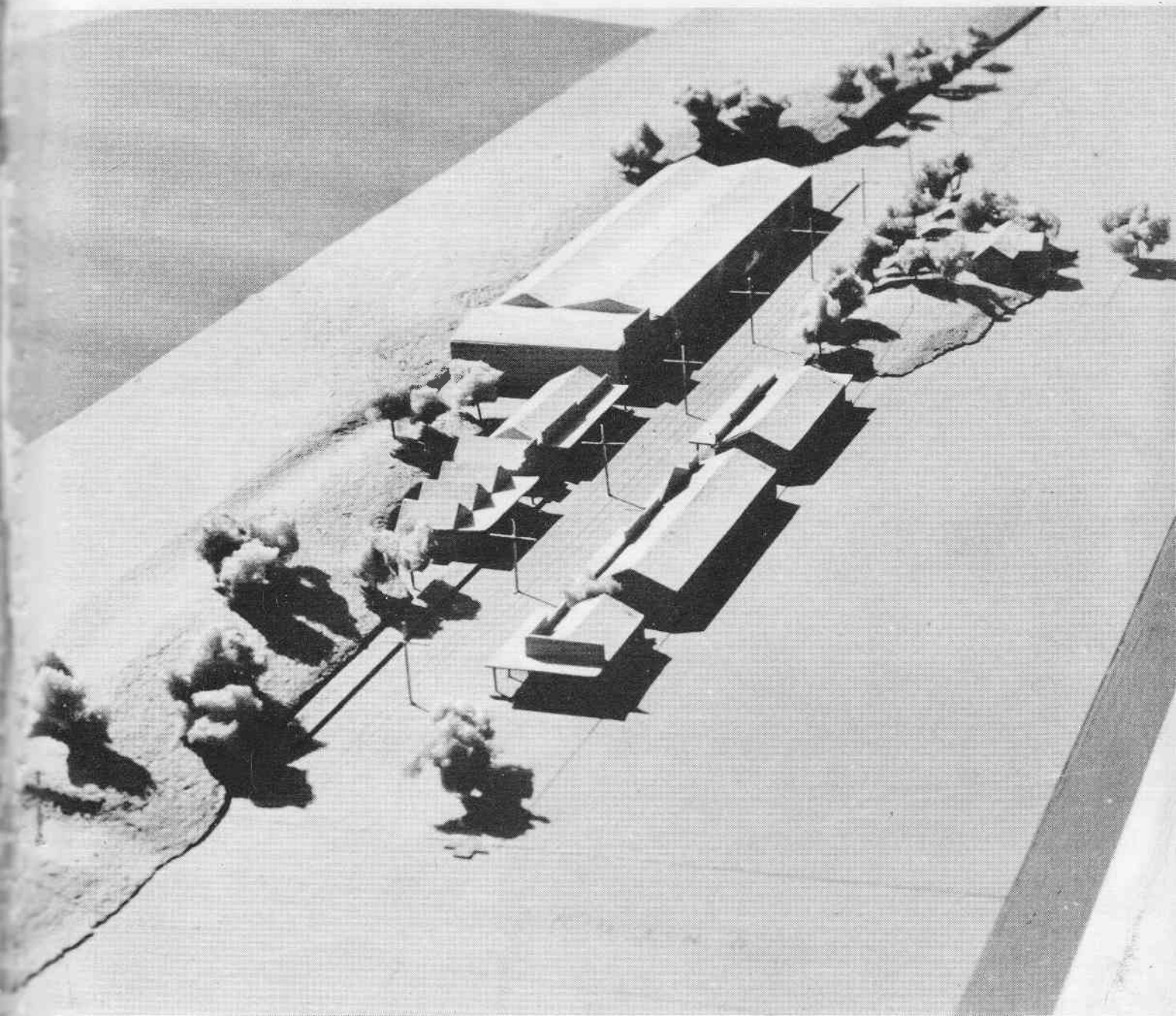


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The Tramway Museum Society of Victoria Ltd.

