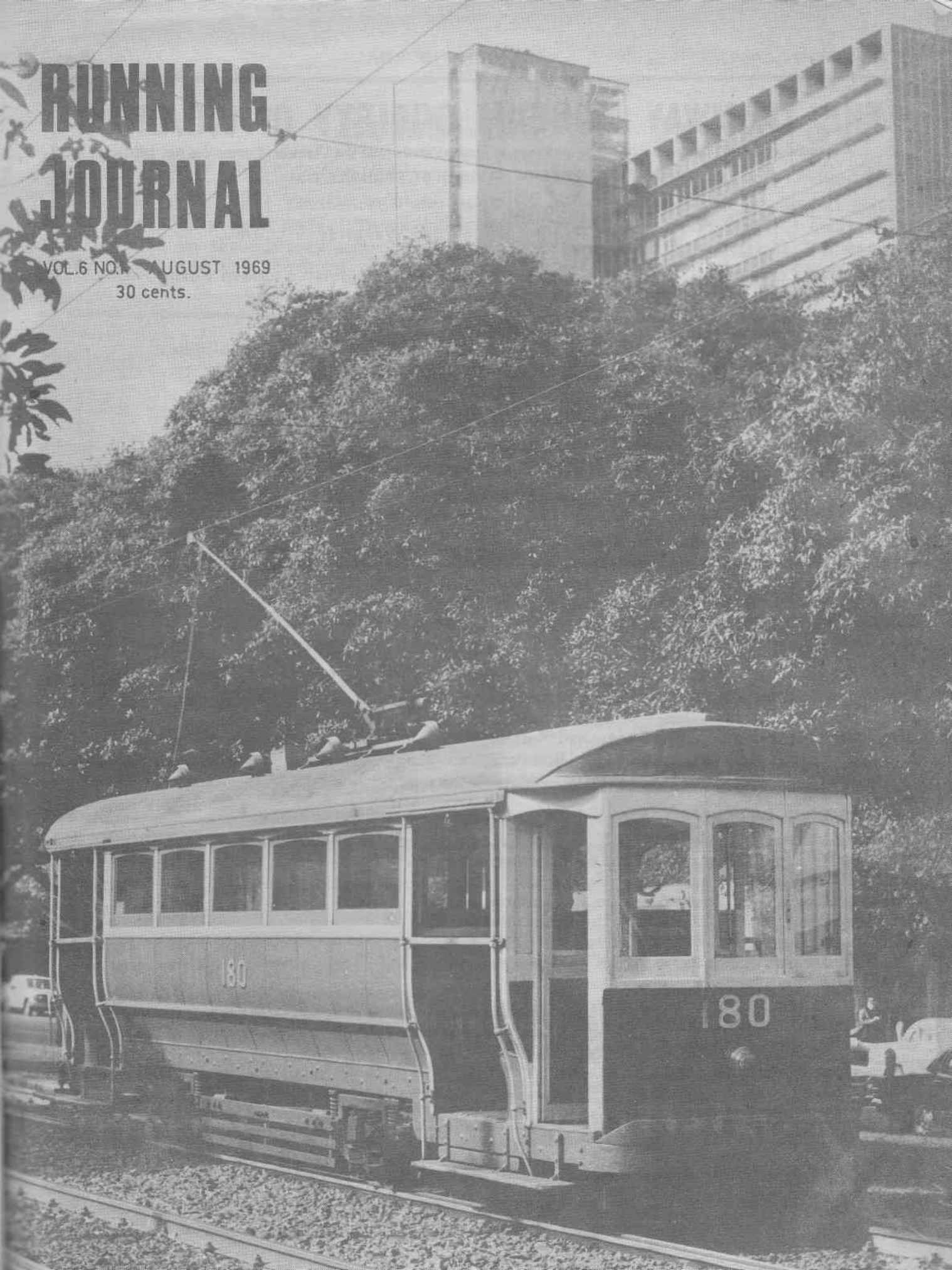


RUNNING JOURNAL

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THE TRAMWAY MUSEUM SOCIETY OF VIC. LTD.

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NOTICE:—

The views expressed in articles are the writers own opinions, and as such, are not necessarily those of this Society.

CHAIRMAN'S CHAT...

Well friends, another financial year has concluded, and with thoughts in retrospect, it was one of progress in all aspects except land for a site. With high hopes we made several applications to various authorities but they were dismissed by the organisations concerned. It is very disappointing to us all - and at times disheartening to the few active workers. However, we thank the undertakings very much for their courtesy and consideration - even if they had to state that they could not help us.

We had hoped to have the long-play record "DESTINATION CITY" on sale by now, but Ormond Slater told Bob that there was slight hitch in "pressing" the disc, but the "hold-up" fortunately, has now been overcome. To those who had applied for the record, I can only say that we regret the delay, and hasten to assure you that the "platters" will be forwarded to all concerned at the first opportunity.

In a letter to the T. M. S. V. board, Malcolm Lind suggests:—

"Has the board of T.M.S.V. given thought to producing a 'line drawing' Christmas card, it is not necessary for a photo type card and it is also cheaper to produce. What about a calendar? It doesn't have to have a fancy beginning - just one good photo - and if it becomes a paying proposition, the number of photos can be increased. These thoughts aren't much but are worth thinking about."

What are your ideas on the subject? Please let your Board know what you think. If there is a sufficient response, then consideration will be given to Malcolm's ideas.

J.W. Dowel.

CHAIRMAN.

FRONT COVER PICTURE:— On Thursday morning, 1st. May, 1969, "T" class No. 180 was photographed by Robert Green in the Victoria Parade reserved track near Spring Street. The car was being "ferried" to Malvern for storage with other T.M.S.V. cars. See Page 9 for more details of the exchange of "T" class trams.

