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The Tramway Museum Society of Victoria Ltd.

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2.

COVER: BENDIGO FAREWELL

The balcony of the Shamrock Hotel served as a vantage point for watching and photographing the parade of tramcars along Park Mall, as residents of Bendigo say farewell to the S.E.C. tramways. Birney and maximum-traction cars ran on adjacent tracks from Charing Cross towards the depot.



3.

2. MELBOURNE AWASH!

Trams destined for Spencer Street paused at the G.P.O. corner before attempting to cross the river flowing along Elizabeth Street.

3. It was not long before the following trams caught up to the first vehicles and were trapped in the rising flood waters.



4.

4. The underground 'Gents' at the Post Office was rather damp!— so were the traction motors of 591, caught in the worst street part of the city.

MELBOURNE AWASH!!.....by D. Menzies.

Heavy rain fell in Melbourne during February, 1972, making it the wettest February on record. In the first 21 days 922 points of rain had fallen, compared to the average rainfall for February, of 184 points. The previous wettest month was November, 1954.

This bad weather created severe problems for the transport operation in Melbourne. The worst days were Tuesday 15th, Wednesday, 16th and Thursday, 17th, with Thursday being the most dramatic.

On Tuesday, 15th February, at around 3.30 p.m. in the city area, skies darkened, the wind howled and a massive deluge commenced with 75 points of rain falling in 10 minutes, leading to power black outs, and substantial damage. One casualty of this was the wrecking of the verandah of the Savoy Plaza Hotel, in Spencer Street.

Services were delayed by flood waters on the following routes:-

West Preston -	Gilbert Road
North Balwyn - Burwood	Spencer & Little Bourke Sts.
St. Kilda Beach (10 & 12)- Via South Melbourne	Clarendon St. & Normanby Rd. South Melbourne Viaduct.
Essendon Aerodrome -	Essendon Stn., Racecourse & Flemington Rds. Delay over 1 hour.
Camberwell -	Commercial Rd. & Chevron Hotel
West Coburg -	Park St, West Brunswick
East Malvern -	Bambra & Balaclava Rds.

Where possible cars were diverted, short shunted and, or, run bang road to maintain services and a bus was used between Bell and Regent Streets on the West Preston route.

Wednesday, 16th, started as a normal day including the usual peak hour problems. However, at 7 p.m. emergency services came into operation when a power pole was knocked down by a truck in St. Georges Road, West Preston. This resulted in a large percentage of emergency vehicles and staff being called to that locality. At this stage, fate took a hand and again the rain came down, mostly in the western suburbs. Silt caused derailment and delay for 95 minutes at Raleighs Road and Wests Road, Maribyrnong. There was also silted points at Ascot Vale Road, resulting in one tram on the "Up" West Maribyrnong, being diverted to the City via Moonee Ponds Junction. There were also delays at Essendon Station of up to 21 minutes caused by flood waters. The waters later subsided and weary Board's officers headed for home. The worst, however, was still to come.

On Thursday, 17th February, at about 3.15 p.m., the rain started to fall moderately and by 4.05 p.m. it had reached deluge proportions, and was accompanied by a severe electrical disturbance. Three inches of rain fell in one hour. The downpour was heaviest in the Central area and in Carlton, Fitzroy and Richmond. By 4.45 p.m. waves were seen to be lapping round the parking metres in Elizabeth Street, driven by a 34 m.p.h. wind. The water was estimated to be at a depth of 4 ft. at one stage and an old sea-dog is supposed to have estimated that the water flow was 12 knots.

This flow of water led to severe flooding of Flinders Street with trams stranded in the water up to their doors.

Other parts of the city also suffered in varying degrees, including Spencer Street, Sydney Road, at Moreland Road, Lygon Street, at Park Street, Carlton, Flemington Road, Kingsway, at Dorcas Street, which impeded the traffic to and from South Melbourne Depot.

The workshops at Preston also had their troubles including parts of the workshops being flooded. Later, when they had bailed out, the staff were to carry out a fantastic job in rectifying the damage caused to the trams by the floods. Up to 9 a.m. on the Friday 72 defective trams were reported to Preston, of these, 43 were attended to Preston Workshops, and 29 at varying Running Sheds. As an aftermath 20 additional trams were attended to for faults.

Although there were not enough serviceable trams, to meet the Friday morning peak, the clearance of service trams by the workshops, and running sheds, and the ferrying of these to Depots gave sufficient serviceable trams to mount full services in the afternoon peak on Friday.

A lot of work went on behind the scenes as the flood waters receded, most routes were functioning with some service, by 8 p.m. with exception to Prahran, where it was about 9 p.m. when any reasonable service was restored.

Trams were locked and abandoned on shunts, sidings, and at termini as follows:-

Dudley Street	2
Simpson Street	2
Batman Avenue	1
Malvern/Burke Road	1
North Coburg	1
Spencer Street	2 - north of Lonsdale Street
Franklin Street	<u>1</u>
	<u>10</u>

Gradually, these trams were towed, or pushed, back to depots, the last tram being 945, ex. Simpson Street, into South Melbourne at 3 a.m. on Friday 18th.

