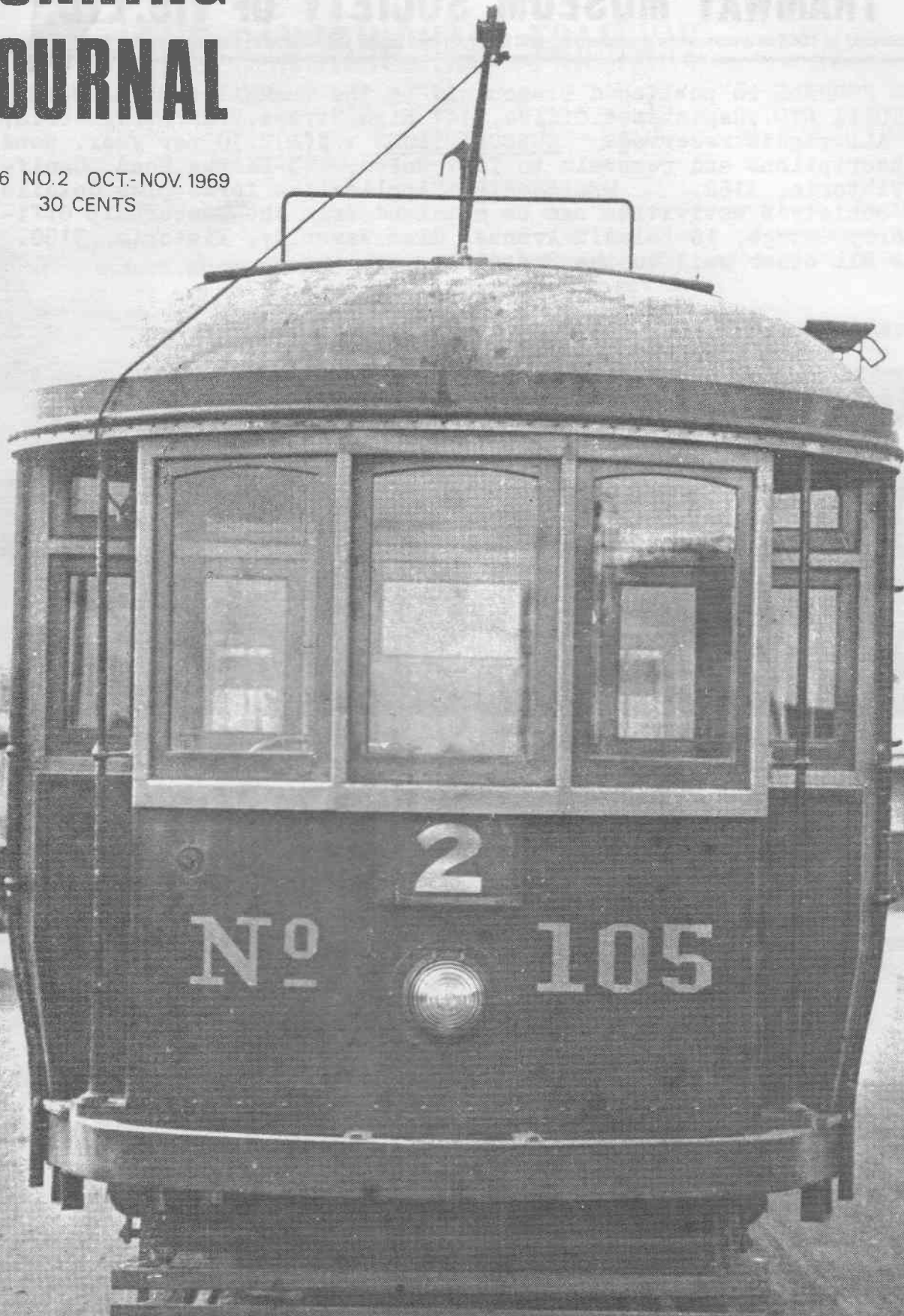


RUNNING JOURNAL

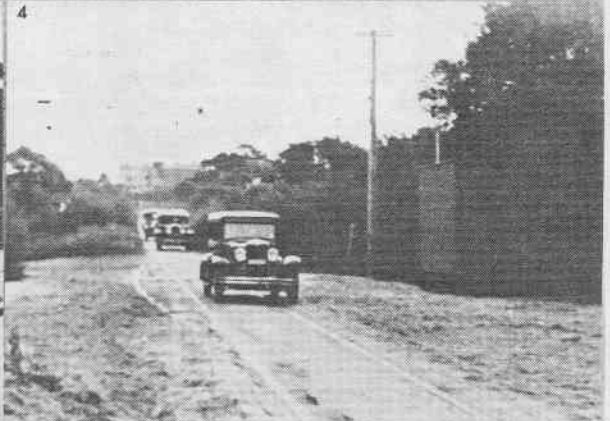
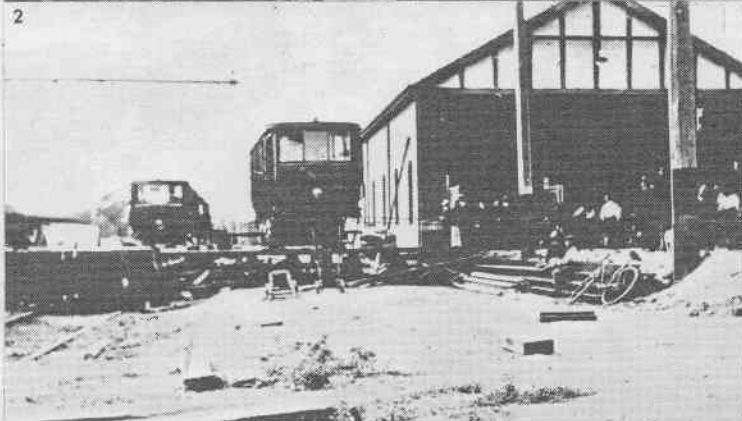
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1. The first car leaving Sandringham Station at the Official Opening, 10th March, 1919. 2. The arrival of the closed cross-bench cars at Sandringham Depot, 1919. 3. One of the bogie drop-centre cars awaits departure at Sandringham Station. 4. The abandoned trackwork at Beaumaris showing the typical scrubby nature of the surroundings. (All photos from the TMSV Archives. No.2 reproduced by courtesy of L.W.Rogers)

Front cover : L-class No.105 in original condition. (TMSV Archives)

THE SANDRINGHAM TRAMWAY

1919 - 1931 - 1956

By ARTHUR STONE.

PREFACE

This is the history of the tramway of my youth. It is not meant to be a full technical history of the line, but merely a collection of my reminiscences and meditations. The dates, car numbers and names are as accurate as my research can get them.

WHAT WAS IT?

Just an ordinary tram service? To some people perhaps, but to me and many others it was as much of our lives as eating and sleeping. In cold statistics - it was a short suburban tram service. Isolated from all others but unlike its sister service (StKilda to Brighton) the gauge was set at 4'8¹/₂" and not the railways 5'3". This was done with an eye to future connection to the main city systems. The line was controlled and operated by the Victorian Railways Commissioners.

There were three car types used -

Two only single truck cross-bench cars, commonly called the toastracks. (Nos. 23, 26)

Two only Bogie drop-centre cars. (Nos. 48, 49)

Two only Bogie type, front and centre loading (pneumatic folding doors and steps): converted from the drop-centre type for one-man operation. (Nos. 50, 51).

But the statistics are not everything. I will try here in these pages to pass on some of the love (for want of a better term) I had for the system.

THE STARTING.

The "new-fangled" electric railway had just arrived in Sandringham. The year - 1919. Owing to the war, the much-sought-after Sandringham-Black Rock Electric Tramway was slow in being completed. But, however, these things are finished sometime; so on the afternoon of Monday, 10th March, 1919, at 4 o'clock, the first through car left for Black Rock. Prior to the departure, many speeches were made, some of which were of note. Mr. Champion, the Mayor, said that