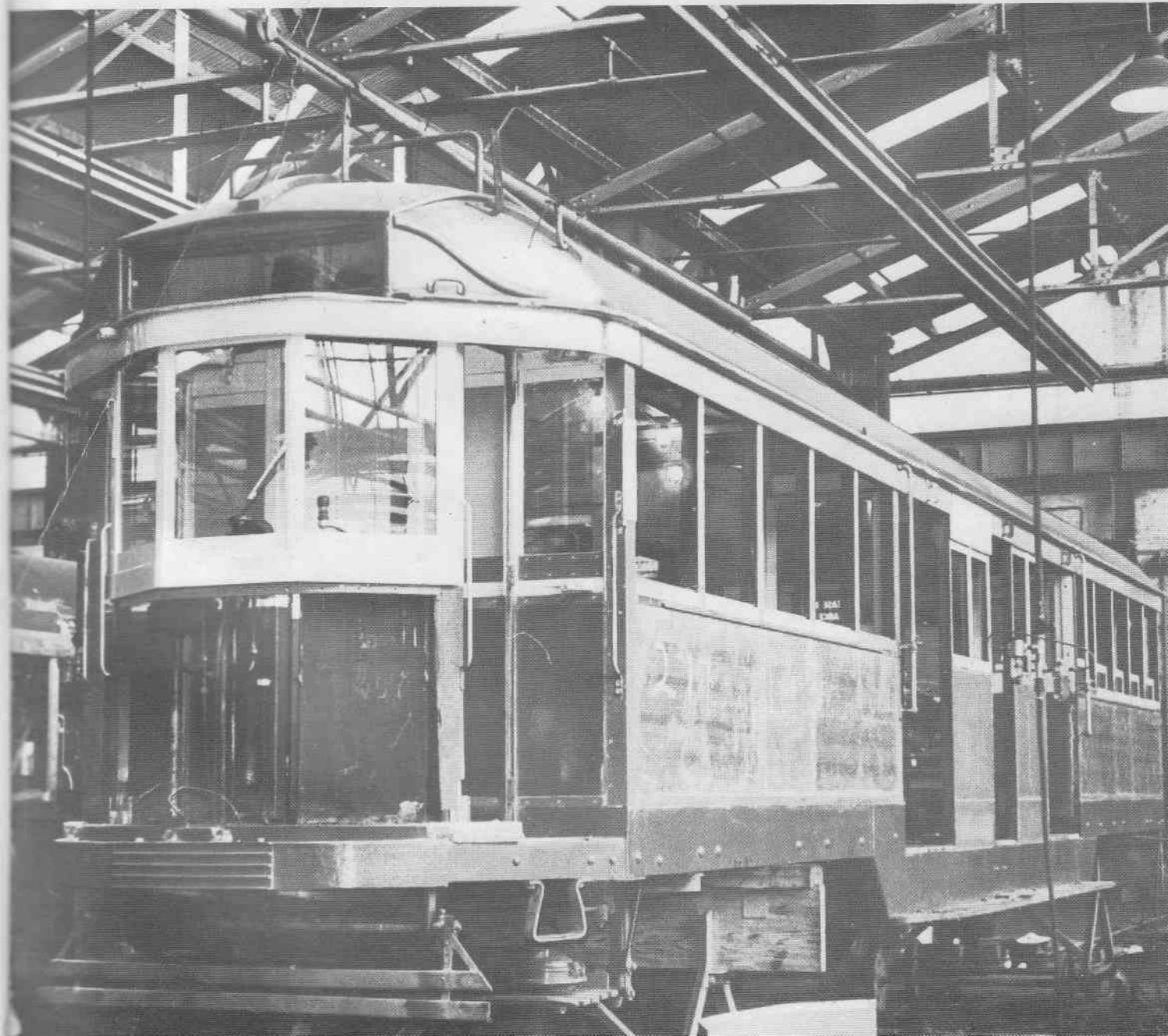


Vol. 9  
No 1  
Feb.  
1972

# RUNNING JOURNAL

35 cents



# The Tramway Museum Society of Victoria Ltd.

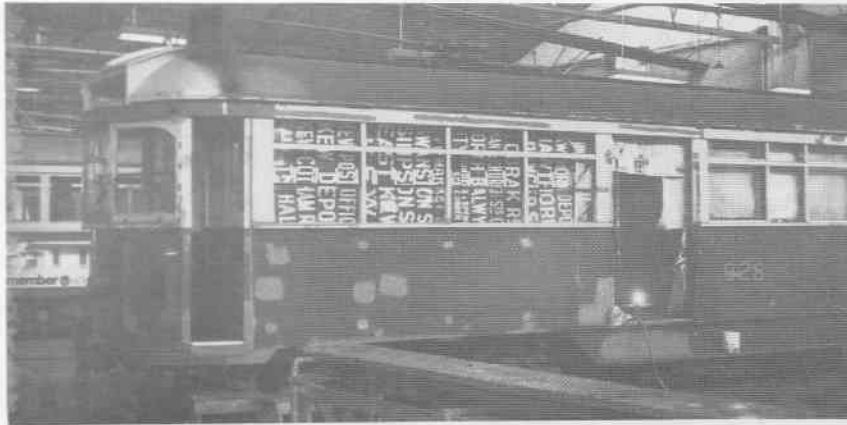
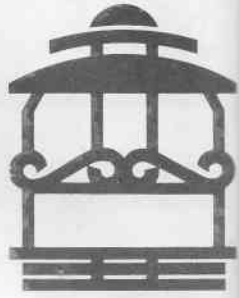
The Tramway Museum Society of Victoria Ltd. founded in 1963 as a non-profit organization.

Running Journal is published bi-monthly and issued free to members. Subscriptions for non-members (\$2.50 p.a.) are obtainable from Running Journal subscriptions, 143 Bambra Road, Caulfield. 3162.

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Registered Office: 332 Flinders Street, Melbourne.