While the towing and pushing was going on, Preston Workshops were in the throes of getting any trams which could turn a wheel, to the various depots, to run into traffic. No 610 was transferred to Glenhuntly Depot from Preston as a standby car but did not run in traffic. 469 also ex. Preston Workshops, transferred to Kew and ran up and down Chapel Street on the North Richmond route. Four L class cars were in traffic for the Friday p.m. peak, and were 101, 102, 103, 105. There were numerous transfers of Rolling Stock between depots often for only short periods and space does not permit me to go into any details. One item of interest, however, was the use of W 3 class car, 658, on a trip from Brunswick Depot to St. Kilda Beach, and back again.

While most of us are interested in the trams, and traffic operation, it should be noted that other Board's departments had their troubles too. The most important of these being the electrical section. One Sub-station - "H" Hawthorn Depot was affected from 4.48 - 6.58 p.m. when the feeder panel was open. The team sent to repair the fault were delayed in getting through the congested motor traffic - on arrival, however, fuses were quickly replaced. Meanwhile, this sub-station was fed from Camberwell, and there was no loss of power on the section.

Because of the abnormal road conditions a high number of overhead poles were hit by motorists - one snapped and required replacement.

Flooding in sub-stations was minor.

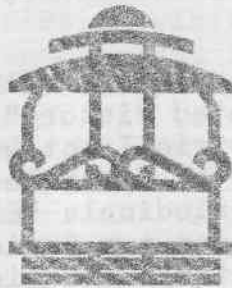
The buses fared well with only one bus slightly damaged. This was a MK. 6 bus in Flinders Street - the fan was bent by the force of water. This was quickly repaired and the bus resumed service. The buses also provided emergency services. Doncaster Depot provided 4 buses to operate on the North Balwyn, Mont Albert, Wattle Park and Burwood routes. Footscray provided two to operate on Burwood and Toorak routes, North Fitzroy provided two to operate on the West Maribyrnong and Toorak routes.

The Victorian Railways also suffered severely from the ravages of the floods as people who tried to get home that night, will well remember. Train services were disrupted all over the Metropolitan area. The flood water that swept from Elizabeth Street into Flinders Street also found its way into Flinders Street Station and eventually into the signalling equipment. Services were disrupted from 4 p.m. to approximately 7.20 p.m., when some trains started to run on the Eastern lines and services were gradually built up from there. During this period some services, on the Western lines, such as Upfield, etc., attempted to operate by being turned back from Spencer Street but were later withdrawn because of water on the tracks in the Spencer Street yards. Some trains operated from the outer suburban stations to provide limited service in the outer areas. The waters also blocked the subway entrances to Flinders Street and Spencer Street Stations and 36 ft. of water filled up the "cut-in" to the Melbourne Underground Loop Railway.

Like the Tramways, the Railways also had their problems on Friday, 18th. Because the floods did not permit all the trains to be stabled at outer termini, as is normally the case, for the a.m. peak "up" trains to city were reduced. Under these great odds, and having to operate such old equipment, to do it the Railways truly came through with flying colours.

We all have our memories of the floods, the very heavy loading on the trams, and, above all, the great dedication of the staff in keeping the wheels turning in the face of great adversity. The Chairman, quite rightly, sent a letter to all the staff commending them on their efforts. I think the great "pommie" Mr. Winston Churchill, as he was then, in the dark days of 1940, summed the whole business up very well, when he said "Never so much was owed by so many to so few - this was their finest hour".

I would like to extend my thanks to the Secretary of the Tramways Board, and numerous other officers, who assisted me in compiling this record, and also for assistance in providing information so that this great event could be well recorded on film. My thanks also, to Keith Kings, Jim Rush, and Ron Scholten for information and assistance.



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BENDIGO FAREWELL - The end of an era.....by K. Kings

The operation of vintage electric tramcars from the formative early years of the industry in this country ceased for everyday passenger workings on Sunday, 16th April, 1972. The place was Bendigo, Victoria, and the time about 6.00 p.m.

These notes form a sequel to the book "The Bendigo Tramways - An Illustrated History", and have been issued to the Australian Electric Traction Association and The Tramway Museum Society of Victoria Limited for publication in their respective periodicals "Electric Traction" and "Running Journal". These two Societies joined with the Australian Railway Historical Society Victorian Division in the publication of the book.

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The sequence of closure of the routes could not be listed in the book as this information was unknown at press time. It was subsequently announced that the Golden Square and North Bendigo routes would close on the evening of Sunday, 5th March, 1972, with the Quarry Hill and Eagle-Hawk lines following six weeks later, on Sunday, 16th April. Although the closure was spread over only two days, several other events took place in the final weeks which tended to enliven this period.

Saturday, 4th March saw the Tramway Museum Society of Victoria Ltd. combine with the Australian Railway Historical Society Victorian Division to run a farewell tram tour of the Bendigo system. A special train hauled by diesel electric locomotive S.309 conveyed passengers to and from Bendigo, while six chartered trams carried the passengers over the four local tram routes. Trams Nos. 5, 6 and 28 formed one convoy with Nos. 25, 21 and 29 in the other group. This division was necessary because of power supply problems on the outer portion of the Eaglehawk route. The same night also saw the end of normal regular working of single truck trams in passenger service in Bendigo and Australia. No. 7 ran the 11.12 p.m. from North Bendigo and was due at the Depot about 11.17 p.m. No. 19 operated the scheduled 11.10 p.m. from Golden Square, which formed the 11.21 p.m. from Charing Cross, being due at the Depot about 11.26 p.m. These runs went virtually unnoticed.