The Brisbane Tramways

A Brief History with Conversion Notes.

by K.S. KINGS. ©

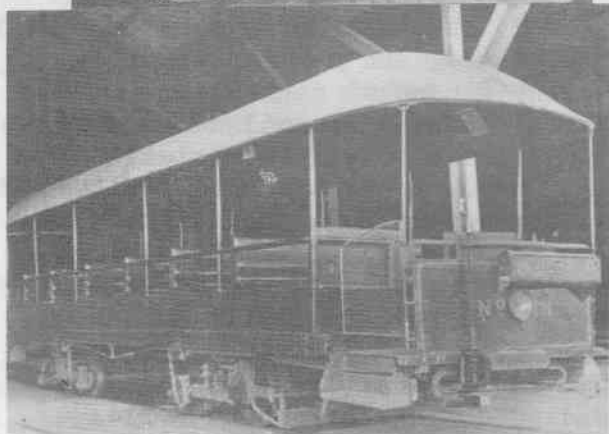
The writers first visit to Brisbane was in December, 1950, since when several subsequent visits have been made. These trips have enabled a quantity of information to be accumulated on the history and operations of the Brisbane City Council Transport Department and its predecessors, some of which is used in the following notes.

COMPANY DAYS.

The Metropolitan Tramway and Investment Co. Ltd. was formed in 1883 under "The Tramways Act of 1882". The Municipal Council and the State Government agreed in 1884 to the construction of 6¼ miles of horse tramway from Woolloongabba to Breakfast Creek with branch lines to the Exhibition and New Farm. The service opened on 10th. August, 1885, with 18 trams available and 2 more on order. The double deck cars seated 40 passengers with fare collection by a conductor, while the single deckers seated 16 passengers and fares were placed in a fare box. The trams were built by the well known U. S. firms of Stephenson & Co. of New York and J.G. Brill of Philadelphia.

A connecting track across the Victoria bridge was opened on 30th. April, 1886, and enabled a through service to be operated. Wagonettes commenced to run as "feeders" to the trams at Breakfast Creek Bridge from Hamilton in February, 1886, and the Company purchased some bus lines and operated their vehicles on other "feeder" services. Authority was granted during 1886 and 1887 to construct lines to Bulimba Ferry and West End (Vulture Street), while battery cars were seriously considered in the latter year.

The original Company was always in poor financial condition, and it eventually sold its undertaking to the Brisbane Tramways Company Ltd., which had been formed in London in November, 1895. A contract to electrify the routes was promptly placed, and some of the equipment came from the General Electric Co. of U. S. A., which firm sent Mr. J.S. Badger to Brisbane to supervise its work. He was appointed Manager for the B. T. Co. in 1897 and subsequently General Manager and Managing Director. He remained thus during the existence of the Company, and returned to America in 1923. The work progressed quite rapidly, and the official opening took place on 21st. June, 1897. Mr. Badger drove the



Photos

V.W. Garner & T.M.S.V. archives.

TOP—Horse drawn tram enroute to Breakfast Creek, 1885/86.

CENTRE—Wagonettes were used as 'feeders' to the trams.

LOWER—Special Dreadnought No. 101.
Note roof construction.

first car, and Mr. (later Sir) Harold Clapp, the Chief Driving Instructor, was on the platform with him. Service commenced on 3rd. July. with 20 trams running on 15 miles of track.

PUBLIC CONTROL.

The early rolling stock was of the open combination and open cross bench designs, carried on single trucks. Later, double truck open cross bench motor and trailer cars were commissioned, while the unique "Dreadnought" design of bogie end loading saloon with nearly open sides evolved. During the 1910's, there was agitation for the State Government to take over the tramways, and this eventually happened on 1st. January, 1923. The Brisbane Tramways Trust was created, and inherited 181 electric trams and $70\frac{1}{2}$ miles of tracks ($42\frac{1}{2}$ miles of route). The system had stagnated since 1915, as the Company was reluctant to spend money on new track and trams with the threat of acquisition ever at hand. Only $2\frac{1}{4}$ miles of track had been laid since 1915 and only 8 new trams built after 1917, while traffic had grown by 38 per cent, thus resulting in overcrowding even in "off-peak" periods.

The Trust not only inherited these practical problems, but had a lengthy wrangle with the Company about the amount of purchase price, which was eventually settled at £1,400,000. A loan was floated in London for £1,500,000--and was over-subscribed by £4,000,000!! The Trust tackled its problems of routes and tracks and trams with great energy, and, by 30th. November, 1925, had built 7 miles 59 chains of extensions, relaid $14\frac{1}{4}$ miles of track, duplicated $5\frac{3}{4}$ miles, treated $29\frac{1}{2}$ miles with bitumen and tar surface, $18\frac{1}{2}$ miles with asphalt, laid $12\frac{1}{2}$ miles in concrete, and constructed 44 new trams. Of the latter, 21 were "Dreadnoughts", 5 open cross bench cars, and the remainder to a new design referred to as "Drop Centre" cars. Many improvements to existing rolling stock were made, and a motor truck was commissioned as a breakdown vehicle. Contracts were let for the Milton Workshops (to replace the old Countess Street Workshops), Ipswich Road Car Depot (to replace 2 small sheds), and 3 sub-stations, but a major decision was deferred on power supply although the existing generating plant was obsolete and inefficient (though the ingenuity of the staff raised its capacity 30 per cent and reduced the cost by $\frac{1}{2}$ d. per unit).

Following the passing of the "The Greater Brisbane Act" by parliament on 30th. October, 1924, the Brisbane City Council took over the tramway system on 1st. December, 1925, when the Trust's three-year term expired. A Transport Committee was appointed to run the service, which became a Department of the Council. They inherited $50\frac{1}{2}$ route miles ($85\frac{1}{2}$ miles of single track), and continued the policy of expansion. Many new routes were built, duplications and relays carried out, and new trams built, although there was a lull in these activities during the financial depression. The Trust had ordered 3 elevated interlocked signal boxes, and the Council added more and also installed many automatic point shifters at junctions, as well as protecting single line sections with automatic colour light signals. A new car shed replaced the small, old, shed at Light Street in 1931, and extensions were made to the sheds at Ipswich Road and Paddington.

Limited use was made of one-man operation during the depression by the conversion of "Dreadnought" cars. The year 1938 saw the last "Drop Centre" tram built and the commissioning of a new design of tram--the "400" or "four motor" class. The trucks were M. & M. T. B. No. 15 type, and later cars also featured trolleybases and control equipment from Melbourne. Heavy loadings were handled during the second World War, and the retirement of old cars was halted for several years. Tram No. 497 entered service in 1949 with resilient wheels and thus became the first Australian tram so-equipped. The late 1940's and early 1950's was a period of progress for Brisbane, coupled with a neat publicity campaign. Tram interiors were improved, particularly new construction, and many sound-reducing features adopted--and the public advised by notices placed in the trams.