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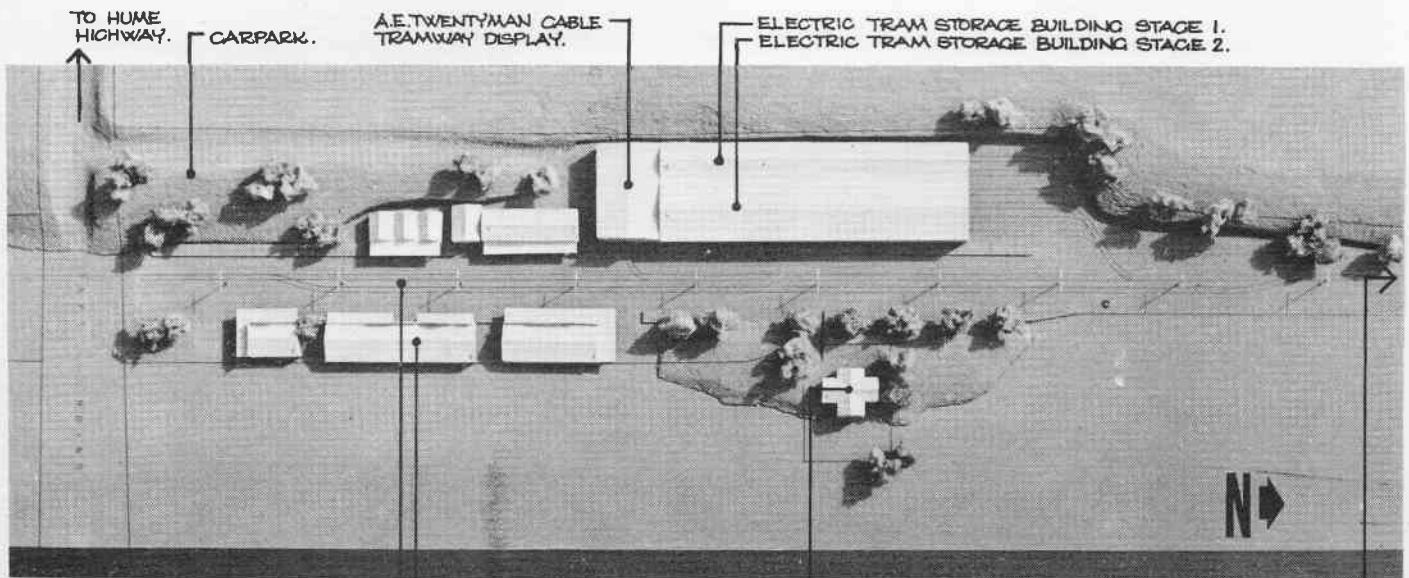
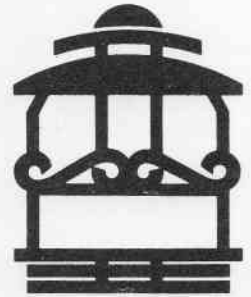
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Registered Office: 332 Flinders Street, Melbourne 3000.

Museum premises: Union Lane, Bylands 3600.



OPERATING TRAMWAY MUSEUM · BYLANDS

SCHEMATIC DEVELOPMENT · THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LIMITED

DOUBLE TRACK TRAMWAY STREET WITH CENTRE POLES.

BUILDINGS FORMING STREET CONTAINING SUPPLEMENTARY DISPLAYS.

CARETAKER'S RESIDENCE.

3/4 MILE OF ELECTRIFIED TRAMWAY.

2

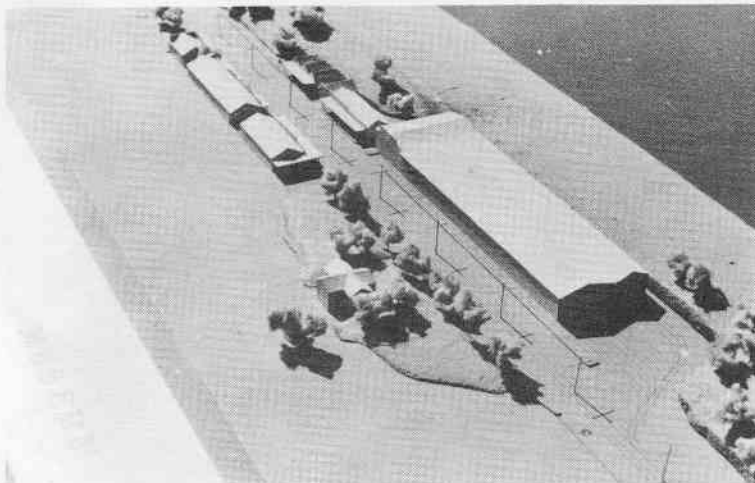
Model of the proposed scheme of development for the tramway museum under construction at Bylands, near Melbourne.

