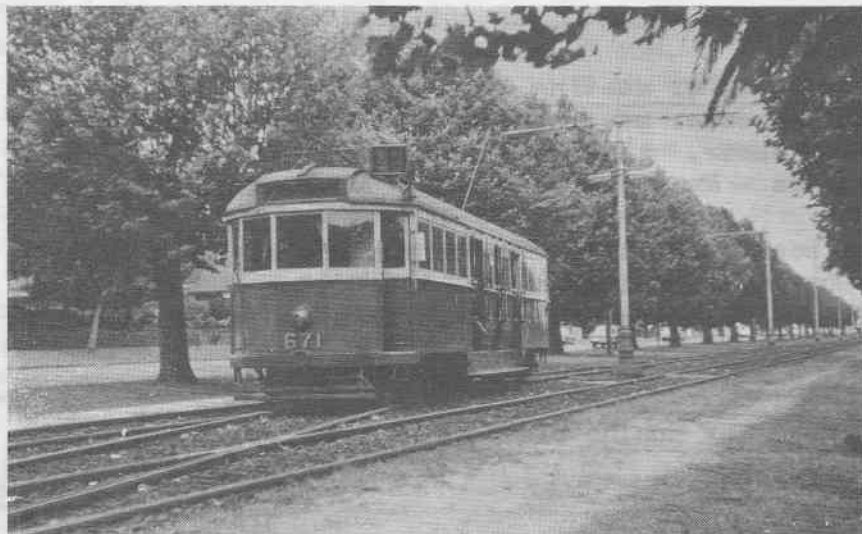
On the 2nd. March, we are hoping to travel to and from Ballarat by VINTAGE TRAIN, hiring our own special in Ballarat, possibly No. 21, in order to travel over the tramway system. Further details can be obtained, and bookings made, by telephoning Jim Dowel on 694494.

TOUR TOPICS - "W4" & "L" class outing - 26th. December, 1968.

It must be confessed that this outing was a misnomer, for it was held in weather anything but of a "Golden Sunset" nature; however, an enjoyable outing was enjoyed by those present. We used two two types of cars - "W4" class 671 & "L" class 101.

The two main reasons behind the outing were:

Firstly - to use a type of car now withdrawn from service, namely a "W4".



ABOVE.

PHOTO: MALCOLM ROWE.

"W4" 671 using the cross-over at Orrong Road in the Dandenong Road reserved track on the occasion of T.M.S.V's. "Golden Sunset" outing held on the 26th. December, 1968.

69 to Malvern Depot where the car ran in so that the passengers could have an evening meal. At 6.40 p.m. the "L" departed for Glenhuntly Depot, where we changed over to the "W4" for the balance of the excursion which covered such places as Royal Park, West Maribyrnong and Essendon Aerodrome, then returning to South Melbourne Depot. An excellent outing!

THE FOLLOWING HISTORICAL NOTES RELEVANT TO "W4" 671 WERE WRITTEN By  
KEITH S. KINGS. ©

Tramcar No. 671 is one of the Melbourne & Metropolitan Tramways Board's five "W4" class cars, and entered service on 9th. July, 1934. The Board originally planned to construct twenty tramcars of the "W3" class, but, after sixteen had been commenced, the remaining four were cancelled and their allocation replaced by an amended design designated as "W4" class. The "W3" class pioneered Melbourne's all-steel frame/twin saloon with intermediate drop-centre style, and rode on 33 inch wheel trucks to give a smoother ride than previous classes. The disadvantage of the large diameter wheel was the increased step heights, which adversely affected loading and unloading of passengers. The "W4" design retained the smooth riding large diameter wheel but managed to lower the step heights by almost building the body "down and around" the trucks. This meant that the wheels and the tops of the arches of the truck side-frames came above floor level. This problem was ingeniously solved by installing four pairs of back-to-back seats in each saloon, so that each wheel ran up under each seat. Each seat is "boxed-in" beneath the seat squabs, and passengers are quite ignorant of the interesting feature of this class of car. However, the wide saloon created a problem in the drop-centre; the floor width here had to be narrowed to keep the step within the maximum permissible width of the loading gauge. This created a staggered side-frame line and caused the curved drop-centre sides. The cost of constructing this special framework proved high, and the class was not proceeded with. These four cars were numbered 670 to 673. Subsequently, it was decided to construct a fifth member of the class, and No. 674 came into existence. The class has lead a fairly quiet life. Modifications were made to the brake rigging of No. 671 in 1949, while the

Secondly - to cover the newly opened Queens Way reserved track at St. Kilda Junction, & other associated special tramway works in the area.