the area was going on in leaps and bounds, and when the line was extended to Beaumaris (applause) the area down there would also go ahead. Mr. Snowball, M.L.A. said that Parliament was in favor of the Beaumaris extension, and that it only needed the Committee to agree on the route, provided that the materials were at pre-war prices, and that it would justify the cost. An enthusiastic crowd of 1500 were present to cheer the gaily decorated car (No22) off, as with the Mayoress in the driving cab and many V.I.P's inside, it left for Black Rock. It was intended to run 54 trips each way on weekdays, all but six connecting with trains. There were two fare sections at 1d. per section. (Even to this day the Bluff Road-Royal Ave. intersection is still called "the penny section")

On the opening day the local schools had a Half-holiday and three cars ran back and forth all day for free. The length of the two-track line was approximately 2¹/₂ miles.

THE BEAUMARIS EXTENSION

As previously stated, this had been under proposal for some time but owing to the sparse population in the area, the V. R. commissioners were loath to extend the line. Having gained an indemnity from the Sandringham Council to cover the losses to the tune of £2000 per year for five years, they then gave the go-ahead. The line was opened on Wednesday, 2nd September, 1926, when five of the oldest residents (Miss Cullinane and Miss Middleton) cut a ribbon across the track, and the line was declared open by the Assistant Minister of Railways (Mr. Mackrell). One of the speeches was worthy of note. Mr. Snowball (still M.L.A.) said that there had been a lot of agitation for a bus link, but he was glad that a permanent line had been built to link the two suburbs. The next step would be to link up the line with Cheltenham and Mentone. (Cheering and applause) The official party travelled to Black Rock by decorated Tram no. 51 where the opening ceremony was performed. They then boarded again to travel to Beaumaris where the ceremony was repeated, after which they retired to the Beaumaris Hotel for a sumptuous dinner. It was once again a half-holiday and the cheering kids packed every inch for the day's free trips. The single line extension was approximately $2\frac{3}{4}$ miles long and was divided into two 1d. fare sections. The cost of construction was £52000. The time-table was set at 37 through trips a day, with a running time of 26 minutes each way.