Sunday, 5th March saw No. 26 leave the Depot at 12.05 p.m. to meet the train from Melbourne and make the return trip to Eaglehawk. The afternoon and evening services on the Eaglehawk and Quarry Hill routes were run by Nos. 2, 5, and 18, while Nos. 24 and 26 operated the Golden Square to North Bendigo service. The S.E.C. had decided to provide two-man operated bogie cars on the latter routes to cater for last-day riding, and to place Birney Car No. 29 in the small garden area between the Depot gate and Hargreaves Street for the benefit of photographers. This car was subsequently placed in service and ran with No. 26. It left the Depot about 4.35 p.m. and returned shortly after 6.00 p.m., visiting Golden Square terminus twice and North Bendigo once. It made similar visits in the evening, being absent from the Shed between about 7.45 p.m. and 9.20 p.m. The news of its appearance spread rapidly on each occasion and it was well patronised. It left the Depot again about 10.20 p.m. and trailed No. 26 to Golden Square for the last run - the 10.35 p.m., being 10.45 p.m. at Charing Cross due at the Depot about 10.50 p.m. Quite a crowd of people, many motor cars, police cars and units from the Golden Square Fire Station gathered at the terminus and followed the trams back to the Depot. The Birney led the way and No. 26 became the "last tram". No. 24 was on the last run from North Bendigo, the 10.36 p.m. due at the Depot about 10.40 p.m. This event was extremely quiet and very few people were present.

Eaglehawk held its first Dahlia Festival on Saturday, 25th March, and the trams ran the normal 24 minute service with extras during the afternoon, which gave a 12 minute service to Eaglehawk. Birney cars Nos. 28 and 29 (the former decorated) left the Depot at 1.40 p.m. for Eaglehawk. No. 28 lead four trams which were spaced throughout the procession of floats and novelty items which paraded from Reserve Street (between the railway bridge and the double track) to the Eaglehawk Town Hall. No 18 carried a band, No. 29 members of the Bendigo Historical Society and No. 25 members of Eaglehawk's Senior Citizens. While speeches were made outside the Town Hall to officially open the week-long function, the normal service was maintained by "wrong road" running on the double track in High Street. The extra cars returned to the city later in the afternoon, as required.

Easter was the next event of note. This period of the year is traditional at Bendigo, with sporting events, a carnival, and culminating in the Monday procession. A normal 24 minute head ay operated from Quarry Hill to Eaglehawk until two specials left the Depot at approximately 11.25 and 11.50 a.m. These two cars ran between Charing Cross and Eaglehawk in convoy with the scheduled cars. Nos. 3, 5, 18, 24 and 26 were in use, but No. 24 developed a defective motor about noon and a number of power failures

were caused. It was returned to the Depot shortly before the city streets were closed. Its place was taken by one of the specials, while the other extra car ran to the Shed after the procession was finished. Traffic was halted through Charing Cross from before 1.00 p.m. until 2.15 p.m. Thus it was with the last Easter traffic for the Bendigo tramways - a shadow of its former glory of every car out on the tracks.

Saturday, 15th April, was the second last day of trams in Bendigo, and the last day on which they ran when the Post Office was open for business. Thus the "Last Tram Mail" organised by The Tramway Museum Society of Victoria had to be carried on a tram and handed in at the postal counter on this day. John Fitzsimons, who organised both the Ballarat and Bendigo "Last Mail" projects, was again assisted by Robert Green and the writer. The trio, complete with three boxes of envelopes, boarded No. 18 at Charing Cross at 8.36 a.m. for the trip to Eaglehawk. After an "official photo" outside the Eaglehawk Town Hall at 9.00 a.m. the Fountain was reached at 9.24 a.m., and the party proceeded to the Post Office, where about an hour was spent helping to carefully cancel several hundred stamps. Late the same afternoon Birney No. 28 was used for the last chartered run in Bendigo, and was also decorated. It was used to carry a newly married couple from Eaglehawk terminus to the railway station.

The final day was Sunday, 16th April, 1972. No. 18 left the Depot at 12.12 p.m. to run the railway connection (from Melbourne) to Eaglehawk. It had been decided to operate a continuous 24 minute service from then, instead of not running the next trams until about 2.00 p.m., as was normal practice. Nos. 26 and 5 joined 18 to provide the basic service of 24 minutes, while Nos. 24, 2 and 25 ran out later and joined the three existing cars in that sequence. They ran as pairs for the rest of the afternoon. Riding soon became fairly heavy as many local residents boarded the trams for a last journey. The S.E.C. had hand-stamped wads of tickets "Bendigo Trams - Last Day - 16th, April, 1972", and many complete sets were sold by the Conductors. Arrangements had been made for the service to cease before 5.00 p.m., to enable a farewell procession to be held before dusk. The replacement buses ran to the tram timetable for the evening, and officially took over the next day.

The 4.24 p.m. trips to both termini from Charing Cross were the last runs. No. 25 followed No. 5 to Quarry Hill, where a long lay-over followed until departure at 5.02 p.m. There were relatively few people about, No. 2 followed No. 26 to Eaglehawk, while Nos. 18 and 24 came towards the city from Eaglehawk. These latter cars ran to the Depot upon reaching Charing Cross. A band and quite a crowd of people awaited Nos. 2 and 26 outside the Eaglehawk Town Hall.