"W4" 671 departed South Melbourne Depot right on time for the Junction, & after some manouvers in the area, we arrived at Glenhuntly Depot to change over to "L" class 101, in which, we returned to St. Kilda Junction to complete our first object. Before returning the "L" to Glenhuntly Depot, we went to Glenferrie Rd. Malvern, via route 15 to Luna Park, Carlisle & Chapel Sts. to North Richmond, Victoria St, & onwards past Kew Depot to Glenferrie & Cotham Rds. corner, cut into route

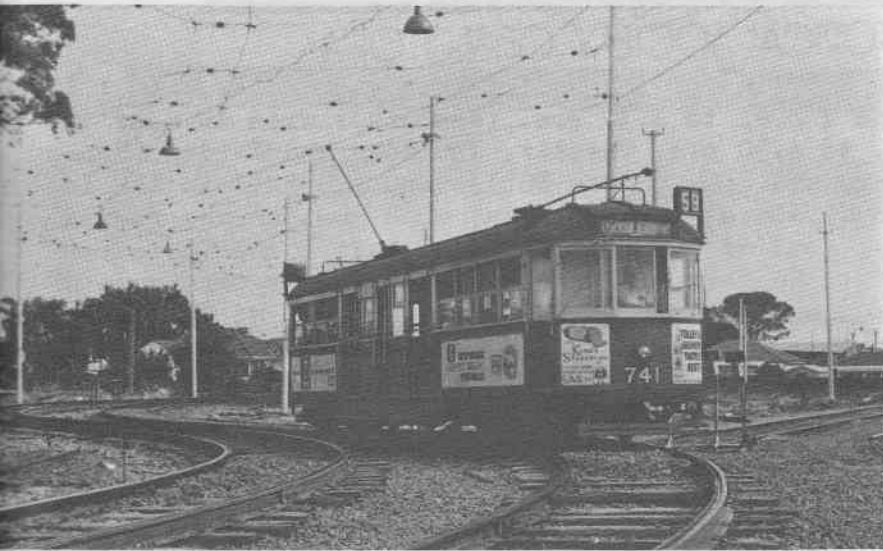
large, opaque light shades were removed from the interior of the car in 1952 and the cream painted masonite ceiling installed. No. 671 has always differed from the other cars of this class in its Barrier Rails; those on the wide entrances are of "W2" type rail but running on special internal rods. All five cars of this class were withdrawn from traffic and stored in October, 1968.

DATA AND SPECIFICATIONS.

TRAMCAR No.	671.	CLASS.	W4.
BUILDER.	M. & M.T.B. Preston W/shops.	LENGTH.	46' 0".
TRUCK.	M. & M.T.B. No. 9C.	WHEEL DIAMETER.	33".
WHEEL BASE (per truck).	5' 9".	TRUCK CENTRES.	27' 6".
MOTORS.	4 x 40 h.p. MV 101AZ.	TARE.	16.4 tons.
CONTROLLERS.	GE K35JJ.	COMPRESSOR.	W.H. DH16.
SEATING CAPACITY.	48.		

Essendon Aerodrome <sup>(Route 59)</sup> Deviation.

MALCOLM ROWE  
reports...



Work has commenced on a project to link the Tullamarine Freeway with the Calder Highway. This involves construction of a bridge to carry Matthews Avenue and the adjacent tramway over the link road. To allow construction of the bridge the tramway was deviated to an alignment east of the original alignment in early December. The road has now been re-sited alongside the tramway deviation and excavation for the roadway and bridge construction is about to commence.

LEFT.

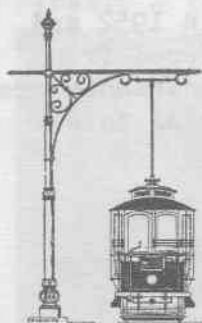
PHOTO: ROBERT GREEN.

"W5" 741 proceeding out of the North end of the Matthews Avenue deviation on 14th. December, 1968. In the right of the photo, the old tracks are shown on their original alignment.