THE CLOSURE - BEAUMARIS EXTENSION

Unhappily, the extension was a failure right from the outset. The population was not dense enough to warrant the service and due to the starting of the depression, had no chance to increase. In the four years after the opening the line had shown a loss of £18,500. The undertaking given by the Sandringham council had not been honored, and not one payment had been made. (The Beaumaris rate-payers, incidentally, were still paying money owing on the interest on this until late in the 1950's). The Commissioners were adamant that the service had been operated economically, but the average number of passengers to each car mile in the first year was 3.8 and in the year ending 31/8/30 only 2.9 - they had no choice but to close due to lack of patronage. Car No. 25 ran the graveyard run on the night of 1st September, 1931, and so closed the venture that was perhaps ten years too soon!

HAPPENINGS AND MEMORIES.

The tramway crews were very well known and liked by the travelling public. Nearly everyone of them called by their first names regardless of sex. The respect of the public was so great that when one of the oldest drivers (Paddy Lalor) retired he was showered with gifts by his passengers on his last trip, and also had speeches and presentations made to him at factories on the route for several weeks afterwards. Many of the people that had known and loved him from their youth to adulthood, and he never failed to give a smile and a greeting. He was typical of the staff, efficient, but courteous to all.

One particular motorman was always with the hottest of tips for the races, which he would dispense to all and sundry with gay abandon. I personally do not know with how much success, however.

...Always special tram coming out of the depot for the crowd from the pictures on Friday and Saturday nights.

...Sitting in the rear of car 50 or 51 at night on the swivel seat, pretending to drive and watching the flashes from the trolley-wheel on the

overhead.

...coming out of the pictures Saturday matinee, having spent the fare and getting on the tram looking shamefaced and saying that the fare was lost. After a stern warning, a wink and a smile, and told not to let it happen again, we were allowed to travel gratis at the ~~pleasure~~ pleasure of the railway commissioners' servants. This trick was played regularly by some small urchins.

...Once again sitting in the rear seat of car 50 or 51 watching the car twist and roll as it traversed the uneven track. On the worst section in Bluff Road. I don't think it would be an exaggeration to say that the front of the car would twist at least 9" - 10" out of alignment with the rear.

...The time the power went off on a Saturday afternoon leaving our tram stranded in Fernhill Road for at least $1\frac{1}{2}$ hours and we waited for it to start, thinking that if we walked home it would start off as soon as we left. For the power to go off was almost unknown, and Dad didn't believe our story, so we had our tails tanned for coming home late.

...The low accident rate. Apart from the occasional dog, there were very very few accidents on the line. The worst happened on the Fernhill Road hill when two trams collided, injuring the driver of the rear tram and necessitating a completely new front on the car. It was just as well there weren't many collisions as the driving cabs were very cramped and had no rear access door for emergency withdrawals.

...The immaculate conditions of the cars. They were a credit to the railways - the finish on the varnish work was beautiful to behold. The cars were nearly always clean and only rarely did you get one that needed a lick and a polish.

...The lack of any padding on the seats meant that only people well endowed with plump posteriors ever felt really comfortable. The rest of us put up with it.

...Coming into the terminal and helping the conductor push up the barrier bar (across the wrong-side entrance). It was connected across the roof by cables to the bar on the other side, and as you pushed up your side the other side came down. The major point was to make certain that no heads were in the way of the descending Bar.

...The punctuality of the trams was legion; if a car was to leave at 8.6am it left at 8.6 am; but perhaps a few seconds late as the driver waits for a regular panting his way to the stop.

...The time I was on a packed car ready to leave Sandringham Station one evening peak hour. The driver (Wally) was in his cabin when the conductor (Nerida) found she had just run out of a particular stub of tickets. She quickly ran into the station for a new supply and, as soon as she was gone some smart Alec gave the conductor's bell two rings and away went the tram minus the Connie. The tram was so crowded that most people didn't realise the situation and this character gave the "all-clear" at every stop until he got out at the Bluff Road/Royal Avenue intersection (end of section). The car at this stage had emptied considerably and nobody was game enough to ring the bell. After waiting a longer than normal time for the go-ahead, the motorman got out to see the cause of the delay. Great was his wrath when he discovered the deception and mumbling to himself, started to collect the fares. At that time there was a track phone (later removed) at the section, and the driver rang through to Sandringham, and was told to take the conductor off the Sandringham bound car which was due to pass at any

OCT.-NOV, 1969.

"RUNNING JOURNAL"

Page 6

moment and that when it passed again they would swap back. It took only a little time to see the humor in the situation and everybody had a good laugh for some time afterwards. The only serious thing was that for months afterwards the conductors had to be seen to be on the tram by drivers, which was quite a feat in the crush load of the peak hour.

I remember vividly the terrible condition of the track. So bad in some sections that these had to be negotiated at greatly reduced speed. Yet I have been in an almost empty car that has gone across at full parallel and still stayed on the track.

I was standing next to the motorman one night with a terrific crush load on board when the safetygate guard hit a bump in the road and tripped down. "That's strange", said he and reset it. We only went about another 100yds. and it tripped again so he got out to check it. Shaking his head with disbelief he got back in and said that the tram had so many people on board that the catcher had only 2" clearance left over the track. It tripped a further six times, until I got the idea of standing on the reset rod so that it was not able to trip until some of the people got off and we got some more clearance.