2

## COVER:

W2 number 277 receives an "02" while perched on high trestles in the body shop at Preston. Among the work about to be done is the fitting of a new apron resting on the floor nearby.

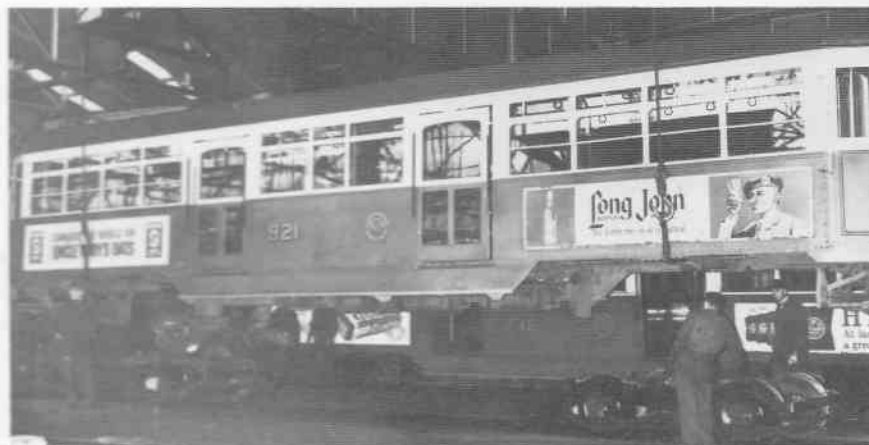


3

- 2: In the paint shop old destination curtains are used to mask parts of 928 prior to spray-painting of the ceiling. The cab roof of this car has been treated with "liquid envelope" as part of an "02" type overhaul.

(N. Cross)

- 3: The major work in the renewal of flooring and sides is carried out during an "01" on 733 as it rests on temporary (ex-cable tram) trucks



- 4: The body of 921 is lowered onto reconditioned bogies "up the front" of the body shop. The tractor in the background tows bogies and trams on works trucks within the workshop.

(M. & M.T.B.)

TRAM MAINTANENCE AND THE M.&M.T.B.....by N. Cross

Picture the scene. Any suburban tram line in Melbourne. Two tram enthusiasts stand on a corner, gaping open mouthed in admiration, as newly painted tram No. 520 glides quietly past them.

"Whatter beauty! Wonder if she had an 01, 2, or 3!" says the older,

"Huh! Whadyer mean?" the other replies.

"What type of overhaul has 520 had, a 1, 2, or 3 class overhaul".

"Well whattser difference then?"

"Dunno really, they all mean a painted up tram, but there must be some differnece or the Tramways wouldn't call 'em what they do!"

There is a difference, a big difference, all ending in a clean painted tramcar. The following text will describe in detail, procedures involved in the three classes of overhauls performed by the M. & M.T.B. at Preston Workshops. Firstly, these procedures vary slightly for wood framed and steel framed bodies. Trams are overhauled and painted every 4 to 4½ years. A sample running sheet, illustrates the order of overhauls carried out.

TRAM	4½ years old, 1st repaint, call 03.
9	" " 2nd " " 02.
13	" " 3rd " " 03.
18	" " 4th " " 01.
22	" " 5th " " 03.

and so repeating. This timetable will vary between cars, due to accidents, excessive use, periods in storage, etc. Three overhaul lists taken from official M. & M.T.B. records may illustrate these facts more clearly.

WOOD BODIED W2 No. 268.

New	1/25	
02	9/26	
01	9/28	* Painted Green
03	1/30	
02	3/31	
01	2/33	* Converted to W2
02	9/35	
01	2/38	
02	7/40	
01	8/43	
02	6/47	
03	8/49	
01	4/51	* Car rewired
02	10/56	* Roof recanvas drip rails
03	9/61	* Upholstered saloon seats Colorflek ceilings
01	11/63	
03	4/70	* Fire damage

STEEL BODIED W5 No. 800.

New	9/37	
02	5/40	
01	9/44	
02	12/48	
01	2/53	*Pan Handle Controller converted
02	10/61	*Colorflek ceilings
03	10/65	
03	5/69	*Collision

STEEL BODIED SW6 No. 940.

New	7/49	
03	2/56	
02	7/57	*Bad collision
01	3/63	
03	12/66	
03	7/69	

STEP BY STEP PROCEDURE FOR AN O1.

O1 of course means overhaul class one. This is the heaviest overhaul possible to perform, in which a tram is mechanically and bodily rebuilt, in a period of time ranging from four months to twelve months where severe accident rebuilding may be involved.

Whenever any car is admitted to Workshops, it is first the responsibility of the electrical mechanics. A portable electric testing plant, including a volt-meter, is connected to the tram via a wandering lead. Tests are made to the motor armatures and fields, to the insulation, to the rheostats and contactors, and to the controller notching. This testing applies to all cars admitted to 'shops' whether an overhaul or not.

For a wood bodied O1, the car is retained on its own trucks, or put on "dummy" (unpowered) trucks at first for body rebuilding. First step is removal of advertisement panels, stripping of barrier rails, side stanchions, pillar facings and lining strips. Side panels are inspected for damage or rust. Good panels are marked for retention. All panels are removed for inspection of timber frame work. Whilst this work is being done, a gang or workers are stripping the interior. Adverts come out first, followed by strap hangar rails, blinds and/or louvres, sashes and metal fittings, locks, bells and grab rails come out in that order. Saloon seats are taken out for repair or storage. Complete reupholstering is necessary sometimes. Saloon sliding doors and motorman's exit doors come out for sanding, scraping and repair, and finally smokers seats are taken out, leaving a stripped skeleton of a body. The wooden frame is thoroughly checked for rot or damage with any doubtful timbers being replaced. Old screw holes are plugged where necessary. Smoker quarter frames are removed if rotted, or rescrewed and tightened, new timbers being fitted where necessary. Internal varnish is sanded off these sections. Outside timber work is given a protective coat of paint before steel panels are refitted.