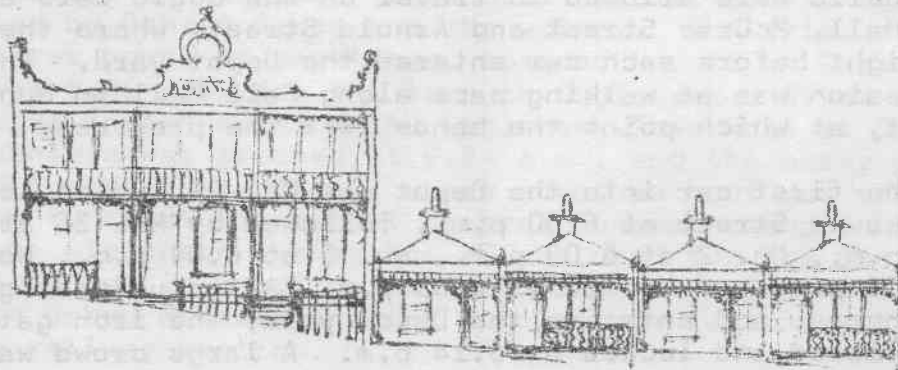
After a farewell, the trams moved off at 5.03 p.m. and eventually reached View Street, near Charing Cross. Here they were met by two bands which escorted them to Pall Mall. The trams from Eaglehawk were heavily loaded, but not as packed as the two last trams from Sebastopol on the night of the Ballarat closure. In Pall Mall the procession of trams and bands re-formed. After some shunting, which involved some of the trams using the defunct point on the closed Golden Square route, there were trams facing north on both tracks. A pipe band led the way, with Nos. 29, 25, 2 and 26 on the "down" or western track, Nos. 5 and 28 on the "up" or eastern track, a combined band leading Nos. 5 and 26, and another band following No. 28. The Mayors of Bendigo and Eaglehawk drove Nos. 5 and 26 for part of the journeys from the outer termini and along Pall Mall, while the last tram, Birney No. 28, was for S.E.C. staff. The public were allowed to travel on the bogie cars along Pall Mall, McCrae Street and Arnold Street, where they had to alight before each car entered the Depot yard. The procession was at walking pace along Pall Mall to Mundy Street, at which point the bands left the progress.

The first car into the Depot was No. 29, which left Hargreaves Street at 6.00 p.m., followed by No. 25 at 6.01 p.m., No. 2 at 6.03 p.m., No. 5 at 6.04 p.m., No. 26 at 6.06 p.m. and No. 28 at 6.09 p.m. After unloading passengers, and entering the Depot yard, the iron gates were closed and locked at 6.14 p.m. A large crowd was present at Charing Cross and along Pall Mall, and many walked to the Depot. The police closed the main streets and diverted traffic. When the trams neared the Depot, motor cars were parked up to two blocks away, and north-south traffic in Hargreaves Street, at the Arnold Street intersection, was halted for more than ten minutes. While noisy, at times, the closure appears to have gone off without serious incident. Apparently many notice plates from inside the trams were removed in the final days. The Mayors of Bendigo and Eaglehawk gave the S.E.C. tramways staff a civic reception after the closure, and this was followed by a dinner to the staff given by the S.E.C. A most despicable event took place during the evening functions with the theft of the "Senior Inspector" badge from Basil Miller's cap.

Many chartered trams were operated in the final weeks. These were mainly for children from various schools in the district, but one hiring was surely unique. It operated on Saturday, April 8th, and conveyed its passengers on a "pub crawl". The patrons of Bendigo's Court House Hotel decided to embark on this venture, and visited 12 hotels in three hours, using bogie car No. 26. Some 60 men participated in this unusual event which went off without any incidents. Visits varied from as little as five minutes (so that the normal service would not be interrupted) to one hour at Eaglehawk.

Plenty of food was also supplied, together with music from two piano accordians.

And so Bendigo's trams were farewelled at dusk. However, an unexpected event took place four days later when No. 26 ran to Eaglehawk under its own power, and was slewed off the old Darling Street extension to a resting place behind the Town Hall - truly Eaglehawk's "last tram", on Thursday, 20th April, 1972. This was ten days more than 82 years since the first battery tram trial, 80 years and 13 weeks since the first steam tram trial and 69 years and two weeks since the first electric tram trial. We say "Farewell" to the last of Australia's "old time" tramways. Thank you for your company; thank you for the memories.



THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD. - DIRECTORY

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THE TRAMWAY HISTORICAL EXHIBITIONS.

From Sunday, 5th March to Monday, 13th March, 1972 inclusive Tramway Hall, Stanhope Street, Malvern was the scene of a major fund raising and publicity venture by the Society: The third annual Tramway Historical Exhibition.

It was the most successful to date and resulted in a profit of over \$580 from door takings alone. (Book and refreshment sales are estimated to have contributed a further profit of over \$250 to society funds). A total of 2540 visitors passed through the hall. As has been customary insurance cover was taken out on all the exhibits, and, at the request of the Science Museum a separate cover was placed on the large cable tram model borrowed from that organisation. The services of a watching company were utilized between midnight and dawn each day.

The production, in large quantities, of a printed poster, was a significant factor in accounting for the increased patronage experienced this year.

A new departure this year was the invitation to several kindred organizations to mount small photographic displays and the following accepted and exhibited for the full duration of the event; S.P.E.R., B.T.P.S., W.A.E.T.A. and A.E.T.A.