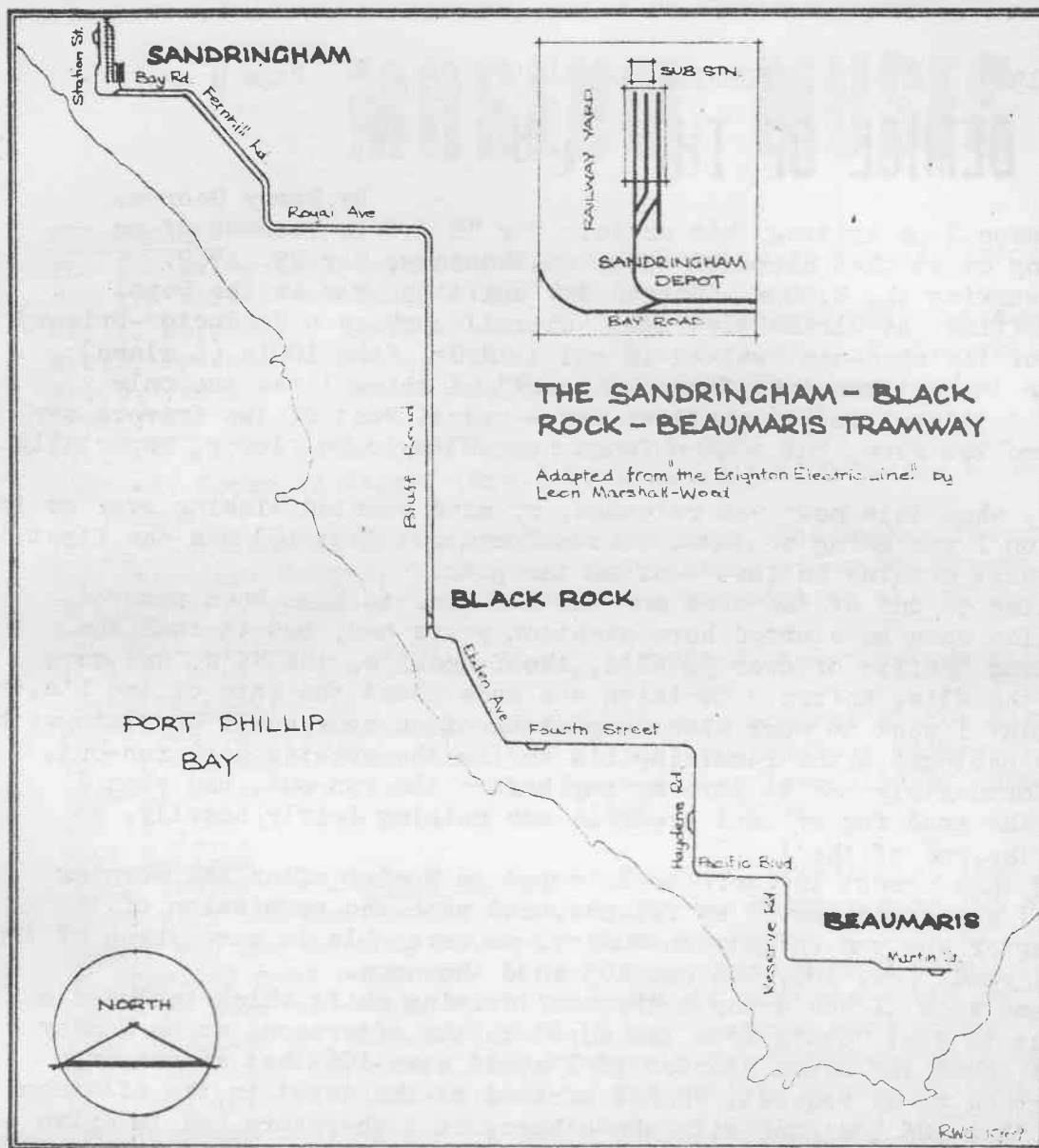
The destination boxes usually showed Black Rock on one end and Sandringham on the other, but there were other destinations. To the best of my knowledge, these were printed on a large hexagonal piece of wood, rotated from inside the cab by a handle just like a water tap, set in the roof. As a boyish prank I sometimes altered it to read Royal Ave. or Beaumaris which must have been confusing to strangers. But the locals never looked at the destination, knowing that the tram could not be going anywhere else. The Royal Ave. destination sign always confused me, because I have never been able to find any evidence of a cross-over or even single-line running to and from this section. At every re-paint these unused signs were done up and usable right up to the very end of the service. The full destination call was; Sandringham, Melbourne, Royal Ave., Black Rock, Beaumaris, Depot.

THE ENDING

It was obvious after the war that something had to be done to the track as it was in a terrible state. The line was not running at a profit and it was decided to abandon it at the earliest opportunity. The local reaction was in short - furious. "What, scrap our trams? Never!!"