W2 panels are of 16 gauge galvanised steel sheet, (since 1970 - previously anti-rust sprayed 16 G. mild steel sheets). When panel refitting is near completion, work starts on the drivers cabins. Wind shields and dash panels are inspected and scrapped where necessary. Bulkheads are repanelled and reglazed. All metal fittings, sash lifts, grab rails, bells, locks, and stanchions etc., are inspected by the L/Hand Bodymaker, repaired by a fitter, and/or replaced where necessary, polished and/or chrome plated, and stored for refitting. When all new panels, strips and facings are secure, the body is ready for lifting. Before lifting, trolley poles and trolley bases are removed, the bases being taken to the machine shop for rebuilding and fitting of new bearings.

A 15 ton capacity gantry crane lifts the car body off its trucks onto five foot high mobile trestles. The car is towed by tractor via the traverser to the degreasing plant, where the under body and working equipment is cleaned with high pressure steam, to remove grease and dirt build up, prior to men working under the car. Thus the mechanical overhaul commences. All drivers cabin fittings, controllers, brake valves, air pipes and hand brakes are removed, the controllers being stripped and rebuilt in the electrical shop. All under body fittings are now removed. Electrical resistances, contactors, and governors are lowered so electrical fitters can inspect and rebuild the various components. The compressor, relay valve, line breaker, safety valve and all air pipes are removed, the compressor and all air fittings are stripped, rebuilt and tested in the air section of the machine shop.

Sand hoppers and sanding gear are removed (W2 only) and checked. The life guard trays, gates and setting mechanism are checked and adjusted. Bolster centre and side bearing plates are renewed. The air reservoir is lowered and tested for leaks, as is all piping. The reservoir is coated with an anti-rust treatment. Any sediment in tank or pipes is flushed out. All brake levers and cables are lowered and degreased in a trichlorethylene tank. Brake cables are replaced. Brake levers are welded and ground on bearing surfaces. New steel or nylon bushes are fitted into pivot holes. With the lowering of all under body equipment, the floors are tested for damage and rot, all damaged timbers being replaced. If necessary, a completely new floor is fitted. Cabin floors, headstocks (crown planks) and bumper summers are repaired or replaced at this stage. All exposed and removable wiring is checked for wear or damage. Copper terminal lugs are checked and resoldered where necessary. Most W2's were fully rewired at 30 years of age, (See 268 history). Wooden troughing to house the wiring is repaired or replaced where necessary.

### THE TRUCKS.

If a low mileage has been run on the trucks of an Ol car, they will be directly transferred to another car, otherwise they will be fully broken down, the worn wheels or tyres scrapped. Truck frames and components are steam cleaned and degreased. Worn parts are welded and remachined. Motors are stripped to an empty case. Commutators are ground and slotted, and armatures are completely rewired where necessary. New composition brake shoes and cast iron holders are fitted to truck frames. Bolster bearing surfaces are renewed. New wheels or tyres, or returned wheels are fitted. New or reconditioned sleeve or roller bearings, go onto the motors. Fully reconditioned motors are lowered into the trucks. New white metal axle box bearings and greasing completes the truck assembly. NOTE: All trucks and motors are overhauled every  $2\frac{1}{2}$  to 4 years, or after running 45,000 to 80,000 miles. G.E. Compressors are overhauled every 5 years or 90,000 miles. D.H. 16 Westinghouse compressors used in sliding door trams, are overhauled at 40,000 miles.

Now the rebuilding stage commences. All forementioned components are returned from their repair sections and refitted into position. Whilst all this mechanical work has been going ahead, a gang of body makers have been hard at work, scraping down old varnish and sanding interior timbers. Doors and sashes, (often completely new), are fitted into place and tested for fit. These are removed again for painting. Pre-sanded bulkhead sliding doors are fitted into position on repaired rollers and tracks. ROOFS come in for attention. Roof ends and destination boxes are made water tight with a coating of celastic sealer. Splits in the canvas covering are repaired with the same material. If the roof sections are damaged, new boards or ply wood will be put in place, and the section concerned re-canvassed. (Complete roof re-canvassing ceased in 1961, No. 455 being last car so treated). New 16 G. steel guttering and down-pipes are put on cars so fitted. Drip rails and roof edging is repaired on other cars. FLOORS are covered with new malthoid, cemented to the boards. New Jarrah wearing slats are screwed to cabin and smokers floors. Saloon seat frames and smokers seats, pre-sanded and scraped, are installed. With the completion of installation of under body equipment, the body is lowered back onto fully reconditioned trucks. Trolley bases and poles, fitting of overhauled route No boxes, and of new or reconditioned roof troughing to position, completes the assembly.

A brief mechanical inspection and a complete electrical wiring test, ensures the car safe to move under power in the workshops area.

PAINTERS work on cars when and as required during workshop overhaul, cleaning off old paint that is cracked or blistered, by scraping or burning off. Various primer coats are then applied, emphasis being on new or bare timbers. Metal parts are cleaned with a solvent, and then a wash base primer treatment is given, followed with an "all metal" primer. Puttying then follows with stopping and filling where necessary. Body dents are filled with metalfill or fibreglass filler.