For this year the use of the entire hall was requested as it was thought that there would be a greater number of exhibits available and this forethought was justified. The entrance foyer contained photographs, a model of the proposed museum at Bylands, and tramcar control equipment. The main hall and one of the small halls housed an excellent array of models, relics, etc. provided by members of the Society, the Melbourne and Metropolitan Tramways Board, Science Museum of Victoria, various interstate personnel and the societys' own collection. Despite the provision of a much larger theatre this year, at peak times the capacity was exceeded. Visitors often had to wait for seats to see the popular documentary on the preservation of Victoria's tramcar heritage, prepared by Robert Green.

The number of cable tram items offered enabled a special feature to be presented on the stage, including a complete end bulkhead, apron, etc. of a cable-tram trailer. This particular display drew a large number of favourable comments

from the public. Mr. Jack Stranger provided a popular "question answering" service regarding the Melbourne Cable System.

Unlike last year there is no need to dwell on the matter of staffing and member participation as this years response was quite encouraging. There was almost always sufficient staff to keep all exhibits manned along with sales counters, theatrette and entrance table, in fact on at least two occasions there was a surplus of staff.

On the whole the venture ran smoothly and successfully. A reasonable balance between models and other types of exhibits was achieved and considerable press coverage generated, including Keith Dunstan's "A Place in the Sun" and one edition of the "Herald". The boost of over \$800 to society funds came at a time when cash was needed for tramcar movements and acquisition of several important items for the Museum project. Unfortunately one incident upset the "calm". On the evening of 11th March a number of members and friends remained at the hall, after the public had left, to view some movie films and generally get away from the tension of the exhibition. During the course of the evening some person unknown removed a model from one of the layouts, and to date this has not been recovered. As the hall was locked and only staff and members were present this matter leaves a rather nasty taste.

To enable more efficient handling of the increased number of exhibits, trestles, etc. to and from the hall a small van was hired. The total cost of this vehicle was very kindly borne by a member of the society. Many people and organisations helped make the exhibition a success, through cash donations, providing photos, models and relics, manning the stands and by persuading reluctant relatives to come along and pay their 40 cents. Of course the exhibition would not have been possible had not the Melbourne and Metropolitan Tramways Board made the hall available and the various officers of the board shown an interest in the scheme. Considerable personal sacrifice was made by Tony Cooke who once again had the task of organising and co-ordinating the project.

To all the above the Society conveys its appreciation.



1972 Exhibition Operating Results
(with comparative figures for 1971)

	<u>1972</u>	<u>1971</u>
Total number of adults	1577	1344
" " " children	963	717
TOTAL ATTENDANCE	2540	2061
	\$	\$
Door receipts	727	341
Proceeds "drive-a-tram"	19	7
Sundry donations	26	4
TOTAL RECEIPTS (excluding book and refreshment sales)	\$772	\$352
Material for Displays	51	18
Printing Posters and Stationery etc	97	9
Watching Service	6	6
Sundry expenses	24	21
TOTAL EXPENSES (excluding donations of materials, and costs borne by members)	\$178	\$54
TOTAL PROFIT	\$594	\$298

1972 Admission Charges - Adults : 40 cents
Children: 10 cents

Also for the third time, the Society provided a display tent at the Vintage Machinery Rally at Wantirna. This event was conducted by the Melbourne Steam Traction Engine Club over the weekend of April 8th/9th. A few photographs were displayed, along with two operating tramcar layouts (oo and HO scales) and several 1:24 scale model trams. Publications and postcards were available for purchase. Saturday was a bright sunny day with enthusiastic crowds although Sunday was damp the number of people who braved the weather to see the rally was surprising. Over the two days about 1,500 visitors passed through the tent.

To mark the closure of the S.E.C. tramways a display of photographs was staged by the tramway museum in a Bendigo bank during April. This provided an opportunity to acquaint residents of that city with the objects and achievements of the society and of "Operation Exodus" which was launched to finance the acquisition of S.E.C. tramcars for display at central museum for the public of this state, which the Society is establishing at Bylands.

MUSEUM NEWS AND NOTES.

Coming Events - Tramway Museum Society of Victoria

Social Meetings; 8 p.m., Malvern Town Hall, Crn. Glenferrie Rd. and High Street.

June 5th - "Cable Tramways" films and speakers.

August 7th - "Adelaides trams and trolley buses".

October 2nd - to be advised.

December 4th - Christmas meeting.

New members and visitors welcome.

Every Sunday - workparty at Bylands museum site. Transport available from Batman Ave. terminus 9.15 a.m. (enquiries A. Howlett 53.3079).

Deputation to Kilmore

Recently a number of Society representatives attended a meeting of the shire council at Kilmore. With the aid of a prepared handout, an architects model of the museum proposals and the colour-slide documentary used at our exhibitions they explained in detail what the society is attempting to do at Bylands. The Council was quite interested in the scheme and the meeting continued much longer than planned as questions were asked and answered. One immediate benefit was an offer of assistance with the grading required at the museum while another was a front page article about the society in the following edition of the "Free Press". The Shire has offered to make representations to various organizations and authorities on our behalf and to help the museum in any way it can in the future.

Acquisitions

On Friday 28th April a semi delivered a stack of centre-bracket overhead poles to Bylands. These poles, which are vital to the establishment of the tramway street which will be the focal point of the museum, were recently removed from William Street, Melbourne, by the M. & M.T.B.

Back in August, 1970, the magazine carried a report and a photograph of M. & M.T.B. bogie cable-trailer 35, which, when available, could become a museum exhibit. After a continuous flow of letters, Mrs I. Giddings, the owner of the car has agreed to sell the trailer to the Society for \$80. It is hoped that it can be backloaded on a semi-trailer to Bylands at a cheap rate in the next twelve months. The trailer fills a very important gap in the "A.E. Twentyman Cable Display" to be established at the tramway museum.