There were hostile public meetings called and so strong was the reaction that the V. R. Commissioners decided to let them run a little while longer, while still not doing any track maintenance. Eleven years passed until the final closure;

Sadly, however, governments are bigger than little people and it was decided to replace the trams with buses. The end came early on the morning of Monday, November 5, 1956 when car 51, packed beyond capacity, made the "graveyard" run amid scenes of tears, laughs, car horns and loud behavior. I stayed on board right into the depot against official demands that we get off outside. And I'm glad...So ended a chapter in my life, made just a little brighter through having lived and travelled on the Black Rock trams.



EDITORIAL

Just a note to explain our new format. Mr. John Reynolds of Reywill Press has been printing Running Journal at a substantial discount to us. As his company is disposing of its present equipment he is unable to continue. We would like to put on record our thanks to him for his help and co-operation.

Efforts to find another printer who could produce "R.J." at a figure approaching what we were paying have failed. However, Mrs. Breydon, the mother of one of our members offered the use of a duplicator. We will continue to publish photos on the cover sheets by the offset process. Duplicating enables increased content without any change in the price.

THE DEMISE OF THE "L'S"

By Barry George.

The reason I am writing this article for "R.J." is because of an interesting event that happened to me on Thursday, May 29, 1969.

I was working the 2.00pm. "Marmalade" shift and was in the Depot Starters office at Glenhuntly Depot (where I work as a Conductor-Driver) when one of the shed-men walked in and told us, "the 100's (L class) were going to be taken away from the depot" I think I was the only person in the depot to be, shall we say - upset! Most of the drivers say the L's are too slow, but I have found some W2's to be slower, especially No. 561.

Anyway, when this news was released, my mind started ticking over as to what action I was going to take. I soon found out that 103 was the first to go - the next morning in fact - after the peak.

According to one of the shed men the L's were to have been removed from service when he started here eighteen years ago, but it took the removal from traffic of over 50 W2's, the Y and H1's, the W4's, and more recently the W3's, before a decision was made about the fate of the L's.

On Friday I went to work about a quarter of an hour early complete with camera to photograph the remaining L's during the evening peak run-out, but I unfortunately had to earn my pay before the run-out, and when I came off the road for my meal break it was raining fairly heavily, so that was the end of that!

All of them except 106 were to be moved on Monday after the morning peak, so I contacted one of my friends, and with the permission of the Depot Starter who was on duty on Sunday, we were able to move three of the cars on 7 road, Nos. 101, 104 and 105 into the open.

The same week I was doing a "Broken" driving shift which included a trip out to West Coburg from the depot in the afternoon, so on Monday morning I asked the Depot Starter if I could have 106 that afternoon, and he agreed to my request. When I arrived at the depot in the afternoon I learnt that 106 had gone with the others, so I therefore had to drive 588 - not much of a substitute!

The next day much to my surprise, I found out 105 had been returned to us, so naturally my request still stood, and it was granted because that afternoon there on the run-out sheet and against my table number, was 105

At very short notice to those who I knew would be interested, I was followed part of the way by one member, and right out to West Coburg and part of the way back by another - nearly a fan trip! After the other drivers remarks about these cars being slow - we ran two minutes up.

The other L's have been distributed around the system as spare cars. At present 105 is at Glenhuntly, 103 is at Essendon, 101 is at south, 106 is at Malvern in company with three of Glenhuntly's W3's. 102 and 104 are allocated to Brunswick. All of them are to be used in emergency only, so I doubt if they will see any further service.

There is a saying going around the Depot, if a driver gets 105 and doesn't want it - Conductor-Driver George will take it!

MUSEUM MUSES

NEW MEMBERS

The following have been elected to membership at recent directors meetings and are warmly welcomed to the society;-

Mr. B. Morrell	Yokine, W.A.	Mr. W. Floyd	Williamstown, Vic.
Mrs. P. Duckett	Melb., Vic.	Mr. J. Rush	E. Coburg, Vic.
Mr. G. Jones	Caulfield, Vic.		

DONATIONS

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

Cash- A. Cooke, A Maggs; (Mrs.) N. Stoncham; W. O'Brien; W. Henderson and L. Bounds.

Goods- Continental photos, tickets and maps, Leo Reyke; Photos, Mal Rowe, Bob Prentice; Record, O. Slater; Duplicating stencils, Graeme Breydon.

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

THE NEXT MEETING

will be held in the lecture room, 1st floor, Malvern Town Hall on Monday, December 22nd.

FIFTY-TWO (gasp!) members and friends were present at the August meeting when David Menzies screened his collection of colour slides of overseas tramway networks. The large audience was so impressed by them that David was invited to show more at the A.G.M. in October.

WORK PARTIES

These are now held every Sunday at Malvern, starting at 10am. In recent weeks work has been confined mainly to the Malvern cars but with the summer weather coming transport from the depot to outside locations will be provided most weekends. It has been suggested that evening work parties could be held mid-week. Would you come if this was done? Let us have your thoughts on this. H.T.T. No'8 has received most of our attention since the last car news. Doug Prosser & Co. have been working on the No 1 end drivers bulkhead panels and will be replacing them soon. The drop-end ceiling has been sanded and stained but several coats of "clear" will be required before this is finished. An inspection of the electrical equipment revealed the need for extensive re-wiring and the overhauling of the controllers. Jim Rush has started this enormous task. Jim works at Preston as an electrician for the M. & M.T.B. - It sounds like a real (dare we say it?) Busmans holiday for him.