The overhaul performed on a steel bodied car for an O1 is almost identical to the forementioned text for a W2 car, except for the details of the body overhaul. A W5 or SW6 car loses its trolley poles and bases first, and is immediately lifted. It is towed to the degreasing plant for cleaning. Body and mechanical repairs are done simultaneously, in conjunction with each other. The mechanical repairs are done EXACTLY THE SAME as described for a W2 car, with the addition of air gear stripping of sliding door mechanisms in SW5 and later classes. The body is stripped in a similar fashion to the W2 also; however SW5 to W7 cars require special attention to metal framed sashes and to some saloon seats. Wooden or masonite side linings are removed so that side panels and steel frames can be inspected. Buckled or dented sides are panel beaten flush. Any rusted out panel sections are cut out and new sections welded and spliced in. Badly corroded or damaged sections are now completely replaced as happened to W5 cars Nos. 733 and 743 in 1971. Since 1970, it has been the policy to replace rusted smokers panels on all sliding door trams under O1, 2, or 3. Water off the doors settled behind this panel. Now drainage slots are cut into smoker panel bottom frames, so this water can now escape. This panel on SW5 and later class cars is of 16 gauge galvanised steel sheet, saloon panels of 14 gauge mild steel sheet. All old panels are of 14 or 16 gauge mild steel sheets. Since 1970, overhauled W5 cars have the centre smoker entrances panelled and glazed in. New saloon linings of masonite are fitted to W5 cars whilst walnut colored laminex is fitted to centre bulkhead panels, smoker linings, and to small lining sections in all steel framed cars, where practical.

Other previously described repairs for W2 cars, e.g. varnish work, seats, etc., are carried out on the steel cars. On SW5 onwards group cars, internal hexagon stanchions are tightened and repaired, often with new chrome plated or plastic covered grab sections. Tubular steel seat frames are trued up and rechromed. Tip over back seat frames (cars 850-889) are stripped, checked and tightened by a fitter. Metal sashes are checked, reglazed, tightened and refitted, complete replacement sashes being sometimes necessary. Pneumatic sliding doors are taken out and all joints tightened. Internal sides are sanded clean. If necessary worn out doors will be replaced. All pneumatic equipment, door engines, pistons, tracks and rollers are removed, repaired and tested by expert air fitters, on testing benches. New bearings and gaskets are put in where required. All valves and engines are carefully lapped and honed to ensure 100% accuracy and freedom from leakage. All door equipment MUST PASS a stringent test before reinstallation into a tram.

On ALL CLASSES of tram, all scratched or dirty glazing is replaced. Route number and destination boxes are stripped, and thoroughly checked, before replacement. New or cleaned calico indicator curtains are fitted to these boxes. New external stanchions and grab rails are fitted when necessary. Lifeguards and mechanisms are refitted and tested carefully. New running boards and aluminium tread plates are fitted to all steps and entrances to complete the body section of any overhaul.

THE SECOND MAJOR OVERHAUL is the overhaul class two or O2.

This type of overhaul is a BODY overhaul ONLY. In most cases, the mechanical workings of a tram are not touched in an O2. The amount of body maintenance for an O2 is EXACTLY THE SAME as has been described for an O1. Repairs and procedures are identical. In 75% of cases, O2 trams leave the workshops on the same trucks (bogies) on which they were in-shopped. Only where severe accident damage is involved, will an O2 car need lifting.

Where mechanical components are removed (mainly cabin fittings), they are overhauled and checked out as in an O1, by the air fitters and electrical mechanics. A fully rebuilt body overhaul such as all O2 trams get, usually varies in time under repair from three to six months.

THE THIRD OVERHAUL is the overhaul class three or O3. This is a relatively light overhaul, compared to the other two classes. Nevertheless, it is a thorough and necessary repair job. O3's are never fully stripped internally. Seats and strap hangar rails are usually left in. Panelling or woodwork is only removed when damage or deterioration is obvious, however an O3 CAN AND DOES get repanelled or panel beaten, or resashed or reglazed, if the need be there. All screws and body joints are checked for looseness. Rescrewing is usually necessary. Sashes, wooden and metal are tightened and/or eased. Chipped or scaling paintwork is stopped up or filled. Interior woodwork is usually washed down. Peeling or blistered varnish is scraped clean. Metal fittings are polished or chromed, as with the O1's and O2's. Stanchions, internal and external receive attention every time, also. Usually, an O2 is regarded as the tidy and clean up needed in the period of time between an O1 and an O2. An O3 can vary in time from one month to four months, depending on the extra work found to require attention. An O3 CAN become an O1 or O2.

PAINTING: All cars are carefully washed internally and externally, soon after arrival in the paint shop. The interior varnish work that has been scraped is given a protective coat of clear varnish and all new floor slats painted. This is done PRIOR to the washing. A wash base primer is applied to all external surfaces, and wet rubbed back to the base. This is followed by an exterior touch up with undercoating, then puttying and re-touch up. All external painting and internal varnishing is done by hand with a brush. A single coat of undercoat is applied to all external surfaces. Two coats of "Dulux" High Gloss enamel are applied next, a light rub down being done between coats. Sashes and doors and louvres are painted separately away from the tram. Roofs receive one undercoat and one coat of specially prepared weather resistant paint.

O3's usually retain old paint work on most sections. This is well washed and rubbed down prior to touching up. One undercoat and two top coats complete the job.

INTERIORS: O1 and O2's. All natural finished timbers receive three coats of clear varnish. W2 to W5 ceilings are sprayed with a low gloss undercoat and one coat of BALM "Colorflek" paint is sprayed to the ceiling boards. On lined ceiling cars, old paintwork is washed down and touched up and one coat of ivory enamel is sprayed to the ceiling. On O3 cars, interiors are washed. One coat of varnish is applied to timbers, more coats if timbers have been sanded. On lined ceiling O3's, ceilings are washed only, not painted. Colorflek ceilings are usually resprayed. If ANY CAR, overhaul or not, has been booked for a leaking roof, or roof paint is chipped or cracked, a 20 gallon covering of grey Envelon (P.V.C. coating), is sprayed all over the roof sealing cracks and leaks. A coat of roof colour completes the job. Any new canvas patching (from accidents) receive special attention. An oil sealer is applied to the bare canvas followed by a couple of undercoats and two top coats to the new area to blend colour and appearance into older painted sections.

NUMBERS and monograms are applied as transfers. Some signwriting completes the painting. Thus the newly painted tram is ready for fitting up.