The peak year for passenger traffic was 1944-45 with 159,678,738 journeys, with

maximum car miles run in the same year of 10,326,871 miles. The greatest number of passenger cars reached was 428 in 1949-50. In 1962, 31 trams (in the "500" numbers) were fitted with resilient wheels, 44 had double helical gears, and 17 had roller bearings fitted in the axle boxes. Construction of new trams continued until 1955. 3 partly finished trams were not completed until 1959-60, while the 8 "Phoenix" trams entered service in 1963-64. The last extension was to Mt. Gravatt in 1951, subsequent to which track work was confined to minor modifications plus much relaying, into the middle 1960's.

MOTOR BUSES.

The trust ordered 11 motor buses in 1925, and 3 pioneer routes opened during 1925-26. There were many problems involved, including bad roads and heavy maintenance costs, and the venture lost money. Services ceased after 2 years, and the buses were sold. The Council entered the bus field again on 5th. July, 1940, and 13 vehicles were placed in service. 6 more were added in 1946, another 16 the next year, while the fleet was 181 buses by 1952. This rapid increase in the late 1940's was due to the Council taking over many private services. A steady increase took place during the 1950's, and the fleet stood at 240 by 1960. At 1st. April, 1966, there were 287 buses available for service, with 20 stored (and 28 others had been sold). Another 16 were received from a then current order, while subsequent orders have been for 381 more buses, and will be completed during September, 1969.

TROLLEY BUSES.

Brisbane, like all other large Australian cities except Melbourne, went through a period of "trolleybus enthusiasm". The first service commenced on 12th. August, 1951, after many post-war delays. 30 trolleybuses were ordered for a service to St. Lucia - which suburb has yet to see these vehicles! 4 other routes opened during the middle 1950's, and 6 more trolleybuses entered service during 1959-1960.

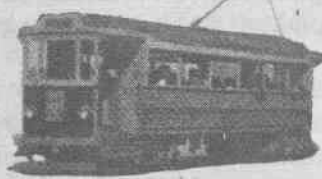
CONVERSION.

It is difficult to say exactly when the decline of the Brisbane tramway system began. Possibly the controversial closure of the Cavendish Road route on 13th. November, 1955, could be selected, but it is more likely that the conflagration at Paddington tram depot on Friday evening, 28th. September, 1962, when the depot and 65 trams were destroyed, was the turning point. The B.C.C. had requested a special report from its Transport Department earlier in the year on the future of street transport in Brisbane. The surviving 301 tramcars could not cope with the peak requirement of 296 trams for the system. Some B.C.C. buses were pressed into service on tram routes, and 15 buses (31 seat, single deck, A.E.C.), were hired at \$40.00 per each per week from Sydney. Subsequently, 4 tram routes were changed to buses on 24th. December, 1962, apparently to relieve pressure on the tram fleet, although no official announcement was made. 8 new trams were built from salvaged parts or stock-in-hand during 1963-1964.

The B.C.C. ordered 114 Leyland "Panther" rear-engine bus chassis in June, 1966, a further 90 in September, and another 136 in July, 1967. The 204 bodies for the 2 former groups were built by Athol Hedges and the 136 for the latter by A.B. Denning. This would probably be the most concentrated ordering of buses in Australia outside of Sydney's D.G.T. No official announcement was made of the findings of the B.C.C. Transport Department's inquiry or of the proposed conversion of the tramway system to buses, and the news became public subsequent to a related remark by the Lord Mayor in a radio interview on 28th. April, 1968, and an editorial in the Tramway Union magazine. The first 2 routes closed on 5th. August, 1968, and resulted in a strike, as the Union refused to one-man operate the replacing buses. The Union failed, but did arrange a redundancy agreement, and the buses started running 23 days later. December 1st. saw the closure of 4 more routes, and the result was the withdrawal of all trams from Adelaide Street, City.

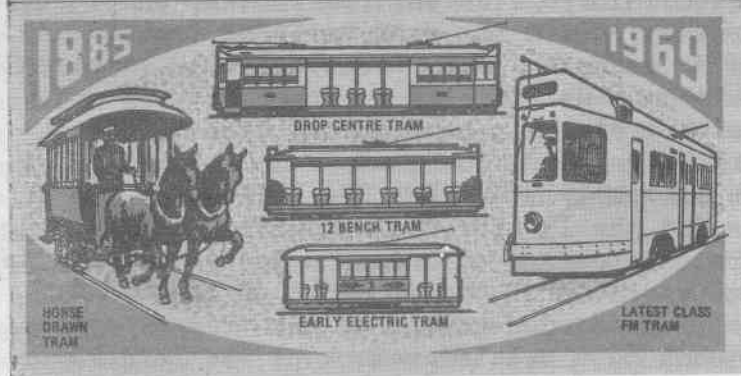
The trolleybus services were withdrawn between 29th. November, 1968 and 13th. March, 1969 (15 days earlier than originally announced). The remaining 13 tram routes via

LAST DAY COVER



Mr. R.H. Prentice.
13 High Street,
Prahran.
Victoria. 3181.

Last Mail Posted On and Carried By Tram in Brisbane. Special Commemorative Run arranged by the Brisbane Tramway Museum Society on Last Day of Operation, Sunday, 13 April, 1969.



Queen Street, City, closed on Sunday, 13th. April, 1969, and the 113 surviving tramcars scrapped or sold. During the last few days, many trams were hired as "Last Tram Ride" specials by a multitude of groups ranging from Church organisations to political groups! Some were well behaved, some quiet, some hilarious, and the seemingly inevitable few objectionable and rough. The Council issued special Souvenir tickets (see samples left) at 20 cents each for one return trip on any route on the last day, and many thousands were sold. Passenger riding appeared to be up on the second last day (Saturday), and the loads carried on the Sunday looked like peak-hour! From soon after the services commenced right through into the middle of the evening nearly every tram carried at least a few standing passengers, and most of the time it was difficult to board or alight from the cars. It was

remarked that: "Clem Jones should close his tramways more often!" The normal Sunday service of a maximum of 19 tramcars was supplemented by several extra cars, but more could not be run due to the non-availability of staff. Many applications to charter trams could not be met for this reason, and the traffic crews must have collected quite an appreciable sum in overtime in the month before the closure.