COVER:

View from the south-east. Main features are the two-stage tram storage building and a "Tramway Era" street, with centre bracket overhead poles and cast iron post supported verandahs.

3.

Beyond the right foreground the double track converges into a single open-ballast line, which continues through the countryside for a further three-quarters of a mile. The model, viewed from the north-east, shows buildings flanking the street containing cable cars, electric trams and supplementary displays.



Victoria's Tramway Museum

..... a development plan

The vehicle collection of the Tramway Museum Society of Victoria provides a comprehensive display of the evolution of the tramcars of Victoria. At Bylands, on the Hume Highway, one hour's drive from Melbourne, the Society has leased part of a disused railway which will enable the construction of a mile long operating tramway and associated facilities. To unite these assets and present them to the public of Victoria to the best advantage the Society has prepared a broad-based plan of development. An architect's model, featured at the recent "Moomba Tramway Exhibition" and further illustrated in this issue summarises the features of the plan.

VIABILITY.

Since its establishment, the Society has accumulated the necessary components for a viable, educational and tourist attraction. These components are:-

- A. A clear understanding of our idea that it is our duty to Victorians of this and future generations to preserve Victoria's tramway heritage. Of all Australian states, Victoria has had the most colourful and diverse tramways. They played an important part in the development of this state and are an integral part of our social evolution. Preservation of our past is a national duty and from this work three benefits arise:-
- (1) A cultural benefit, for a nation that does not protect its heritage loses a fundamental ingredient of its cultural life.
 - (2) The educational benefit of retaining examples of our history and using them to illustrate the great story of our nation's development.
 - (3) Economic benefits to a town or region and, indeed, the state, will automatically flow from properly planned and executed preservation projects.
- B. A large portion of the projected collection of tramcars, which promises to be the most comprehensive and informative in the Southern Hemisphere, has already been acquired. It is intended to represent the various Victorian tramway operators by obtaining cars operated by them and to restore these cars back to their original structural condition and colour schemes. Our projected tram acquisition and

restoration programme will demonstrate the varied body styles, colour schemes, undergear and electrical equipment used by the various operators. Our fleet will enable the three main types of traction (horse, cable and electric) to be illustrated.

- C. The Society has established the necessary organization and administrative structure to bring our project to fruition. Within the Society membership we have the necessary knowledge and skills to develop and conduct an operating tramway museum.
- D. An ideal museum site at Bylands.
Features of the site are:-
- (1) Its relatively close proximity to Melbourne.
 - (2) The presence of 1 mile of in-situ permanent way that simply requires re-gauging for tramway use.
 - (3) Sufficient area for the development of the museum complex.
 - (4) Available and adequate power facilities.
 - (5) A caretaker's residence.
- E. A schematic plan for future development.

THE CONCEPT.

A broad-based plan of development for the nature of the museum should provide a wide range of interests for visitors. Such a plan is intended to provide visitors with additional reasons for their patronage once the novelty of a tram ride is over and to thus encourage a wider cross section of the public to attend. To fulfil the objective of an operating and educational museum it is imperative to create an atmosphere conducive to the operation of the trams. To achieve this atmosphere the Society plans to develop an urban street environment of the 1920's era centred about a length of paved, double track, centre-pole tramway. Consider the four-wheel combination car, the mainstay of the early electric tramway fleets. It belongs in a setting of crowded shop fronts, ornamental street lamps and cast iron verandahs and fences. With the standardization and modernization of the Melbourne tramways, concrete and steel buildings and tracks segregated from other road traffic, future generations will grow up in ignorance of this early mode of public transport in its urban environment.