FINISHING: Body makers install sashes, louvres and/or blinds, doors, timber cappings, strap hangars and rails, bells grab rails and seats in that order, into position. A thorough inspection by body shop staff of all work and fittings, finishes the body repairs. After adjustments and paint touching up, the car is ready for mechanical inspection and completion.

The tram is positioned over a pit and a wandering lead connected to the power supply. Air fitters test and check brakes, compressor, all valves and sanding equipment. Air leaks are traced and eliminated, and the leak down time from 70 to 60 pounds per square inch, checked with the brakes full on. This time must be no less than 20 minutes. Life gate mechanisms are tested, lubricated and adjusted. Sliding door mechanisms and running are tested. Doors must be 100% perfect in air sealing and in continuity and operation. Electrical mechanics test controllers, resistances, switches and lighting. All motor armatures, field coils and brush gear are well tested for insulation. Each motor is independently tested for ability to propel the empty tram. When all static tests are completed, the tram is given a test run in Gilbert Road, West Preston, emphasis being placed on motor running and braking. Any defects are noted and rectified. Further tests, static and running, are carried out by the Inspecting Foreman of Runningsheds. O3 trams do not get this final inspection. The trucks and lifegyards are spray painted black to finalise the overhaul. The car can now be despatched to its home depot, a virtually new tramcar.

How is a tram selected for overhaul? you ask! The last three overhauls for all trams, are listed on a master sheet in the records office. From this list, a separate list is kept of trams which haven't had an O1 or O2 for 9 or more years. These lists are used in conjunction with reports on body condition received from Senior Foreman (Runningsheds) to determine priorities for trams to be overhauled. The Body shop Foreman in conjunction with the Works Manager, decides the class of overhaul which shall be given. Up to 20 trams are under various classes of overhaul at any one time.

In addition to routine overhauls, other major jobs are undertaken at Preston Workshops. Collision repairs are well to the fore, some 20 to 30 major and countless minor accidents, being repaired each year. Also other major jobs done recently include fitting of armour plate glass to bu<sup>l</sup>'heads and doors of all cars of the L, W2, 3, 4 and 5 classes, some 480 cars being modified in less than 12 months in 1968-69. Now some 220 cars of the W5 to W7 classes have been fitted with safety head and tail lights in the last 15 months, (as at 23/10/71).

In addition to the major overhauls, every tram visits the workshops every 2 to 2½ years for truck changes. Whilst in shop, the electrical, air and lifeguard systems are completely tested and adjusted. A check of body fittings, doors and sashes etc., is routine with these visits. Necessary repairs and paint touching up is carried out. Finally, every tram has a "day-in" servicing after not more than each 100 hours of operation, at its home depot, where trucks are oiled and greased, brakes adjusted, wheel flats removed, and wheels measured for gauge and diameter. Trolley pole carbon skids are changed, trolley poles and bases are adjusted. Any necessary body repairs or painting are carried out.



The average tram runs approximately 1000 miles without requiring servicing. 90% of allocated trams are used in daily traffic, 10% being off the road for servicing and repair. These facts clearly illustrate the work put in to maintain Melbourne's trams at the highest possible standard. It is hoped that both the tram enthusiast and Tramway traffic employees who never get to see the inside story on our trams, will have a new appreciation of the vehicles, and of the men and supervisors who repair and look after them.

#### ACKNOWLEDGMENTS:

Thanks must be expressed to the various M. & M.T.B. officers who wish to remain anonymous, for their help and guidance in preparing this article, and to the Tramway Museum Society and Dave Menzies, for making some scattered thoughts in my head make some sense. - N.C.

#### NEWS FROM OTHER MUSEUMS - BALLARAT

The concrete foundations for the new shed for the Ballarat Tramway Preservation Society were constructed in early February. The B.T.P.S. cars are still in the S.E.C. depot, where some track has been lifted for use on the tourist project.

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~~TRAMWAY QUIZ~~  
**TRAMWAY QUIZ : : : : :**

At the Museum's December meeting, held in Malvern Town Hall, a different type of activity was tried. This took the form of a very successful quiz on various tramway topics including historical facts, general knowledge and Museum affairs. The Quiz was administered using five groups of approximately six members to give written answers to 60 questions. The group led by member Ian Stanley won the competition and each team member was presented with a tramway lithograph which was donated by Sales Dept. For those readers who were unable to attend the meeting, we include a selection of the questions for you to try your skill. Answers will be found on page 15.

SECTION A - GENERAL KNOWLEDGE:

1. Which is the most Southerly tram terminus of the M. & M.T.B. system?
2. Which M. & M.T.B. vehicle has the radio callsign of R21?
3. Who is the Secretary of the M. & M.T.B.?
4. Do trams run in Flinders Lane.
5. Should power be OFF or ON to activate the points for the curve from Glenhuntly Road into Glenhuntly Depot?
6. What alphabetical prefix is used on Run number discs used by Camberwell cars?
7. Which M. & M.T.B. official regularly uses binoculars in the course of his duty?
8. What does the symbol "Q" mean to tramdrivers approaching the Franklin St. signal box?
9. What is the destination of the 67 tram?
10. What type of bus in No. 372?

SECTION B - MUSEUM TOPICS:

1. What is the name of the road in which the Museum site is situated?
2. What is the number of Mr. Twentyman's cable dummy?
3. If you subtract the numbers of the tramcars stored at Wantirna South, what would be the class of the car with the resultant number?
4. Who built the Museum tramcar stored at Bayswater?
5. Where is the venue for the annual TMSV Moomba Exhibition?

SECTION C - GENERAL HISTORICAL:

1. In what year did the Geelong tramways close?
2. Who was the first chairman of the Tramways Board?
3. Which tramway did the Melbourne Electric Supply Co. operate?
4. Which tramcar was painted grey and blue and fitted with dash canopy lighting to advertise Citizen Air Force recruiting during the 1950's?
5. Which cars were the first of the W series to have transverse seating in the saloons?
6. Which was the first tramcar manufactured by the Tramways Board?
7. Which two single truck cars sold to the SEC by the M. & M.T.B. were radically different in body design to the remainder of the California Combination cars sold to the SEC?