Some youthful passengers had caused some trouble on a couple of the trams on Satur-

PHOTOS

K. S. Kings.

TOP The last tram built for Brisbane, No. 554 (and, to date, the last tram built in Australia), decorated for the official last run. On Warner St. loop, Valley. The year 1884 appears to be wrong. Sunday night, 13-4-69.

CENTRE "The morning after...." "....the almost total absence of other motor traffic." Queen St., looking south over corner Edward St., 8.30 a.m., Monday, 14-4-69.

LOWER "Drop Centre" 231 (the prototype), ready to leave Milton Workshops for the Brisbane Tramway Museum Society site at Ferny Grove, late on Monday morning, 14-4-69, still with farewell signs from its special trip on Saturday, 12-4-69, with retired tramwaymen. 553 (and 552, hidden) await despatch to a retarded children's home.

day night, but it was nothing to what happened on the last night. Police were called to Queen Street between George St. and North Quay shortly before 8.30 p.m., and 2 motor cycles raced past Edward St. with their sirens screaming, and several mobile cars converged from other directions. There was a gap in the south-bound trams at this time, and bus 376 followed at 8.33 showing "City"; the reason

is not known. During the evening most trams suffered moderate damage, and at least 2 were badly treated, one of which had the interior wrecked.

The last tram to run in normal passenger service became No. 534, from Ascot-Oriel Park, and it arrived back at Ipswich Road Depot at about 11.45 p.m. It had been followed down Queen Street by the last tram built for Brisbane, No. 554, which had carried the official party. No. 554 had then turned along George Street to go to Milton Workshops.

No. 554 had naturally not suffered any damage from the hooligans who were aboard that night, as it was under police escort the whole time. No. 534 was also intact, but for a different reason. The "enthusiasts" had calculated which would be the last tram back to Ipswich Road Depot, and had boarded it at various times during the evening. It eventually became largely a "special"! All those involved knew that the



B. C. C. had been forced to place security guards at Ipswich Road Depot and gleaned that anyone caught "souvenirizing" would be in trouble, and would be disowned by the Societies. Accordingly, 534 had a very peaceful evening because about half its passengers were determined to see that nothing happened to spoil them travelling on Brisbane's last passenger tram in normal service! Admittedly, a policeman rode on the front step towards the end, but the majority of the damage to other trams had been inflicted before this hour.

"THE MORNING AFTER...."

Brisbane was an "All-bus" city the next morning. Most of the vehicles used on the ex-tram routes were the new "Blue" buses, with sensitised rubber edges to their doors, which allows the rear doors to be used under the one-man operation. Quite a few of the older buses were used on the Queen Street routes, the lowest number sighted being 110 (these vehicles using only the front door). The many buses used seemed to flow along Queen Street quite well, but the most noticeable point was the almost total absence of other motor traffic. An evening paper photograph showed 12 buses and only 15 motor cars in Queen Street between Edward and George Streets at 8.30 a.m. on Monday, 14th. April, while 3 photographs which I took show a corresponding situation. Previously, motor traffic was heavy to "hopeless"! Official reports state that traffic flows better and journey times are about the same or better, whereas private reports state that journey times are from slightly worse to half as long again (due to the one-man operation) even though about 20 per cent of the tram stops have been eliminated under the bus routes conversion.

And so ended nearly 72 years of electric tramway operation in Brisbane, which had been preceded by nearly 12 years of horse trams, giving Brisbane a total of just over 83½ years of tramway operation. But just as the last 8 trams built for Brisbane were styled "Phoenix" cars (they were said to have risen from the ashes of Paddington Depot, as some salvaged parts were used), another "phoenix" has arisen in Brisbane. From a city where one could previously never find more than 3 or 4 people actively interested in tramways, the Brisbane Tramway Museum Society has had a meteoric rise since its inaugural meeting 17th. July, 1968. It now has about 50 members, has found and rented a site while negotiating for its purchase on a long-term basis, is negotiating for about one-and-a-half miles of former railway right of way, has received on Trust from the B. C. C. a total of 20 tramcars, 2 trolleybuses and 1 diesel bus, and is receiving an exceptionally high degree of assistance from the staff of the Transport Department in all matters appertaining to the museum project. While the closure of the Brisbane tramway system removed a very efficient and interesting undertaking from this country, it has obviously stimulated the dormant interest of many people in the subject, with the result that a small oasis is being created to perpetuate the once flourishing "Brisbane Tramways".

Best wishes to the B. T. M. S. !

1	2	3	4	5	6	7	8	9	10	11	12

\$1.00 MELB. & METRO. TRAMWAYS BOARD \$1.00
CITY SECTION CONCESSION CARD

Valid for 12 journeys in City Area bounded by Flinders, Spring, Victoria and Spencer Streets. This card must be tendered to the Conductor who will punch it in the next available space and issue a City Concession Check Ticket. Both must be shown on demand or another fare paid.

NOT TRANSFERABLE

ductors a "CITY SECTION CONCESSION CARD" of 12 rides for \$1.00.

For each journey, the card must be presented to the conductor, who will punch out the next available space and issue a check ticket.