The acquisition of 35 brings the number of cars preserved for eventual display at the museum to 17. For our newer members and readers a list of the fleet follows:-

Cable Cars

Grip car; 436
Trailers; 35, 290, 586

Horse Car

Beaumaris; 3, (dismantled for restoration)

Victorian Railways Electric Trams (5ft 3 in. gauge)

Single truck cross bench; 20
Bogie car; 34

S.E.C. Trams

Ballarat; 17, Scrubber (to be reconverted to 23)
Bendigo; 3 (being restored as H.T.T. 8)
Geelong; 22, (body only, truck obtained)

M. & M.T.B. Electric Trams

164, 180, 217, 467, 680, Reciprocating Grinder 1.

It is interesting to compare this list with the list of cars recommended for preservation drawn up by the Society car committee and published in the October, 1971 edition. It shows how we are achieving our aim of preserving a representative sample of Victorian tramcars.

Works Report

Despite the enormous effort required for the exhibitions, delivery of the bracket poles (see "acquisitions"), and other tasks mentioned elsewhere in this issue the volunteer workforce has found the time to carry out a multitude of tasks at the museum and elsewhere.

Trackwork

The two weekends before Easter were spent dismantling the unused private railway siding at Brunswick. The final Sunday saw 600ft of railway lifted and stacked by twelve volunteers. Quite a tremendous effort!. This rail will be exchanged with the V.R. for some rail left in situ, north of our lease at Bylands which will be moved and utilised in the depot. The exchange saves on transport costs and keeps to a minimum the different sizes of rail to be used at Bylands.

At the Kilmore station demolition site only minor tidy-up work remains. Len Millar organised the movement of several loads of good second-hand bricks recovered from the main building to Bylands, a gang shed has been dismantled and other salvaging carried out by the workforce.

At Bylands the ex-Kilmore and South Melbourne timber has been re-stacked and sorted near the north end of the site and containers positioned next to the store shed. In both the shed and containers material has been stored and sorted and items such as the Ballarat bracket arms have been neatly stacked nearby.

Spare Parts and Machinery

On January, 19th, 16 tons of equipment arrived at Bylands from Ballarat. Equipment included:

1. Wheel lathe. This huge piece of machinery will become a useful workshop item and an interesting historical exhibit. It was dismantled in Ballarat during December by Doug Prosser, Peter Stoneham and Andrew Howlett. This particularly greasy and heavy work required two weekends and could not have been successfully completed without the help of the S.E.C., in particular Mr. Bill Trusler of Ballarat. Doug Prosser sponsored the lathe's movement.

2. Portion of the Wheel Press: removed along with the lathe.

3. Track: two tramway point crossings and a large quantity of bolt on flangeway which will be suitable for converting our Port Melbourne rail for street use.

4. Overhead: A large number of plain single-bracket arms and twelve of the more ornate cast iron arms and a quantity of span wire, with insulators.

5. Miscellaneous: A compressor, compressor lifting Jack and various mechanical spares and workshop tools.

Tramcar Movements

Friday, April, 14th and the following Saturday were set down for the continuing "Exodus" to Bylands. The cars to be moved were Austral Otis Grinder 1 and Geelong 22.

The grinder power unit and grinding head were separated for transport. This was done the previous weekend in the Preston tramway Workshops by Mike Cornwall, Doug Prosser, John Rawnsley and Andrew Howlett (another greasy job!). Thus on Friday the Beamish Transport low loader carried the two sections to the museum. A crane lowered the grinding head onto our own "metals" and body jacks kindly lent by the M. & M.T.B. were used for the power unit.

Early Saturday saw the "troops" at Bayswater in an unsuccessful attempt to use the body jacks on 22 in the mud caused by the previous weeks heavy rain. To move the car onto firmer ground a crane was called in, but as insufficient time was left that day for the movement, unloading, and return of the truck, 22 was placed high off the ground on blocks instead of onto the trailer.

Then, on Wednesday, 26th April, the trailer backed under the tram which was then lowered by jacks for the journey up the Hume. At Bylands the jacks were used once more to position the tram-body on a base of sleepers in the north west corner of the depot area. The days activities were recorded by a film crew from the A.T.V.O. news service.

Gremlins

Yes, they certainly went wild in the last issue. The Society grinder is 1, not 2 and the last Footscray tram, in the photo on the back page was number 459 of course.

TMSV/BTPS Liason

A second joint committee meeting with the Ballarat Society was held during April and items of mutual interest were discussed.

Photos

Jim Rush (52 Hobart Rd., Murrumbeena) has the task of gathering photographs for use in the magazine. You can help to make his task easier and get your name in print by sending in any shots you think may be useful. There is a particular need for photos of unusual tramway events and of society works, acquisitions and equipment arriving at the museum (a frequent occurrence at present).

Depot Earthworks

Sunday April 30th saw the commencement of the earthworks necessary for the first Museum car storage building. A bulldozer spent half a day at the museum cutting into the southern end of the depot site to make it level with the main area, and doing other minor works in the area. These included leveling the ground east of the mainline (except for the platform) from Union Lane to the store shed, and forming a large car parking area adjacent to the entrance track from the top gate.

The following Saturday a grader was utilised to carry out final levelling work leaving the area ready for pegging out, post-hole digging and then, very soon, erection.