8. Which M. & M.T.B. vehicles were the first to carry the green and cream livery that we basically know today?
9. Name the only passenger cars bought by the Board from another tramway undertaking apart from those taken over by the Board during its formation?
10. What Victorian trams had radial-axled trucks?

#### SECTION D - THE TRUSTS:

1. Which tramway system was taken over by the M. & M.T.B. in August 1922?
2. Which Richmond City Councillor and later Chairman of the M. & M.T.B. was a member of the Hawthorn Tramways Trust?
3. Which was the first municipally operated electric tramway to operate in Melbourne?
4. How many different types of passenger tramcars were operated by the Melbourne, Brunswick and Coburg Tramways Trust?
5. Where was the depot for the Fitzroy, Northcote and Preston Tramways Trust?

#### QUIZ CHAMPION QUESTION:

##### Who am I?

- a. During the early years of the M. & M.T.B. I held the position of Overseer of Running Sheds.
- b. When the M. & M.T.B. was formed, I was employed by the P. & M.T.T.
- c. Before transferring to the P. & M.T.T. I worked for some time with the North Melbourne Electric Tramway and Lighting Co.
- d. Between 1894 and 1896 I ran, single handed, an electric tramway 2 1/4 miles across the paddocks beyond the North Eastern suburbs.
- e. In 1892 I was appointed Engineer of the Doncaster & Box Hill Electric Road Company Ltd.

#### TRAMWAY EXHIBITION

*Models	Tramway Hall,
*Films	Stanhope St.,
*Photos &	MALVERN.
*Relics	Enquiries 25-2996.

March 5, Sunday	3 p.m. - 9 p.m.
March 6-10 Mon-Fri.	7p.m. - 10 p.m.
March 11 Saturday	10 a.m. - 10 p.m.
March 12 Sunday	3 p.m. - 9 p.m.
March 13 Monday	10 a.m. - 5 p.m.
(Labour Day)	

THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD.

## *MUSEUM MUSES*

### COMING EVENTS FOR 1972.

Jan. 21, Friday: AETA tour of signal box.

Feb. 7, Monday: MUSEUM social meeting.

" 12, Saturday: A RHS/MUSEUM tour to Bendigo.

" 13, Sunday: AETA tram tour, Melbourne.

" 18, Friday: AETA film night.

March 5-13: MUSEUM exhibition, tramway hall, Stanhope St. Malvern.  
(details on page 11.)

" 17, Friday: AETA meeting.

" 27, Monday: MUSEUM social meeting (NB: this is in place of the meeting previously scheduled for April).

Easter: AETA Convention, Adelaide.

April 21, Friday: AETA meeting.

May 19, Friday: AETA meeting.

June 5, Monday: MUSEUM social meeting.

" 16, Friday: AETA meeting.

July 21, " " "

Aug. 7, Monday: MUSEUM social meeting.

" 18, Friday: AETA meeting.

Sept. 15, " " "

Oct. 2, Monday: MUSEUM social meeting.

" 20, Friday: AETA meeting.

Nov. 17, " " "

Dec. 4, Monday: MUSEUM Christmas meeting.

" 15, Friday: AETA meeting.

MUSEUM: Tramway Museum Society of Victoria (Society events are underlined).

AETA: Aust. Electric Traction Assoc.

AHS: Aust. Railway Historical Society.

MUSEUM social meetings are held in the upstairs lecture room, Malvern Town Hall, commencing at 8.00 p.m.

### TELEPHONE:

The PMG have been busy at Bylands running an underground cable along the east fenceline between Union Lane and the house. The cost of installing the phone is being shared with the caretaker and we now have a means of contacting the outside world in an emergency. Let's hope we don't have to use it.

### CABLE TRAMS:

We have recently provided assistance to the National Trust of Victoria in a quest for information about cable cars. This also provided us with an opportunity to develop closer contact with the Trust which will be useful to the Society as we progress with the Museum project.

CABLE TRAMS (contd.)

Throughout January the State Savings Bank had a cable tramway display in their head office building at the corner of Elizabeth and Bourke Streets. Many of the items displayed were provided by member Alfred Twentyman from his comprehensive private collection. This mode of transport will also be featured at our display during Moomba week.

PARTS FOR GRINDER:

The M. & M.T.B. kindly made available a mountain of spare fittings for the Society to use in conjunction with Austral-Otis grinder No. 2 donated recently. These were collected by trailer and have been stored in Melbourne awaiting transfer by truck to the Museum. The spares, totalling about 3/4 ton, include a complete set of drive ropes and many of the special spanners for changing the abrasive discs. Our museum is certainly well endowed with grinder parts!

WORKS COMMITTEE:

During January the Works Committee was enlarged and re-organised. A programme was drawn up for the first quarter of 1972 which included demolition of Kilmore station, dismantling of Hoffmans Brick Co. siding at Jewell and the jacking of Geelong 22 for removal to Bylands. The new committee comprises: Mike Cornwall, Noel Gipps, Andrew Howlett, Rod Hudson, Bill Johnson ("Works Sheet" compiler), Doug Prosser and Peter Stoneham.

Works will continue on Saturdays and Sundays at present with pick-up for those without transport at 9.15 a.m., Batman Ave. Bus stop (just east of the tram shelter).

SEATAINERS TO BYLANDS:

The evening of Wed. 7th of December, saw the arrival at Bylands of 4 Seatainers. For those not versed in the language of the sea, these are steel containers used for shipping cargoes around our coast. These particular units, known as "D"'s, are 6' x 6' x 4'. As is to be expected these have to be maintained to a very high standard and periodically some are scrapped. Fortunately one of our members works for the Shipping Company concerned, Associated Steamship Pty., and this is how we came to acquire these four.