The tram depot complex and Society facilities will form part of the buildings flanking one side of the street and it is hoped that other historically orientated groups will erect buildings to display their interests along the opposite side, thus forming the enclosure of the street. This multi-purpose developed area would then serve as a venue for rallies, functions, promotions and displays of a diversified historic nature as well as a background for Society tramway operations. However, it must be emphasised that the acquisition and restoration of trams and the establishment of the operating tramway and its buildings and

facilities will always take precedence over any future supplementary developments.

Adequate public facilities will be accommodated within the main museum complex built on the former station ground and the 3/4 mile of electrified tramway over the old right of way will provide the public, not only the experience of extended tram travel, but also the view of the lightly wooded rolling countryside across to the mountain splendour of the Great Dividing Range.

The Society has already commenced a representative collection of cast-iron street furniture as part of the planned development and approaches are being made to other groups who may wish to participate in the project. It is a recognized fact that only a small percentage of the general public is interested in trams alone. It is believed that by broadening the basis of the museum the average duration of a visitor's stay will be increased and the link between the tramcars of the Society and the technological era in which they existed and developed will be highlighted. This is confirmed by practices of contemporary overseas museums. The Orange Empire Trolley Museum in California has become interested in "obsolete technologies" and has already established a growing collection of vintage motors including old fire engines, trucks, and city and inter-urban buses; The Tramway Museum Society at Crich (U.K.) is incorporating a museum devoted to industrial archaeology and a street environment for the tramcars; Christchurch and Auckland (N.Z.) tramway museums include vintage machinery exhibits, while in Adelaide (S.A.) the preserved trams share their building with trolley buses and an electric locomotive.

THE PLAN.

The long thin shape of the Bylands station ground is ideal for the street or linear development envisaged. The existing straight track-bed through this area will be retained as the west track of the double track street tramway section and ultimately the station platform in front of the caretaker's residence will be demolished to accommodate the east track of the street.

The dominant building at the Museum will be the electric tram storage complex approximately 80' x 240' (6 roads across) located on the flat, former goods yard site. The first stage (the two most westerly roads) of this large building has been pegged out on site and the materials for construction are on hand.

A separate building sited south of the electric depot and named after Mr. A.E. Twentyman, will contain the cable trams and displays pertaining to this aspect of Melbourne street transport. Skylights will enable visitors to photograph the trams inside this building which will be more spacious and less cluttered than the electric depot. A short, full size replica of the complex underground cable tunnel will be built within the building from materials specifically acquired for this purpose many years ago.

Located between the electric depot and the A.E. Twentyman Cable Tramway Display (not shown on the model) will be the sub-

station/switchroom (recently purchased) and a small workshop housing the ex Ballarat wheel lathe and press.

Visitors will enter the site from Union Lane (the south end of the site) where adequate car parking facilities will be provided. A picnic area will adjoin the car park on the west side of tramway street and suitable picnic and waiting shelters will be acquired for the use of patrons.

A Society bookshop and Kiosk will form part of the complex and the existing caretaker's residence will continue in its present role and will form yet another building of the street environment. The minor afforestation programme commenced last spring will be continued.

IMPLEMENTATION.

Obviously the completion of the overall plan is a long term project. The broad concept has now been fixed leaving the minor details to be resolved as the circumstances at the time dictate. Several organizations and individuals, including the Kilmore Shire Council, have expressed great interest in the overall scheme, and a willingness to help where possible.

The construction of stage 1 of the electric tram storage building is at present of prime importance but the ultimate development is being considered at all times so that current projects will not conflict with the long term plan.

The long row of ornamental bracket arm centre poles for the double track electric tramway, one of the major features of the street environment have already been acquired (Ex William Street, City) and await erection.

As in similar non-profit, community advancement projects, rates of progress and implementation of plans depend primarily on monetary resources and physical assistance in the form of volunteer labour. With the passage of time and co-operation from interested groups and individuals, the Bylands project of the Tramway Museum Society will reach fruition and become a valuable, irreplaceable asset to the State and its people for future generations.

THE SORRENTO STEAM TRAM/.....by A HOWLETT.