NEWS FROM OTHER MUSEUMS.

A.E.T.M.- Our South Australian counterparts no longer have to push their vehicles out of the shed at St Kilda. A new substation has been commissioned utilizing a motor-generator set from S.P.E.R. Overhead wiring has not been strung and a wandering lead enables the A1, H1, F1 and Ballarat cars to be driven out for display purposes and on special occasions such as the visit by delegates to the A.E.T.A. convention in Adelaide at Easter. The substation is housed in a standard metal garage and has provision for increased capacity at a latter stage.

B.T.P.S.- A display of trams and photographs in front of the S.E.C. depot in Wendouree Parade attracted more than 600 people over the labour day weekend. A contract has been let for the fabrication of the steelwork for the new depot to be built in the gardens.

T.M.S. (U.K.) - Depot A, the first society-built structure for the protection of tramcars at Crich, was demolished late last year as part of the redevelopment of workshop facilities. It was built in 1959/60 of corrugated iron on a concrete frame around the trams it was to shelter. "Atcost" type of agricultural buildings of asbestos sheeting on a concrete frame now shelter the fleet of over 40 vintage vehicles.

T.H.S. - The former Christchurch Tramway Board traverser has been lifted into position in front of the car barn at Ferrymead and work is proceeding with restoration. It is hoped to have the traverser operational soon.

from "The Australian Accountant" April, 1972:-

"Remember when the trams used to run from Wynyard? Underground. Now that same space, dry and well ventilated, is available to store your records and documents the cheapest storage space in Sydney.
Wynyard Parking Pty. Ltd."



Supplement to Running Journal April 1972

THE TRAMWAY MUSEUM SOCIETY OF VICTORIA - SALES LIST, May/June
1972.

Available by mail order from
237 Wattletree Rd. Malvern, Vic.

No. \$ c.

...ooo000 35mm Color Slides.000ooo...
by messers Scholton, Cornwall, Fitzsimons
and Menzies. 35 cents.

MELBOURNE IN THE FLOODS & THE AFTERMATH

5 views showing stranded trams at Flinders
& Market Street.

view 1
2
3
4
5

L 103 route 49 Mddrie at Vic. Market

L class 102 Swanston Street

W3 class 658 Swanston St.

469 (Y class) Cr Swan & Church Streets

469 (Y class) Cr Chapel St & Toorak Rd.

L class 105 in Market St, Carnegie Route

MELBOURNE - GENERAL

Decorated tram 1024. Bank of N.S.W. tram

Aust. Industry World Fair

Heinz Tram

Charrel '0'

1971 S.E.C. Tram

1972 S.F.C. Tram

Works Trams. No 7 in Elizabeth St.

9 during City Rd Underpass construction

11 Micholson St / Victoria Pde.

SUB TOTAL

\$

Supplement to Running Journal April 1972.

sales list(2)

17 Shunting in Victoria Pde.

No. \$ c

19 in Swanston St.

Cable Tram at Northcote

P.C.C. 980 in service Bourke St. 1969.

ADELAIDE

Tram No 1 at the Electric Traction Museum

BALLARAT

S.E.C. roller by the lake

21 in city

22, Drummond St.

23. Drummond St.

27 in city displaying View Point, with lights

BYLANDS

View of the depot area for the Tramway Museum being graded, April 1972.

BURRIGO

Birneys 11, 28, 29, 30 at depot 1968

Birrey 11 at depot 1968

No 4 en route to Eaglehawk 1970

No 5 last day 16.4.72

No 26 (decorated) 16.4.72

No 8 at Deborah Gold Mine

Plus our wide range of books, plans, etc
on sale at meetings or at
332 Flinders St Melb.

TOTAL ABOVE

PAGE LSUB-TOTAL

Please check on availability if
using this list latter than June 1972.
Send a S.A.E. for our next list.

POSTAGE

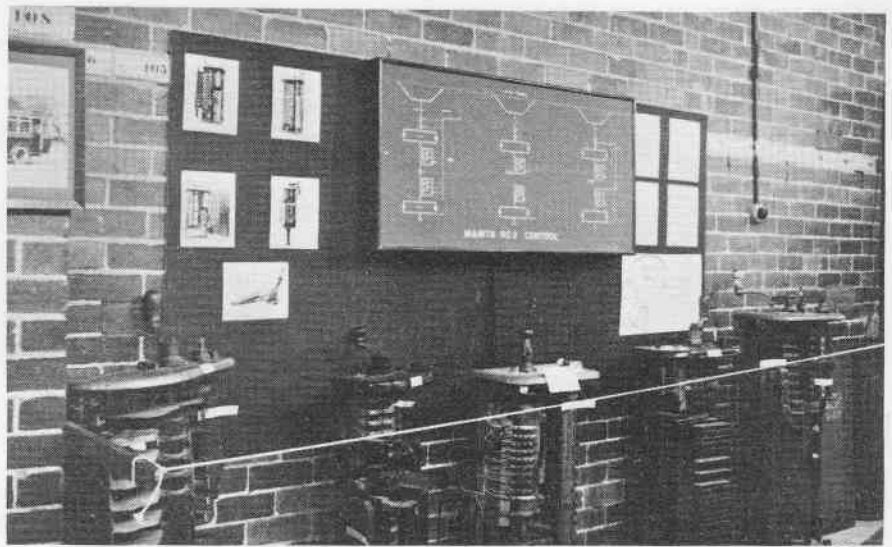
GRAND TOTAL....\$

NAME.....