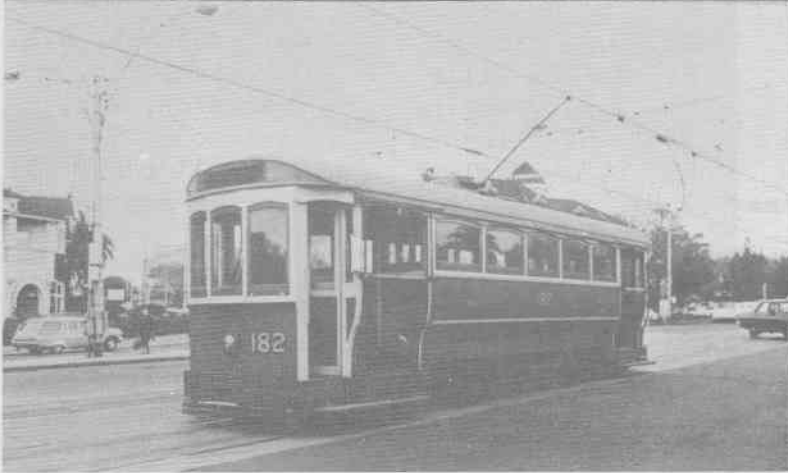
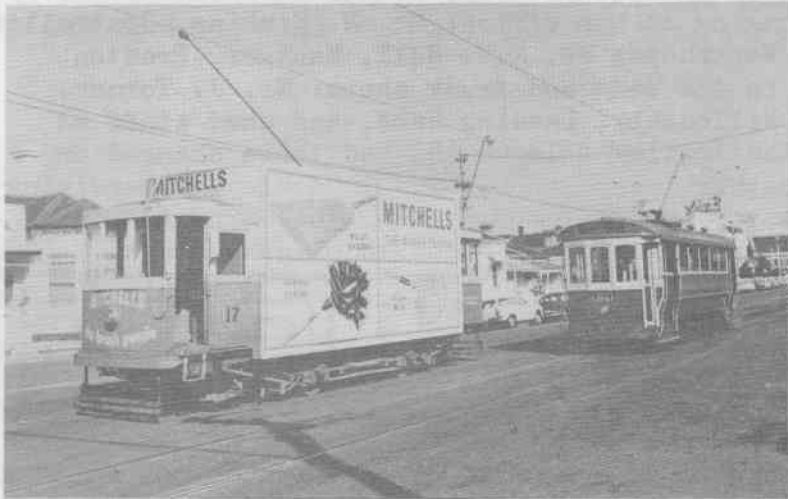


The M. & M.T.B. introduced on Sunday, 30th. March, 1969, a CITY TRAVEL CONCESSION of 12 single journeys for \$1.00, in the area bounded by FLINDERS, SPRING, VICTORIA and SPENCER STREETS.

Passengers can purchase from con-

Aa 094394

The acquisition of 'T' class No 180 BY Peter Stoneham R. S. S.



PHOTOS.

BOB PRENTICE.

"T" class No. 180 and Freight car No. 17 meet in Park Street, South Melbourne. Thursday, 1st. May, 1969.

No.182 photographed in St.Kilda Road, near Commercial Road, Thursday p.m., 1st. May, 1969.

In the last issue of "RUNNING JOURNAL" reference was made about the exchange of our "T" class tram No.182 for the M.& M.T.B.'s last surviving "T" No.180 on the 1st. May, 1969. The events leading up to this exchange started in Jan., 1965, when it was decided that the Geelong 'Pengelley' cars, being of a classic type (very big single truck tram with 2 trolley poles, clerestory roof and built in 1924 to a design then considered out of date), that every endeavour should be made to find one in reasonable condition and to preserve it. Well, as members now know, we did this! Geelong 22 is now in Melbourne, and body repair work is progressing satisfactorily.

Since obtaining the body of 22, we have been gradually acquiring the necessary equipment to make this car an operating exhibit. 180's truck was ear-marked early in this project because it is the only "Radiax" truck available in Australia (possibly the world) and its acquisition therefore, makes our Pengelley's future a certainty.

We followed 180's movements and after various inspections of the 2 "T" class trams, it was considered desirable to swap these cars before the Board scrapped 180. Our reason for doing this was mainly due to the condition of 182's truck.

The original plan was to put 180's truck under 182 and to use the

truck under 182 for 22, but after more deliberation and bearing in mind the magnificent job that our 'hard core' workers have already undertaken on various cars, we decided that it was a better plan to do some minor body repairs on 180, leaving it mounted on its own truck, rather than carry out the original plan of switching trucks.

As our plan stands now, 182's truck requires some repairs to spring gear (on account of broken springs), brake block hangers, brake rigging, bearings and wheels, apart from the necessary shortening of the wheel-base from 12ft. to 10ft., and the fitting of elliptic spring mountings to enable this truck to fit under 22. This work will be done in conjunction with the restoration of the body.

Summing up, as the truck on 180 is in a far better mechanical condition to that of 182, it is a more practical solution to have to do some minor body repairs (as we have the means available) than to lift 182 and refit it with the truck from another car.

I am happy to report that our Pengelley's future truck is securely stored in my

backyard and would make pleasant viewing for any member.

In closing, I would like to make reference to the co-operation we received from various officers of the M. & M. T. B. (some we do not know), to whom we extend our grateful thanks. Some of the officers involved were:- Mr. W. Aird, Secretary; Mr. F. Kirby, Deputy Chairman and others belonging to his office; Mr. H. Simkins, Controller of Stores and his officers at Preston Workshops; Mr. K.T. Hall, Manager, Preston Workshops and his staff, particularly in the body and truck shops; Mr. J. Tormey, Shed Foreman at Malvern Depot; Mr. C. Willoughby, Leading Hand, and shed staff at Malvern Depot who were involved when the trolley pole on 182 had to be changed on account of being fitted with a wheel rather than a shoe; Mr. G. Gazeley, Supervising Foreman; and of course, thanks are due to Jim Dowel for driving the cars, and to Robert Green and Bob Prentice who were present also as "unofficial conductors".

MUSEUM MUSES

NEW MEMBERS

The following were elected to membership at the last two directors' meetings and are warmly welcomed into the Society:-

Mr. A.L. Williams	South Yarra, Vic.	Mr. D.D. Hinman	Christchurch, N.Z.
Mr. O. Slater	Donvale, Vic.	Mr. W.F.R. Mills	Oakleigh, Vic.
Mr. C. Righyni	ST.Kilda, Vic.	Mr. I.M. Bowering	Frankston, Vic.
Mr. D.H. Rawlings	Miranda, N.S.W.	Mr. J.R. Prideaux	Northcote, Vic.
Mr. J.A.S. Hoyle	Ashgrove, Qld.	Mr. D.E. Langley	Box Hill Nth., Vic.

Our thanks to GREEN-OVER-RED for nominating Messrs. Hoyle and Langley as members.

DONATIONS.

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

Cash - Mr. M.M. Lind; W.G. Mercer; Robert Green; Greg. Hoffman; Keith Kings; Len Millar and A.L. Williams.