Recently a Mr. C.G. Dennis had a letter published in the "Trust Newsletter", recording the passing of the last tangible item of the Sorrento Tramway. This was the Ocean Terminus Shelter Shed, used by passengers in the 1890-1920 period when the horse and steam trams were running from the Front Beach station to the Ocean Reserve. Mr. Dennis continues, "Perhaps the shelter was too practical a structure to seem of historic importance, it certainly was a haven to the local resident and tourist alike, and yet, rather than its maintenance and preservation, it has been wrecked and removed."

For our interstate and overseas readers, the township of Sorrento, is situated 58 miles south of Melbourne, near the entrance to Port Phillip Bay. It has, for many years, been a popular bay-side resort and before the turn of the century was served by a number of bay excursion steamers.

It was due to the labours of the Hon. George Coppin that Sorrento became such a popular seaside resort. He was instrumental in floating the Ocean Amphitheatre Co. Ltd. which purchased and developed a strip of land fronting Bass Strait at the Amphitheatre Back Beach, (The Ocean or Back Beach is only separated from the Bayside Beach by a narrow peninsula which at Sorrento is only one mile wide). The company also constructed the Sorrento Baths, several small cottages and the Continental Hotel. Coppin was also actively interested in the Bay Excursion steamers and it was natural that he provide some method to transport the steamer passengers. This was achieved in 1890 with the commencement of operations of the Sorrento Tramway Co. Ltd.

The line was laid to a gauge of 3ft. 6 ins. using steel rails on hardwood sleepers, it was double tracked throughout its length which was just over one mile. The tramway commenced at a platformed terminus, cut into the cliff face which overlooks the Sorrento pier. It then proceeded South past the Tramway Running Sheds, across open ground to the corner of Portsea Road and Back Beach Road, from where it ran down the centre of the main street in true tramway tradition. On crossing Melbourne Road the tracks slewed to the eastern side of the road, and finally approached the Amphitheatre terminus on a rising grade.

Only passengers were carried on the tramway, which operated during the tourist season, beginning on the 1st November and ending about the 30th June. An open cross bench four wheel horse car provided the local service in the morning and after 7 p.m. when the steamers were running. The peak traffic was handled by the steam trams. In later years two trains were used, each being hauled by a small industrial Baldwin 0-4-0 locomotive pulling up to

four crossbeanch trailers each. It was usual over one season for the Tramway to carry about 30,000 passengers at a fare of 6d. return.

In 1903, the Company passed from the management of George Coppin to a Syndicate led by Mr. J.E. Bensilum, another local identity, who continued to maintain and improve the tramway and built another four steam tram trailers. These later four trailers being readily identified by their 'arch-roofs' against the clerestory roofs of the four original cars. When the 30 year lease came up for renewal in 1920, there was considerable local opposition to the tramway and long arguments raged in the local press and local council chambers. The Tramway Company, instead of losing money while the arguments continued, sold their assets and abandoned the tramway.

It is reported that the rails, sleepers and fastenings were sold to the Warburton Timber Company and the Australian Cement Works at Fyansford. The locomotives and trailer trucks were transported to Noojee in 1920 for use over the Loch Valley Timber Company's leases.

The foregoing is only a brief outline of the activities of the Sorrento Tramway Company Ltd. in order to give readers an insight into Victoria's smallest and most neglected tramway system. The author hopes with further research, to present a more detailed account at a later time.

REF:1.The Bulletin of the Australian Railway Historical Society No.278-December 1960 - article entitled "The Sorrento Tramway" by Mr. N.E. Wadson.

2.The Peninsula Story Book 1 - published by The Nepean Historical Society.

3.Local Newspapers, Company records, copies of which are in the possession of the author.

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TRAM - O - TEL.

Lightning Ridge is an old established New South Wales mining town, 761 miles from Melbourne, owing its existence to opal. It is the life and breath of everyone who lives there and consequently opal forms the major part of their conversation. Opal is a beautifully colourful gem almost unique to Australia. It is sold for its beauty and not necessarily for its size. Opal is the drawcard that quite often brings people from well-paid jobs to live in sub-standard dwellings with no electricity or water.