A NEW AUSTRALIAN TRAMWAY MUSEUM

T.M.S.V. member Kenneth Eastman, a resident of Western Australia, recently sent the following letter;

".....You will be pleased to learn that we are setting up an Electric Traction Museum in Perth. A couple of miles of Trolley Bus overhead is being obtained and the group wish to have several Trolley Buses and E class tram 66 mobile. (66 is at present in the Perth Zoo-Ed.)

I have been negotiating in Busselton for six B class bodies (numbers not apparent at this stage) which appear in quite good condition despite age. They are sited on wooden blocks (less trucks) at a holiday site.

There is quite a bit of equipment still about including the body of the stepless car at Albany. I believe the other American tram is there

also. The body of "A" 122 is owned by one of our group.

The problem will be to obtain 3'6" trucks. It had been suggested to me that some of the trucks went to Mornington Mills (near Harvey). I called there.....and found the area stripped of all equipment and improvements...%. However it may not be too late and I will follow it up with the Company that operated the mill.....

Regards
Kenneth Eastman."

The T.M.S.V. wish them the best of luck with their project. Members wishing to refresh their memory as to details of the cars referred to in the letter can purchase copies of "Destination Subiaco" @ 75c. each from the T.M.S.V. SALES DEPT. at the next meeting, or tour. Please add postage if ordering by mail.

TOUR REPORT.

A combined tram and bus outing was held on Sunday, 10th. August, 1969. The excursion traversed some of the eastern suburbs and south-eastern routes in W5 class tramcar No. 727, coupled with a lunch stop at Malvern Depot to inspect the work on the museums cars, a brief visit to North Fitzroy Bus Garage and workshops to exchange 727 for Mark IV bus; 621 which took the party to M.& M.T.B.'s electrical control room at Carlton for an inspection of "Control" and return to North Fitzroy, where we changed back into 727 and returned to South Melbourne Depot. Passengers examined the alterations to the middle of the drop-centre on 727 (the narrow entrances have been closed off). Highlights of the first half of the outing were;- the major works being carried out at Burnley, where a ~~new~~ single track complete with colour-light signals has been installed to enable the V.R. to extend the bridge in Swan st; The alterations to the overhead at Malvern Depot in preparation for the new depot "run-in" which was installed 30/31 st. August & 6/7th September, 1969; The passing of a house in High St, near Punt Rd. in which from the back-yard a trolley pole coyly peeps. It is owned by the well-known person in the felt hat.

Passengers were;- Graeme Breydon, Ian Stanley, Graeme Harris, D. Porrit, David Langley, (2fares), R. Elmore (2 fares), Charles Righyni, Barry George, Andrew Howlett, Clive Mottram, Gilmore Youngberry, Mal Rowe, John Wilson, Alan Bolger, Greg Dixon, Jim Rush, Dave Macartney, Paul Nicholson (2 fares), "The Clyde Kid", Mick Duncan, Neil Elfick, Stan Vinc, Norm Cross, Robert Green, Bill O'Brien (2 fares), Keith Stodden, Graeme Westwood, K. Jordan.

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HOW MANY TRAMWAYS ARE THERE TODAY?

According to available information there are 343 tramways scattered throughout the world. This big total is broken down as follows;

(A) BY CONTINENTS		(B) BY GAUGES	
Africa	2	5ft. (or near)	103
Americas	18	Standard (or near)	180
Aust.	4	Motre (or near)	60
Asia	70		<u>343</u>
Europe	<u>249</u>		
	<u>343</u>		

(C) BY LANGUAGES:

Russian	110
German	75
Japan	30
Polish	17
English	16
Spanish	12
Scandinavian	10
Czech	10
French	9
Chinese	8
Italian	7
Portuguese	6
Yugoslavian	6
Flemish/Dutch	6
Rumanian	6
Hungarian	5
Others	10
	<u>343</u>

(D) BY POLITICAL GROUPS:

Western Europe	92
(W. German 39, Others 53)	
Eastern Europe	182
(USSR 110, others 72)	
Outside Europe; West	58
East	<u>11</u>
	<u>343</u>

Further figures and information are requested by the author. Write c/o Registered Office.

B. Silcove
18-10-69.

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**1970 INTERNATIONAL CONVENTION OF RAILWAY MODELLERS & RAILFANS.
MELBOURNE AUSTRALIA.**

Sponsored by the Melbourne Model Railway Society

Convention Secretary; Mr Ted Frost . P.O.Box 68 BORONIA Vic.

For ten days next March Melbourne will be invaded by 300 railfans and modelers from the U.K., U.S.A. and other countries. Along with local enthusiasts they will visit places of railway interest, conduct tours, attend lectures and film nights and visit model layouts.

Until recently the only events to interest visiting tram fans were a visit to a M.& M.T.B. depot and a trip to Ballarat but a recent offer by the T.M.S.V. to conduct further events has been accepted by the convention sponsors. Delegates will now be able to inspect our cars at Malvern and attend a model tramway exhibition.