Goods - Ticket, Dick Jones; News paper clippings, Neville Govett and Chris Andrews; Wood and sheet-metal for use in restoring Pengelley No. 22, Doug. Prosser and Rod. Hudson; Drawings, Mal. Rowe; Pictures, Norman Cross, Bob. Hawker and Brian Weedon; More overseas pictures, maps and tickets, Leo Reyke.

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

THE NEXT TWO MEETINGS

will be held in the Lecture Room, 1st. Floor, Malvern Town Hall on these dates:-

AUGUST 25, 1969

and

OCTOBER 27, 1969.

28 members and visitors were present at the meeting held June 23. Jim Dowel and Bob Prentice produced reports and answered member's questions, whilst the highlight of the evening was Dale Budd's talk about the South Pacific Electric Railway - their formation, operating and extension problems. Our thanks to Dale. The evening closed with light refreshments being served at 10:20 p.m.... Everybody is welcome - so why don't you pay us a visit at the next meeting.

PERSONAL PARS

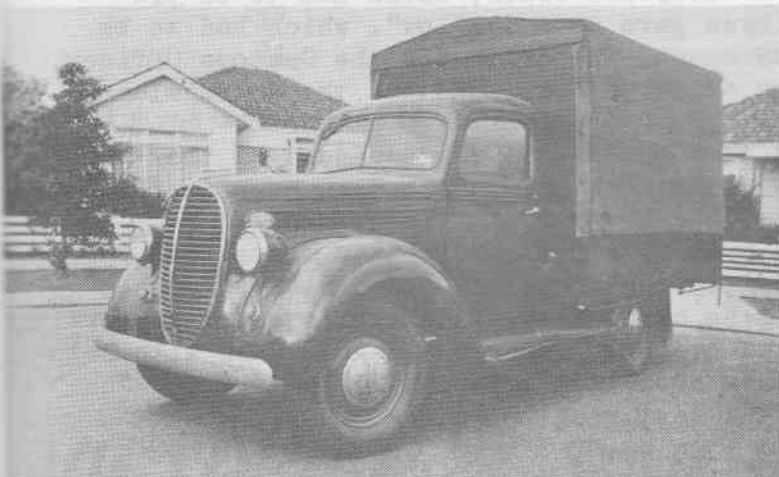
Lloyd Rogers has recently been a hospital inmate for a few weeks. Lloyd, I am pleased to report, is recovering from an operation, and will soon be back at "spark" driving. Best wishes Lloyd!

Another member who has been through "the mill" is Michael Dunn. Michael had to have an operation because of cartilage trouble and other complications. The plaster cast

was removed from his leg last week and, with the aid of a physiotherapist, he should recover full use of his knee in the near future. He described some of the exercises he had to do the other day, eye brow lifting to say the least - Gad??!!

Our congratulations are extended to Douglas Prosser who celebrated his 21st. birthday during July. All the best for the future Douglas.

ACQUISITIONS.



The top photo (left) shows our V8 1 ton Ford truck. It is now in road-worthy condition due to some good work by Peter Stoneham and Rod. Hudson.

In the lower picture, Andrew Howlett is unpacking some trolley retrievers donated to us by The Tramway Historical Society (Inc.) of Christchurch, New Zealand, to whom we extend our most grateful thanks.

The acquisition of these retrievers will enable the work party boys to complete a faithful restoration of Birney 217.

It is interesting - and amazing - to note how much of my time was taken up in accepting delivery of the "crate of scrap tramway parts". To obtain the goods from Fleetways Bond, the following had to be done, and friends, in this order.

TUESDAY a.m. June 24.

1. Obtain Delivery Order from Union Steam Ship Company, William St., Melb., after payment of Wharf Handling Charge.

2. Take Delivery Order to Fleetways Pty. Ltd., Customs and Shipping Section, 2nd. floor, William St., and pay Bond Storage fees.

3. Pay to Melbourne Harbour Trust, Wharfage and Wharf Storage fees. (2 different departments).

TUESDAY p.m.

4. Pay Cartage to Bond Store by



PHOTOS

BOB PRENTICE.

H.A. Chalmers Pty. Ltd., West Melbourne.

THURSDAY a.m. 26th. June.

5. (A). Present Delivery Order to Inspector (Indoor) Shipping, 7th. Floor, Customs House, where a Statutory Declaration must either be produced or obtained. I had to "do" the latter after a 45 minute wait to see the Inspector.

(B). Take Delivery Order to C.M.A. Section, Ground Floor, Customs House, and obtain Release on Bond Store.

I attempted to hire a taxi truck Thursday p.m. and Friday a.m., but no luck. However, Alan Jungwirth called to see me at about 11 a.m. on Friday, and when the problem was explained to him, he quickly agreed to help me by taking me across to Port Melbourne to obtain the crate. So....

6. Take Release to Customs officer at Fleetways Bond Store, Cook Street, Port Melb.

and obtain goods. Firstly, the documents and Delivery Order (now rubber stamped by all the previous organisations) had to be shown to Fleetways office, who referred us to the Customs office on the 1st. floor. An officer, who after checking the documents said we had to ask a member of Fleetways staff who worked in the store, to locate and open the crate for the Customs officer inspection of the contents. The C.O. asked what the parts were and, on being told "trolley retrievers", said, "You could have fooled me!" He satisfied himself that the crate contents were as listed, so up the stairs we trudged and received a Clearance Order, which had to be presented to Fleetways office, where an employee gave us a "yellow", which had to be presented to the Bond Store worker who had opened the crate for the Customs Officer, and he duly handed over the crate of parts at 11.58 a.m., just as the doors slammed shut for the lunch break.

At 11.59 & 58 seconds, Alan and I passed through Fleetways gates just as they were being closed. A few seconds later and we would have had to spend an hour in the Bond Store yard. Whew, that was close!

Our thanks to Alan for making his Toyota available for carting the crate from Cook Street, Port Melbourne to Prahran. Incidentally the crate and its contents weighed 84 lbs. So, after 7 hours and 5 dollars & 54 cents later, the retrievers were ours!