With a sealed road completed at Easter from Walgett, Lightning Ridge is attracting an increasing number of tourists. For years tourist accommodation was little better than the conditions that the Ridgers lived in. There are now three new motels which complement The Diggers Rest Hotel located at the town centre and of course the Tram-O-Tel.

The Tram-O-Tel has served for many years as the major source of tourist accommodation. The trams are all bogie cars converted into two or three units. There were originally only Sydney tramcars:- 4 R class, 1 P class and P.R. 1 1562. However, to provide extra accommodation and to maintain the atmosphere, Melbourne W2 372 was added to the fleet during November 1967. Imagine travelling over 700 miles and still be able to 'rest' oneself in a Melbourne tram; unfortunately the fare is higher - \$3 per unit per night. All the cars are well maintained with shelters built over them. The Ridge boasts of one other tramcar, this time a Sydney R.1 located behind a house in the main street.

Running Journal would be very interested in hearing from readers about any tram that has "retired" further from Melbourne than Lightning Ridge. The No. 1 trucks under Christchurch's Brill 178 at Ferrymead don't count.

WANTED:- DEAD OR ALIVE: The editors of Running Journal would like to hear from any member who would be interested in taking over the Subscriptions Dept. Work includes the handling of subscription renewals for non members and bulk sales. It is a small but necessary department ideal for a member who likes to do some homework. Contact: The Editors, 204 Carlisle St., Balaclava or phone 94 2886.

Society Meetings: In keeping with the 'Adelaide' theme of the August meeting members received free booklets on the history of that city's urban transport provided by the M.T.T. Maps of the present bus, tram and train services were also distributed. Social meetings for the remaining part of 1972 will be held on the first Monday in October and December. The starting time is 8 p.m. at the upstairs meeting room, Malvern Town Hall, corner of Glenferrie Road and High Street.

MUSEUM NEWS.....

MUSEUM SWITCHROOM BUILDING

Construction of the substation for the tramway museum commenced during August. The building is a standard metal and wood framed structure measuring some 14' by 9' of the type sold by major departmental stores for use as tool sheds. The first parts of the frame were assembled on Sunday, August 27th, and continued into September.

The switchroom site is located south of the area which has been pegged out for stage one of the depot. It is the first society-built structure at Bylands, other than the storage sheds at the north end of the former station and the first step in the long range development programme for the main area. We have yet to complete the concrete floor and cooling fan exhaust vents, then the electrical equipment will be assembled. Inside the building we propose to install a standard industrial-type substation.

The 22 Kv supply line which crosses the museum site will be the basis of the system. After transformation to 415 volts A.C. it will enter the building and be converted by solid-stage 3-phase full-wave-bridge silicon-diode rectifiers. Cooling will be by forced draft and switching and protection operations in the sub-station will be completely automatic. Except for maintenance it will be unmanned. Provision will be made for three main traction overhead feeder lines (one for the depot, the others for mainlines and extensions). The feeder connections will be by aluminium cables. Alternative switching facilities will be provided across section insulators to facilitate continuity of supply during maintenance or fault conditions. Standard protection will be installed for lighting and surge conditions and metering will utilise the equipment acquired by the Society several years ago.

- (1) The negative Side -
Negative feeders and rail-bonding are to be installed.
- (11) The trolley overhead -
580 volt D.C. apparatus and 'Forest-city' automatic colour-light signalling utilising ex-Ballararat and ex-Melbourne components will be installed by Society workers. Appropriate steps will ensure that damage by electrolysis does not eventuate.
- (111) Miscellaneous -
415 and 240 volt service supplies will be established from the sub-station to the workshop, car-barn and street area. However, power to the caretaker's residence will continue to be separately metered. A low voltage D.C. supply will be installed to serve telephone operation and automatic alarm systems (i.e. fire and burglar).

MUSEUM NEWS (contd.)Horse Tramway Acquisition

Before conversion for electric tramway use the Ballarat Depot building formed part of the horse tramway. What were more recently the centre two electric roads sheltered the vehicles, while the side bays housed their motive power! The slots in the roof posts which held the wooden bars across the front of the stalls were a reminder of the early use of the now demolished building. Two of these notched posts were obtained by the Society for eventual display at Bylands as a rather unusual reminder of the pre-electric era of transport in Ballarat.