THE MODEL TRAMWAY EXHIBITION will be held in the tramway hall, Stanhope Street, Malvern on March 2nd.-6th from 6 to 10pm. Exhibits will include Andrew Howletts $\frac{1}{2}$ inch to the foot layout, Graeme Breydons HO/HOn2 $\frac{1}{2}$ tram layout an On2 $\frac{1}{2}$ model railway provided by the Puffing Billy Preservation Society and a number of photographic displays.

Models of Australian trams in any scale are wanted. If you can help in this respect then write to;

Graeme Breydon
204 Carlisle St
BALACLAVA

PROVINCIAL PARAGRAPHS

BALLARAT

Recently, popular shed foreman, Dan Irvin retired after serving 46 years with the S.E.C. Bob Prentice represented the T.M.S.V. at the farewell ceremony and he took it upon himself to wish Dan all the best for the future from all societies, Associations and groups in Australia and overseas. Stan Lakey has been appointed shed foreman in his place. Mid-Western Branch, presented Dan with gifts from his work mates and friends. Mr. W. Trustler, Works Superintendent, was M.C. Dan responded by thanking all concerned for their best wishes and presentation.

Car news

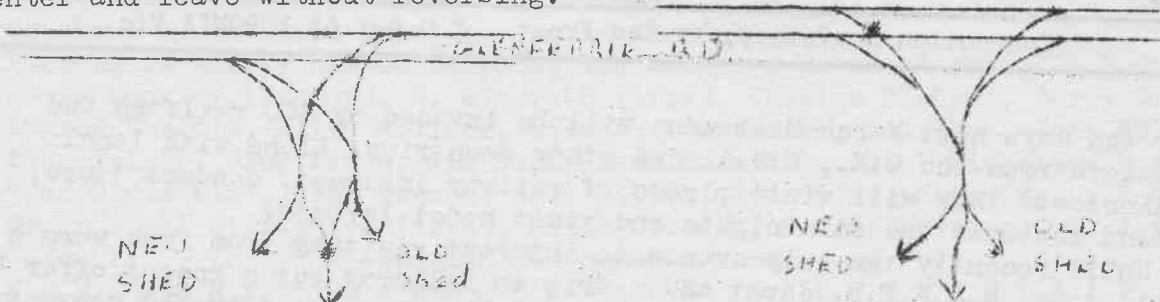
- Jan. 1969: No. 35 repairs to body and truck overhauled.
- March 1969: Accident repairs to 35 and re-paint. Accident repairs to 17
- May 1969: Single Truck No 27 in paintshop for overhaul and replacement of sub-standard parts.
- July 1969: No.18 had truck repairs and new stringers fitted. No.21 has been re-wheeled and after its different guises (Xmas tram, Begonia festival, etc.) has been painted green and cream.
- Sept. 1969: No.27 recieved an interior and exterior re-paint.

BENDIGO Car news

- Feb 1969: No 19 recieved a re-flange & truck overhaul. A similar overhaul was also given to 18.
- June 1969: The Ballarat painters were in Bendigo for a few days in order to spray 'liquid envelope on the roofs of 18, 23, 17 & 5. Repairs to the McCrae St. bridge necessitated 28 & 29 being stationed on the Nth. Bendigo side of the works for 5 days. Birneys were used because of their self-adjusting brakes.

MELBOURNE NEWS

During September the depot fan at Malvern was re-laid. The new layout incorporates 2 single slips and a single track throat to enable cars to enter and leave without reversing.



Malvern depot - old layout

Malvern depot - new layout

Following this work was the re-laying of Toorak Rd. from Kooyong Rd. to the east. The "H" crossing and curves at Malvern Town Hall have been set in mass concrete.

From Sept. 30 to Oct. 26 the Age and Newsday newspapers chartered W7 1024 to run in regular service on most routes. The car was painted in red and white with Newsday advertisements painted on the sides and ends. At night the car was illuminated with 416 globes in 49 circuits. The large drain of power when the lights were on was sufficient to throw automatic points even when the driver cut-off to take the straight. Late in October a second decorated car was used on city streets. 1010 carried advert. pannels on the sides and ends for a well known pantie-hose manufacturer.

The car ran for a few days along Colins Street giving FREE RIDES to passengers. Several 'birds' wearing their employers product issued tickets from machines similar to those used by conductors on city loading zones.

A research student with the Dept. of Civil Engineering (Transport section) Mr. T. Hogg is currently preparing what he believes is the first Masters degree thesis on the economics of tramways in Australia. Melbourne University recently held a seminar at which Mr. Hogg explained some of his work. An official of the M. & M. T. B. was present.

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cashed at MELBOURNE P. O.

PRESERVATION IN THE SUNSHINE STATE.

Since its formation 14 months ago the Brisbane Tramway Museum society has collected a large range of exhibits at its site at Ferny Grove. Victorians have not received much news about the project and so the following information is re-printed from the 2nd. B.T.M.S. annual report.