The crossover in Peel Street near Flemington Road, North Melbourne, has been replaced in a new position 300 feet South of its original location. It was available for traffic from the first car, Monday, 20th. January, 1969.

The increased fare schedules on the Tramway Board's system commenced Sunday, 26th. January, 1969. A single section fare has risen from 7c to 10 cents. All adult tram fares will be in multiples of 5 cents. The table for adults fares is:- 1 section - 10c; 2 - 15c; 3 - 20c; 4 & 5 - 25c; 6, 7, 8 & 9 - 30c; 10 & 11 - 35c; 12 & 13 - 40c; 14 & 15 - 45c; 16 or more sections - 50 cents. Children and Pensioners table :- 1 section - 5c; 2 - 7c; 3 - 10c; 4 & 5 - 12c; 6, 7, 8, 9, 10 & 11 - 15c; 12, 13, 14 & 15 - 20c; 16 or more sections - 25c.

New fare schedules to operate from 26th. January, 1969, have been approved for the S.E.C. systems in the two Provincial cities - Ballarat and Bendigo. The tables are :- Adults=1 section - 8c; 2 - 13c; 3 - 16c; 4 - 18c. Children and Pensioners=1 section - 4c; 2 - 7c; 3 & 4 sections - 8 cents. Fares for the short inner section remain unchanged - 5c for Adults and 4c for Children. Fares for the full city section will also remain static at 7c for Adults and 4c for Children.



# South Pacific Electric Railway

is a privately sponsored volunteer organization which has established an operating tramway museum at Loftus in the Royal National Park. You are invited to visit the museum which is situated on the Princes Highway, one mile South of Sutherland. Trams run every Sunday and on most public Holidays from 11 a.m. to 5 p.m. For further information please write to the Society's Secretary at G.P.O. Box No. 103, Sydney, N.S.W. 2001.

## VINTAGE TRAIN

outings are always organised on the "FIRST SUNDAY OF THE MONTH" to Cities, Towns & places of general interest. Steam Locomotives provide the motive power whilst the patrons ride in comfortable "vintage carriages" specially kept for this purpose. For further particulars as to the destination of the train from month to month, please telephone Mr. Ray Pearson, 2883294.



## ROYAL HISTORICAL SOCIETY OF VICTORIA

"The Library and Office of the Society are open daily from : 10 a.m. to 1 p.m. and 2 p.m. to 4.30 p.m. (Members); from 10 a.m. to 1 p.m. and 2 p.m. to 4.30 p.m. Tuesday, Thursday and Friday (Non-Members). Meetings are open to the Public and are held in the lecture theatre of The Royal Society of Victoria, at 8 p.m. on the fourth Tuesday of each month. The syllabus of papers to be read before the Society during 1969 will be circulated to Members in January. For further particulars and details of enrolment, write to the Director, Miss Marcia Ferrier, at 19 Queen St., Melbourne, Vic., 3000 or telephone 627052.



## ASSOCIATION OF RAILWAY ENTHUSIASTS

was founded on 1961 to cater for those whose hobby is railways & tramways. Activities include steam hauled trains, tram outings, meetings and publication of quarterly magazine "AUSTRALIAN RAILWAY ENTHUSIAST" Further particulars available from Hon. Secretary, Box 4810-Mail Exchange, Melbourne, Vic., 3001.



THE AUSTRALIAN ELECTRIC TRACTION ASSOCIATION was formed in 1943 by a group interested in electric traction and aware of its value to the community in furnishing mass transport. Excursions by tram and electric train are organised from time to time.

Monthly meetings are held at which lectures, slide and film shows are presented. The Association produces a well illustrated monthly journal entitled "ELECTRIC TRACTION". For further particulars, contact the Hon. Federal Secretary, Mr. W.K. Craven, 31 Corhampton Road, Balwyn North, Vic., 3104. 'phone 853395.

It was a pleasure to greet 3 members of The Tramway Historical Soc. Inc., Christchurch, New Zealand, during the week - January 13 to 19, 1969.

David Hinman, Murray Sanders and Bruce Maffey were visiting Victoria to inspect the 2 Provincial systems, and to consult with the M.& M.T.B. re the installation of W2 equipment underneath one of their cars. Let us hope that their problems have been resolved by their visit.