ADDRESS.....

TWO ASPECTS OF THE EXHIBITION.

Part of the tramcar technology display prepared by Doug Prosser and Noel Gipps. Lights on the diagram indicated the paths taken by the traction current as the handle of the RC2 controller was operated.



5.

The popular cable tram display on the stage. The model was provided by the science museum, the grip by the M. & M.T.B. and the cable car end was assembled from parts provided by Messrs. Twentyman and Kings.



6.

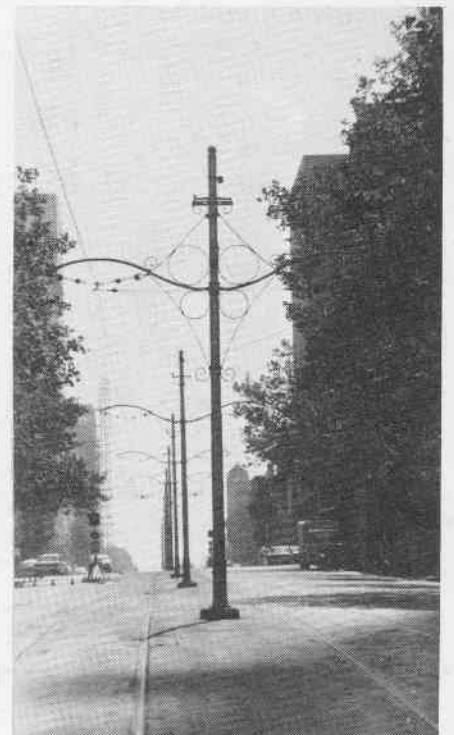
MUSEUM NEWS:

Many hands made light work of the rail lifting job at the Hoffman Brick Co. siding in Brunswick.

Geelong 22 being prepared for its journey from Bayswater to Bylands.



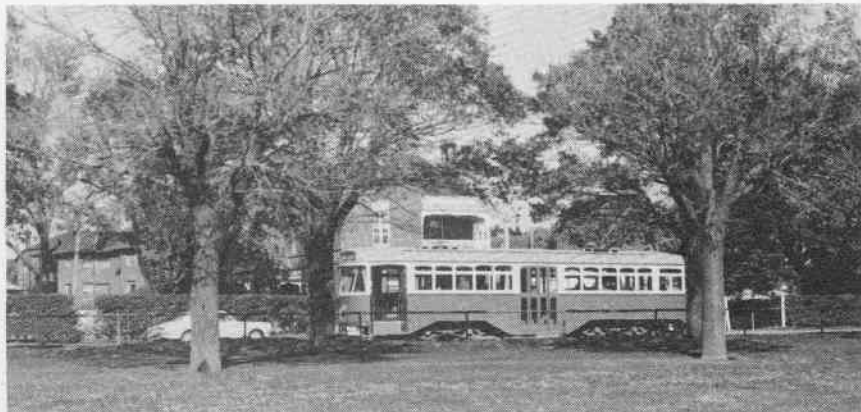
8.



9.

Centre bracket arm poles shortly before they were removed from William Street, Melbourne. Eighteen of these have been obtained by the museum.





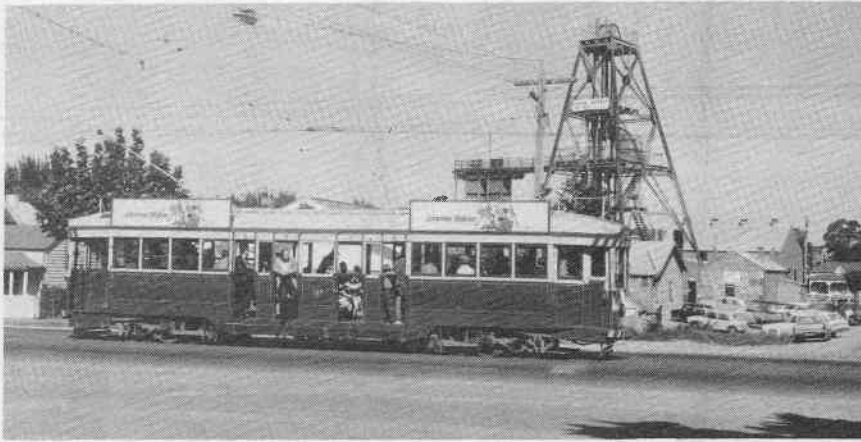
10.

10.
613, fresh from overhaul at Preston workshops carries members on a society tour held on April 23rd. W3 car 658 was also utilised on the trip.



11.

11.
Bendigo's last decorated tram, other than the final car, was No. 28 which ran in March in conjunction with the Eaglehawk Dahlia Festival.



12.

12.
A combined A.R.H.S./Museum Society tour said farewell to Bendigo on March 4th. Number 5, a former Prahran and Malvern Tramways Trust vehicle carried tour patrons past the Central Deborah Mine.

13 & 14.
Charing Cross on the last night of the North Bendigo and Golden Square routes, March 5th. Firstly 26, 29 and 24, then 26 depot bound on the last run.

Photo Credits:
R. Marsh - 2, 3, 4.
G. Breydon - 8.
L. Millar - 10.
M. Cornwall - 12.
M. Rowe - 6.
K. Kings - 5, 7, 13.
R. Green - 9, 1.
R. Prentice - 11.
J. Rush - 14.



13.



14.