The units are to be used as a stores for our great collection of bits and pieces, and as they are waterproof, should prove ideal. These were collected by trailer and stored in Melbourne until trucked to the Museum. (see below).

TRAMCAR MAINTENANCE:

The roof of the Ballarat scrubber has received one coat of paint but the Kilmore work has resulted in deferment of this task. The Works Committee will be organising a small squad to perform the lighter tasks of tram maintenance.

KILMORE STATION:

To provide some of the materials necessary for the depot walls at the Museum the Society successfully tendered for the demolition of the station buildings. Following excellent turnups from members the task was substantially completed during January.

MOVING MATERIALS:

The hire truck used to move timber between Kilmore and Bylands on two days was also used to deliver many items from Melbourne. Among them were the grinder parts mentioned earlier, many wheels, and other truck components acquired some years ago and stored by Peter Stoneham, two fire alarm posts for use in the Museum 'street', and a toilet and small shed obtained by Bern Hurren.

BYLANDS-GENERAL:

The goods platform has been demolished to enable the area to be levelled. A power pole has been erected to enable separate metering for the house and the Museum.

BENDIGO TIMETABLE:

We feel that readers should be made aware that Bendigo tramways now operate a flat 24 minute service from first to last car each day. Only one extra run is made each evening peak.

WEST AUSTRALIAN ELECTRIC TRANSPORT ASSN.

The Secretary of the W A E T A is now Mr. Brian Morell, 146 Virgil Ave. Yokine, W.A. 6060.

CAMPUS TRAMLINES:

The Australian National University is considering a suggestion that it should buy Ballarat's old trams for an on-campus transport system.

But university officials give the suggestion little chance of being put into practice.

The novel idea came from leaders of the ANU Student Union, and supported by the Students' Representative Council.

The union's board of management recommended buying the trams to the university administration some weeks ago.

This followed the opening of an enquiry into the feasibility for an improved transport system on campus.

PROBLEMS: Moving from place to place at the ANU already presents special problems.

The university has more than 4800 students enrolled and the campus covers an area in excess of 400 acres.

The Student Union said it thought the Ballarat trams which went out of service last year, would suit the university's needs perfectly. It even went so far as to also suggest buying Bendigo's trams when they were discarded.

Tower Wagon

A quick series of events culminated on Saturday, 22nd January, 1972 in the Society acquiring an Ex-M & M. T.B. ex-Tower Wagon. We learnt recently that the Board was replacing Nos. 3 and 4 (1941 and 1938 Chevrolets). The "grapevine" advised that No. 4 had a mechanical problem so we decided to apply for No. 3. A letter was rushed to M. & M.T.B. Secretary Mr. W. Aird who passed it to Mr. H. Simkin, Controller of Stores. Mr. Simkin personally involved himself in the matter and managed to arrange with the firm supplying the two new chassis to accept the nominal trade-in amount of \$100.00 in cash instead of the vehicle. We thank both these gentlemen for their assistance. It was duly arranged for Keith Kings and Doug. Prosser to collect No. 3 from North Fitzroy Bus Workshops and transport it to Bylands, where it now resides.

The telescopic tower and associated power take-off equipment was removed for use in the replacement vehicle. However, a chance remark informed us that an ex-horse drawn tower wagon (non-telescopic) tower was still stored by the Board. This was obtained and moved to Bylands. Its eventual fitting to the Chevrolet will give an extremely useful vehicle. It will not only help erect trolley wire and bracket arms, but can be used to instal timber, iron and spouting on the Depot as well as during painting operations. Another reason for acquiring this vehicle is to provide a reasonably elderly chassis for eventual restoration as a period tower wagon. We cannot foresee when the Board might have a telescopic tower and power take-off unit surplus, consequently restoration is obviously far into the future. However, we have acquired the "foundation" upon which to build.

TRAMWAY QUIZ ANSWERS:SECTION A.

1. East Brighton Route 64.
2. The Chairman's car.
3. Mr. W. Aird.
4. YES, between Market St. and William St.
5. Neither! They are hand operated points.
6. 'V'.
7. The Signalman at Franklin St. Box in order to read route nos. etc.
8. Shunt at the Queensberry St. crossover in Swanston St.
9. Carnegie.
10. A Leyland OPS1.

SECTION B.

1. Union Lane off the Hume Highway.
2. 436.
3.  $680 - 467 = 213 = V$  Class.
4. Pengelley & Co.
5. Our exhibition will be held at Tramway Hall, Stanhope St. Malvern. Will you be there?

SECTION C.

1. 1956.
2. Alexander Cameron.
3. The Geelong Tramways.
4. 923.
5. The W4 class.
6. S class No. 166 at Coburg depot.
7. R class cars Nos. 152 & 153.
8. Buses used to provide a temporary service during the electrification of the St. Kilda Rd. Cable tramway.
9. VR Cars Nos. 52,53,54.
10. M. & M.T.B. 'T' class and Geelong Pengelleys.

SECTION D.

1. North Melbourne Electric Tramway and Lighting Co.
2. Hector Hercules Bell Snr.
3. The Prahran & Malvern Tramway Trust.
4. 2-types later M. & M.T.B. 'S' & 'T'.
5. Old Thornbury depot, corner St. Georges Rd. and Miller St.

Champion Answer: HENRY J. HILTON.

Your Quizmasters: Robert Green and Andrew Howlett.

RUNNING JOURNAL; Many back issues are still in stock.

Here are just a few, with a list of the main articles  
in each.

.....  
Dec. 1971; 35c

The Romance of Trams in Bendigo, from The Bendigo  
advertiser.

Manx Cable Tram Restoration, by F. Pearson AMIMI AMIRTE

Ballarat Closure - additional notes.

Oct. 1971; 35c

The Northcote And Preston Cable Tramway, by A. E.  
Twentyman.

The T.M.S.V. Car Fleet, The report of the T.M.S.V.  
car committee.