WORKS REPORT.HOFFMAN'S SIDING-JEWELL:

Since the last issue, we have loaded the 10 tons of rail at this location into a rail truck, and despatched it to the Railways Reclamation Dept. at Spotswood - resulting in a saving of some \$400 to the Museum. Readers will remember that we dismantled this siding last Easter.

ABOUT THE MUSEUM.

The last few weeks has seen the laying out of the sub-station area, shelving in the Gang shed, and the continuing "Little" Operation Exodus. The movement of huge quantities of spare parts and equipment we have stored all over the Metropolitan area. This will of course continue for some time.

The next two months will see the erection of the sub-station (see elsewhere), re-roofing the store shed, construction of the depot turnout, erection of the William St. poles, plus a number of more menial tasks. This programme is not that ambitious and the only additive necessary for its completion is YOU - That's right, YOU, YOURSELF. We realise that some readers cannot be available but can help in other ways. So how about it!

9.15 a.m. Batman Avenue Tram Shelter, every Sunday, if you need transport, or meet us at the Museum (Union Lane, Bylands) at about 10.30 a.m.

DEPOT DOORS.

The four pairs of doors from the Ballarat tram depot have been purchased and transported to the museum. These will be utilised in the construction of the tram storage building at Bylands and will eliminate the difficult task of fabricating such large items.

TAX DEDUCTIONS.

Donations of two dollars or more to the Society are allowable deductions for income tax purposes, however, administrative errors by the tax department have resulted in the rejection of a number of these valid claims. If you were affected by this then your reply to the Deputy Commissioner should make reference to his letter dated 24th July, 1964, file No. UJ80/17 in which recognition of the deductability was acknowledged. DONATIONS ARE DEDUCTABLE (so why not reduce your tax for this year by writing a cheque now?) but please note that the annual subscription cannot be claimed.

MUSEUM NEWS. (contd.)BYLANDS SCHOOL CENTENARY.

The centenary of the Bylands State School was celebrated on Saturday, July 1. A social afternoon was held at the school, followed by a dinner at Kilmore Memorial Hall. Many ex-students and former teachers were in attendance for the celebrations. A telegram of congratulations was sent by the Museum.

PACK HOLIDAY CENTRE.

The Scout Association of Australia (Victorian Branch) has just bought a property at Wallan East as a joint pack holiday and camping centre. The area totalling some 90 acres used to be an internment camp and when restored will be in use every week end in the year. The New Design for the Scout Movement provides for a "Pack Holiday" once a year for all members of the cub section. Those holidaying at Wallan East will be an additional bonus for our Museum at Bylands.

NEWS FROM OTHER MUSEUMS

Brisbane: The Brisbane Tramway Museum Society has obtained a lease agreement at a nominal fee which will at last give secure tenure for the Society. When formed shortly before the closure of the Brisbane Tramways the Society rented a former brickworks at Ferny Grove. Subsequent re-development plans forced a move to a nearby site, the costs being fortunately borne by the demolisher. The present six acre area is part of a city council owned property of approximately 100 acres for which an overall plan is still under consideration. Consequently the exact location of track and final shape of the area occupied are not fixed, but it is anticipated that some 400 yards of running track, a sub-station and depot will be able to be constructed within the next few years.

Ballarat: The B.T.P.S. fleet is now safely in the new depot along with the various spare parts and other items obtained for the tourist tramway.

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Running Journal - back editions 30 & 35c

Postcard - 154 at tramway museum,

Sydney - many other views also..... 10c ea.

call at the Shoeway or send a S.A.E. for a sales list to Malvern.

NEW TRAM ROUTE NUMBERS

Commencing as from Monday 25th September, 1972 new or amended Route Numbers have been allotted to the following services :-

WILLIAM STREET ROUTES

NEW ROUTE NO.