The retrievers have been cleaned and oiled by Doug. Prosser and Mal. Rowe with help from Andrew Howlett. Doug. has painted them chocolate to match 217's livery. The retriever bases will be fitted to 217 in the next week or so.

CAR NEWS.

467 & 680. Mal. Rowe and some of the work party members have been "bird-proofing" these 2 cars. Mal. has used strips of plastic to seal off all the holes through which sparrows and starlings entered the cars - you can imagine how the interiors were - thank heavens this hazard will not occur again! The inside of the cars have been cleaned out and stored material neatly stacked.

22. Rodney Hudson and Andrew Howlett worked on the "Pen" last week end, but as the area surrounding the car is a bit wet, they recommended that only interior work be done for the time being. Prior to this, our workers tackled the replacing of a window sill, and this was achieved in a very professional manner. New sheet metal has been affixed along the north side of the car, whilst the aprons have been machine-sanded to a very smooth surface and a rust inhibitor painted onto them. The roof has been painted white, this will reflect summer heat - an attempt on our part to keep the interior of the car cooler.

217. A general all out effort was made on the Birney seats. Some time ago, John Fitzsimons took on the dreadful task of removing umpteen coats of varnish by using paint-remover or by burning the varnish off with an electric paint stripper. There was no further work attempted on the seats until the last few weeks, when Graeme Breydon, Charles Righyni and Robert Green with some help from "Trolley Greg." removed the rest of the varnish by using disc sanders. Bob Prentice stained the seats a Maple colour and painted 4 coats of clear gloss on them. This necessitated Bob going to Malvern 4 times a week during the last 3 weeks plus the usual Sunday visit. The seats were reinstalled on Sundays, 27th. July and 3rd. August, and the results are fantastic - they really "lift" the interior of the Birney.

8. This car has not received much attention recently but will be "worked on" as soon as 217 is completed.

180. is now the main storeroom/workshop at Malvern and will remain so for quite some time. Most of the items previously stored in 182 and 164 are now here. Also, Doug. Prosser has erected a workbench in the main saloon

164 is now almost empty, except for a few window frames ex-200.

GENERAL

The enormous backlog of maintenance and the work involved in the 180 - 182 swap strained our resources and delayed restoration work but this is now behind us and normal work has resumed.

The work party calendar is as follows:-

AUGUST	SEPTEMBER	OCTOBER
3	7	5
	14	12
17	21	19
24	28	26
31		

Telephone Bob (512664) or Doug. (911991) for details.

T. M. S. V. BOARD REPORTS.

Chairman, Jim Dowel; Secretary, John Fitzsimons; Peter Stoneham; Bob Prentice and Doug. Prosser were present at the Board meeting held on Monday night, 30th. June, '69. The main business on the agenda was to finalize the 68/69 financial year. The following answer to our request for land was tabled by Bob:



VICTORIAN RAILWAYS

In your reply please refer to:

RAILWAYS ADMINISTRATIVE OFFICES □ 67 SPENCER STREET, MELBOURNE 3000 □ TELEPHONE 62 0311 EXTENSION

The Secretary,
The Tramway Museum Society
of Victoria Ltd.,
141 High Street,
PRAHRAN. VIC. 3181.

24th June, 1969.

Dear Sir,

With reference to the letter of 27th February from your Society's Site Committee making application for lease of land for the establishment of a tramway museum, there are already a number of leases involving the land the Society has in mind, and to meet the request we would have to determine all the land in the tenancies.

We are, therefore, unable to accede to your Society's request, and are not aware of any other location which might be suitable for the purpose desired.

Yours truly,

W. J. Walker
Secretary for Railways.

The next Board meeting was held on Friday night, 25th. July. Present were Stan Vine; John Fitzsimons and Bob Prentice. John agreed to continue as Secretary until the end of the year.

The next three Board meetings will be held on these dates:-

29th. August.

26th. September.

31st. October.

We have received the following publications and thank the various organisations concerned 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. of A.
HEADLIGHTS	"	" ELECTRIC RAILROADERS' ASSOCIATION, New York, U.S. of A.
TRAMWAY TOPICS	"	" THE 3 NEW ZEALAND TRAMWAY MUSEUMS.
DREADNOUGHT	"	" THE BRISBANE TRAMWAY MUSEUM SOCIETY, Brisbane, QLD.
GREEN-OVER-RED	"	" G. O. R. Publications, Box Hill, VIC.
NEWS SHEET	"	" BUS & COACH SOCIETY OF VICTORIA, Glen Waverley, VIC.

Essendon Aerodrome ^(Route 59) Deviations.

MALCOLM ROWE
reports...



PHOTO: MALCOLM ROWE.

W2 477 passing the new "up" track at Flemington Bridge on 8-2-69. The new "down" track is in the foreground while the old "up" track can be seen half buried in concrete in the centre of the picture.

Deviation of the tram tracks, just past route 49 terminus remains as reported in March, 1969, R.J. Work has not yet commenced on bridgeworks on the area vacated by the tramway.

Meanwhile another, permanent, deviation has been made at Flemington Bridge. To accommodate the junction of the Tullamarine Freeway with Flemington Road, the tram tracks were shifted east of the old alignment in February. Installation of traffic islands and kerbing since then has produced private right-of-way from Flemington Bridge to Racecourse Road. The new track is a few inches higher than the old, and most of the old track, which was in mass concrete is still in position, partly covered by the new work.

The project is a pointer to a method for reducing congestion at many key junctions. The only regrettable oversight is that the kerbing drops to road level at stops, thus leaving the first step into a car as high as ever.



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. For further particulars and details of enrolment, write to the Director, at 19 Queen St., Melbourne, Vic., 3000 or telephone 627052.

BUS AND COACH SOCIETY OF VICTORIA

The Bus and Coach Society of Victoria is a recently formed group which aims at catering for all interested in road passenger service vehicles and their operation. Periodical meetings are held, and tours are conducted using selected vehicles. Interested persons should contact the Secretary, John Masterton on 232-5364 for further information.

B
C
S
V

A new era in tramway modelling.

by ANDREW HOWLETT. ©

An activity becoming increasingly popular with members is modelling tramcars in 1 to 24 scale ($\frac{1}{2}$ in. = 1ft.). Using a scale this size allows the models to be super-detailed without the obvious disadvantages imposed by the smaller scales.