Ballarat & Bendigo Tramways Report - 1933, by A. Howlett  
Ballarat Tramways Finale, by K. S. Kings.

Aug. 1971 35c

The Tasmanian Transport Museum Society, by G. R.  
Clements (Vice-President, T.T.M.S.)

The Art of Rostering in the Tram & Bus Industry, by  
R. C. Drummond (Traffic manager, M.& M.T.B.)

Tramways of the 1970's, by B. Silcove

A Tale of Two Sundays, by D. McCartney

Cable trailer 439, by K. Stodden

June 1971. 35c

The W2 Story - a short history of a class, by N. Cross

Introducing Bylands. by A. Howlett

Museum Muses

Society Directory

April 1971 35c

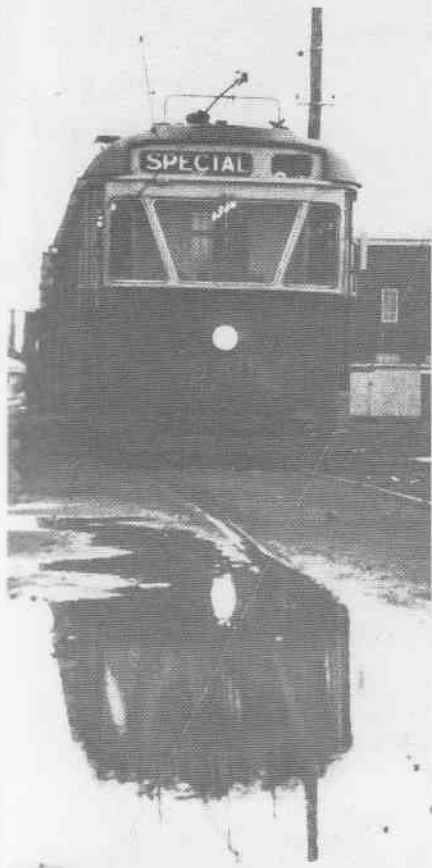
SPECIAL ISSUE. 7 maps & 14 photos.

Electric Street-Transport In Perth (W. A.)  
under government control 1913-1969. by W.E.L.T.

There are many other issues still available; - enquire at the sales  
counter at the next society meeting, tour or exhibition.

.....  
Order from; T.M.S.V. Sales - 237 WattleTree Rd. Malvern, Vic. 3144.





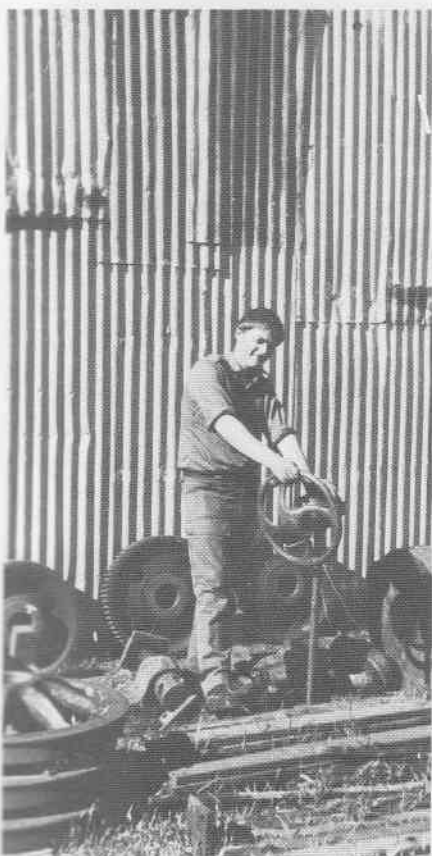
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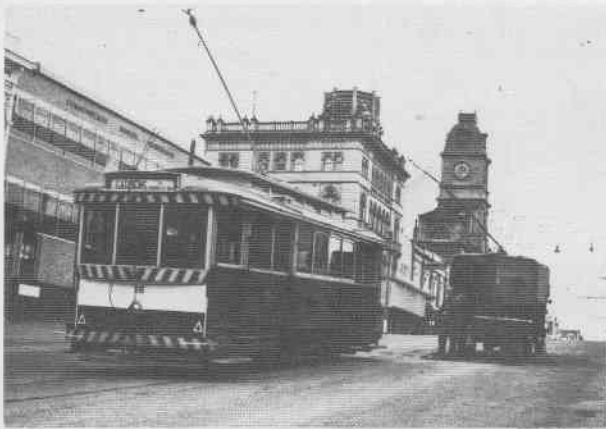


7



8

- 5: 980 pauses at Brunswick depot during the latter part of the society's 1971 "Golden Sunset" tour on Boxing Day.  
(C. Mottram)
- 6: (L. to R.) Brian Weedon, Len Millar, Robert Aspinall and Colin Withington salvaged hundreds of feet of timber from the roof and ceiling of Kilmore station on Jan. 2nd when a large workforce commenced the demolition task.  
(J. Rush)
- 7: The following week resulted in further acquisitions of materials for depot construction at Bylands from the station walls, but first the problem of that chimney had to be resolved (it was — with a bang!).  
(M. Duncan)
- 8: Trevor Benefield sorting and stacking some of the heavier items which were among the mountain of spare parts obtained from the Ballarat Tramway and trucked to the museum. Most of the smaller items are in the new store shed behind him.  
(G. Breydon)



9

9: July 1970 and Ballarat tramcar 18 rumbles past the welding crew in Sturt street on its journey to the Gardens.

(J. Rush)



10

10: Car 18 as preserved under cover by the Borough of Sebastopol in Vickers Street in that suburb.



11

11: In October the S.E.C. moved the remaining Ballarat cars (except for those to be operated by the B.T.P.S.) from the Depot to Ballarat North power station. Left to right; - 31 (less truck), 30 and 32.

(C. Mottram)



12

12: Footscray said farewell to its trams ten years ago. The last car, 469, is shown at the depot on March 10, 1962.

(D. Macartney)