"Items included in the Society's collection at the museum site are:-

TRAMCARS

Nos. 14&15 scrubber cars	277	drop centre car
41 replica horse car	300	" " "
47 standard combination car	341	" " "
65 ten bench car	386	" " "
99 baby centre-aisle car	50	prototype four motor car
128 advertising car	429	F. M. car
136 dreadnought car	480	" " "
140 advertising display car	494	" " "
231 prototype drop-centre car	519	" " "
	554	Australia's newest tram (FM)

TROLLEY BUSES

1 1st trolley bus in Brisbane

34 last trolley bus to enter service.

WELDING TRUCKS

Nos. 31 and 76

WELDING UNITS

161 and 162

TROLLEY WIRE

1 1/4 miles trolley wire

SPARE PARTS

bogies, brake blocks, etc.

1 mile of feeder

DONATED BY BCC BUT NOT ON SITE

points and special work, rails sleepers etc, Vally Junct. signal box, Mercury-Arc rectifier equipment switch gear and spare bulbs, 2 transformers."

FINANCE AND LAND

The site is at present being leased @ \$40:00 per week but the BTMS has an option to purchase. Some \$1000 is owed plus the transport of items not at the museum and donations would be welcomed. (the museum area is presently classed as an 'Extractive Zone'- a good description for any volunteer society!)

The BTMS has set a marvelous record for growth; one which is an example of what can be achieved if members work keenly for the good of a society.

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T. M. S. V. SITE NEWS

Negotiations are now underway for the leasing of a site to the north of Melbourne. Our 17th application for land looks as though it will be the lucky one. It is hoped that a firm statement can be made in the next issue of Running Journal.

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This issue was edited by Andrew Howlett, Graeme Breydon and Robert (photos). The views expressed in articles are the writers own opinions and as such are not necessarily those of the society.



Car No.727, recently outshopped after a modification to the drop-centre is shown crossing the new bridgework in Swan St., Burnley during the T.M.S.V. tour to Carlton Control, 10th August, 1969. (Photo. Malcom Rowe)



Members inspect the main operations room at the M & M.T.B. Carlton Control. (Photo. Bob Prentice)



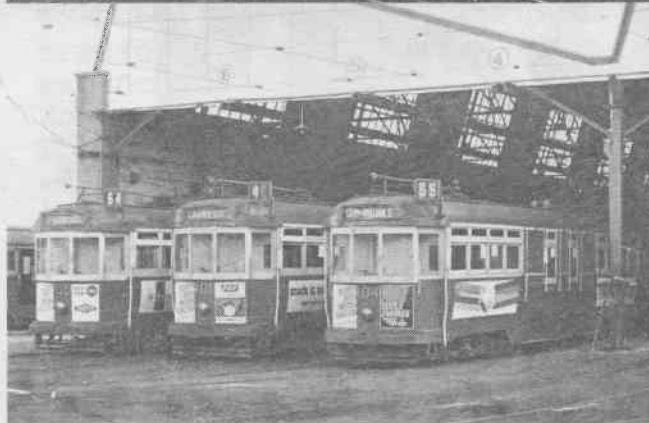
On the 31st July, 1969, Mr. Dan Irvin, Shed Foreman at Ballarat retired after 46 years with the tramways. Here, Mr. F.K.White, Manager, Mid-Western Branch, S.E.C. (centre) makes a presentation to Mr. Irvin (left), watched by Mr. W.Trusler, Works Superintendent, S.E.C., Ballarat (right) and members of the staff at the depot. Bob Prentice represented the T.M.S.V. at the ceremony and conveyed the Society's best wishes to Mr. Irvin. (Photo. Ballarat Courier)



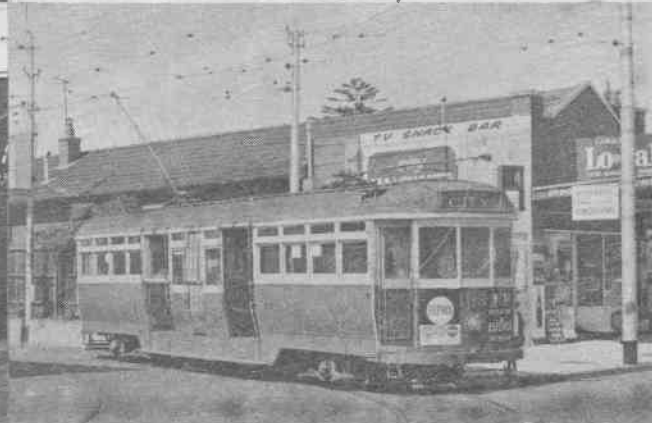
A "before, during and after" composite of the reconstruction of the run-in at Malvern Depot. The centre photograph was taken during the first weekend of major work when the southern turnout was installed. For the following week, cars used only these curves and during the next weekend the northern curves were laid. (Photos. Bob Prentice)



On the Saturday night and Sunday of the first weekend of the reconstruction, several Malvern Depot cars were stored in Dandenong Road between Glenferrie Road and Hawthorn Road. Cars were also stored in Glenferrie Road. During this time buses operated the Route 69 service. (Photo. Robert Green)



Three members of the L-Class at Glenhuntly during the last week of their operation from this depot. (Photo. Barry George)



L-Class No.103 leaves Glenhuntly Depot to run the evening peak, October, 1968. (Photo. Robert Green)