Richard Youl, who resides in Sydney, appears to have erected the first tramcar to this scale in Australia, for in 1960, he built a Sydney "R1" tramcar; subsequently he has made several other Sydney tramcars - a "C", a "P" and a "U" (a ballast motor). He also operates a large display which is a great attraction at exhibitions.

Having examined Richard's models, member Mick Duncan decided to introduce "half inch to the foot" to Melbourne, so he constructed a M. & M. T. B. W5 out of copper sheet and wood, and it is powered by two miniature No. 15 trucks.

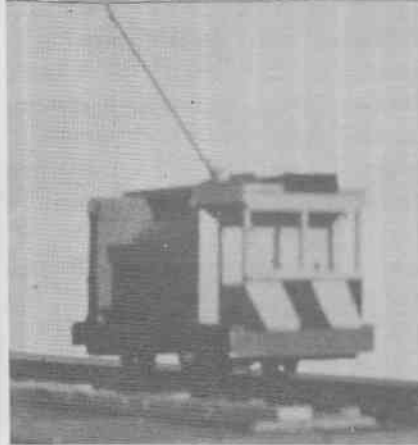
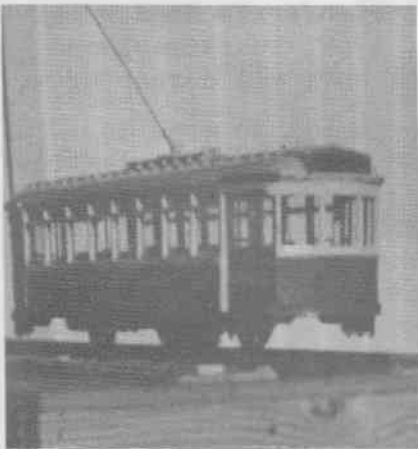
The model tramcar "bug" soon inoculated other members:-

Doug. Prosser's SW6 is nearing completion - it is being built from sheet copper and basswood. Following in construction order comes my X1 using brass sheet, balsa and basswood, and my scratch-built sprinkler car utilising the same materials; both cars being virtually complete except for the trucks. Graeme Breydon is scratch-building a scrubber car similar to MMTB's No. 8. I also know that Robert Green has an X2 on his drawing board and Mal. Rowe is building something behind shrouds of secrecy.

Unfortunately, operating facilities for our fast growing fleet are not yet available because none of our members have any layouts at present. However, at Graeme Breydon's suggestion, I have constructed a few 5ft. x 18in. base boards which can be bolted together for display at model nights and exhibitions. At the time of writing I have laid one yard of reserve track, whilst member Peter Kingsbury is manufacturing a "Y" turnout for the terminus; we hope to display this layout at a model exhibition next March.

If any of our members are interested in modelling Melbourne's tramcars to this scale, some plans are available through our Sales department.

As for materials, these are available from the following:- small offcuts of brass and copper can be purchased from Geo. White & Co., Richmond; balsa and basswood shapes are available at The Model Dockyard, Swanston St., Melbourne, or from Titchers in Dandenong; recommended glues are Aquadhere (PVC adhesive) for wood work and Araldite for all metal surfaces - these can be purchased from most hardware stores. Soldering the copper and/or brass together to form the model is another satisfactory method of "putting" the car together, but if you are an indifferent solderer, then



PHOTOS: ANDREW HOWLETT.

TOP. 467.

LOWER. "FRED" - sprinkler.

its glue and Araldite for you!

The main stumbling block of our amateur car builders has been the lack of scale wheels; however, Doug. had 52 scale wheels turned up and these were snapped up immediately! Further wheels can be made if the demand for them arises.

I would suggest that any prospective modeller in this scale should start with a comparatively easy car, say, one with straight sides like a W2 or a Birney. A number of the Tramways Board's service cars would be ideal for a 1st. attempt. However, should you want a real challenge, try building an "L" class followed by a rail grinder!

NOTES:

Scale--1:24. $\frac{1}{2}$ in. to 1ft. Gauge--(4ft. $8\frac{1}{2}$ in.) $2\frac{5}{16}$ in. Overhead--(18ft.) 9in. Operating voltage is 12 volts D.C. with power taken from the overhead, and returning through both rails. (Richard Youl's models operate off 20 volts D.C.).

FLEET LIST:-

<u>CAR.</u>	<u>BUILDER.</u>
W5 723	Mick Duncan.
*SW6 850	Doug. Prosser.
*X1 467	Andrew Howlett.
*"TED" - scrubber	Graeme Breydon.
*"FRED" - sprinkler	Andrew Howlett.
* ????	Mal. Rowe.

* As yet uncompleted.

When the bridge spans connecting the South Eastern Freeway at Glenferrie Road were placed in position on Saturday 17th. May and Sunday 18th. May, 1969, buses replaced trams on both days from first to last tables between Kew-Cotham Road and corner of Hawthorn and Dandenong Roads.

DETOUR ROUTE and TURNING MOVEMENTS at TERMINI.

TRAMS. Tram crews had to work to special tables, and the normal destinations and route numbers were displayed, as for through running.

Trams from St.Kilda Beach stopped in Hawthorn Road at Dandenong Road to set down passengers for the replacing bus service. The cars then proceeded into Dandenong Road and laid up in the reserved track at the clock. At departure times, "UP" trams proceeded into Hawthorn Road and picked up passengers opposite Stop 43.

BUSES. Bus crews too, had to work to special tables. "UP" and "DOWN" trips ex Cotham Rd. followed the route as shown in the diagram (left).

Passengers were set down at the kerb east of Hawthorn Road, and the empty buses then crossed Hawthorn Road into Alma Road then left turns into Bella Vista, Pental and Hawthorn Roads to wait for "DOWN" trams at stop 43 in Hawthorn Road.

At the terminus at Cotham Rd. the passengers were set down 60ft. South of Cotham in Glenferrie Road and here the buses waited for departure time for "UP" journey.

The buses displayed Auxiliary boards and blank destinations

but showed route number 69.

GENERAL. At the corner of Hawthorn and Dandenong Roads, the conductors on the "DOWN" trams and "UP" buses had to hand Supplementary Running Journals to the conductor of the connecting vehicles.