Camberwell - City (via William St.)	32
Malvern (Burke Rd) - City (via William St.)	35
Glen Iris - City (via William St.)	36
Carnegie - City (via William St.)	37
Toorak - City (via William St.)	38

LATROBE STREET ROUTES

Mont Albert - City (via Latrobe St)	23
North Balwyn - City (via Latrobe St.)	24
City-Brunswick St. - City (via Latrobe St.)	30

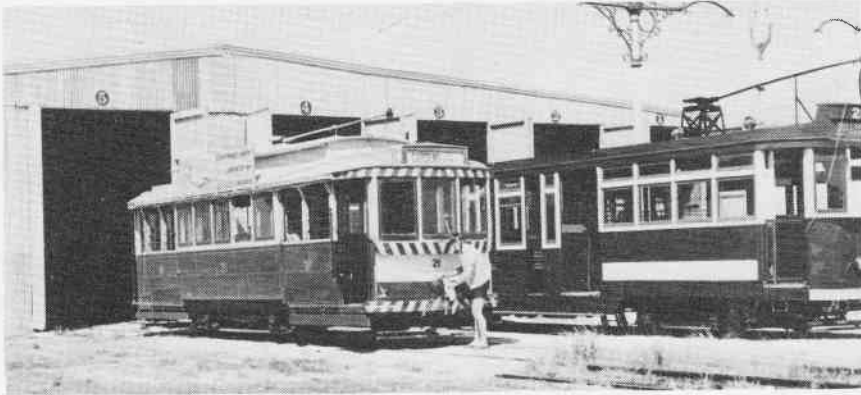
CARS RETURNING TO DEPOTS FROM CITY

Cars bound for South Melbourne Depot (via Swanston St.)	4
Cars bound for Malvern Town Hall (via High St.)	7
Cars bound for Park & Clarendon Sts Cnr. (via Collins St.)	17
Cars bound for Essendon Depot (via Flemington Rd.)	81

OTHER ROUTES

For all UP Flinders St. cars to Flinders and Spencer Sts.	27
Kew Depot - Spencer Street (via Flinders St.)	29
City-Brunswick St - City (via Collins St.)	31
Victoria Bridge - City	43

4. Victorian Museum Secretary, Len Millar, at the South Australian museum working on a Ballarat tramcar!



4

5. Melbourne (left) and Sydney (right) tram bodies converted to motel cabins at Lightning Ridge.



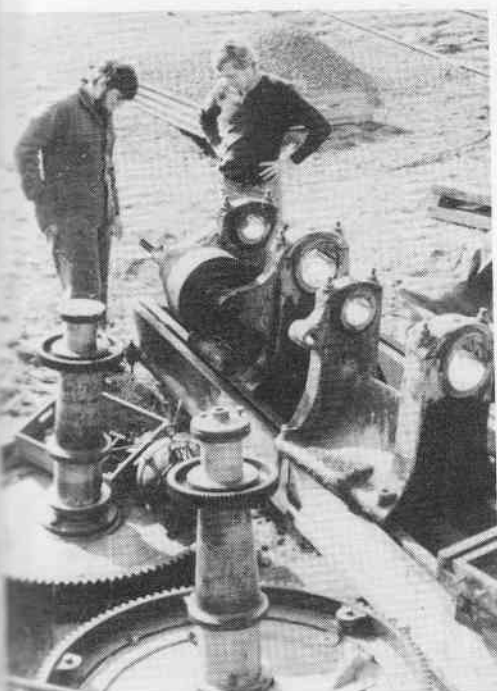
5

6 & 7. Society volunteers find the trolley and trailer useful when moving screenings at Bylands.



6

8. Mike Cornwall and Andrew Howlett examining part of the ex-Ballarat wheel lathe at the museum.





9

9.
The Sorrento steam tram at Ocean Amphitheatre terminus, showing passenger shelter which was demolished earlier this year.



10

10.
Steam tram crossing Portsea Road before proceeding up the centre of the main street of Sorrento. The Continental Hotel in the background was another project by Coppin.



11.
This M&MTB model of the new Melbourne tramcar at the 1972 Tramway Historical Exhibition organized by the society contrasted with the other displays in the hall. A prototype car is now being constructed by the board and local and overseas applications by prospective builders of a production run have been received.

PHOTO CREDITS:

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