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# The Tramway Museum Society of Victoria Ltd.

The Tramway Museum Society of Victoria Ltd. was founded in 1963 as a voluntary non-profit organisation to preserve Victoria's Tramway Heritage.

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Editors: Messrs. A. Howlett and G. Breydon, 204 Carlisle Street, Balaclava 3183.

Membership enquiries: Mr. B. George, 16 Saladin Ave., Glen Waverley 3150.

Hon. Secretary: Mr. L.N. Millar, 16 Lodge Road, Hartwell 3124.

Registered Office: 332 Flinders Street, Melbourne 3000.

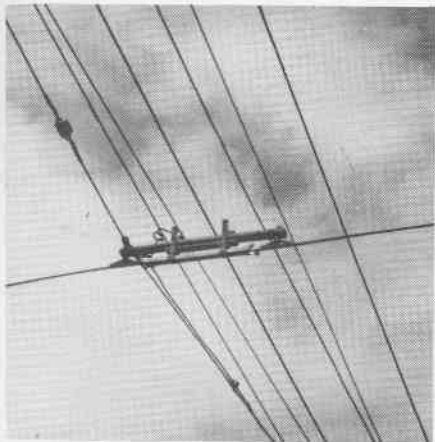
Museum premises: Union Lane, Bylands 3600.



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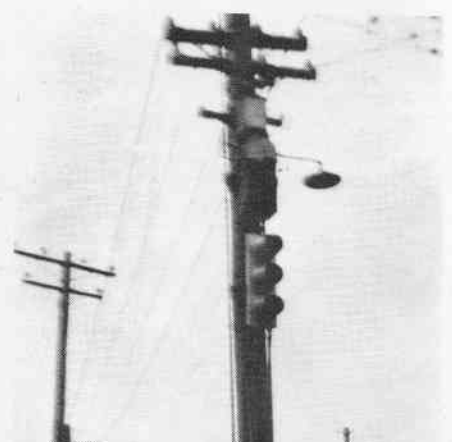
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## COVER:

Car number 1 of the Prahran and Malvern Tramways Trust fleet in High Street, Malvern. The P & M T T commenced in 1910 with some four and a half route miles along High Street, Glenferrie Road and Wattle tree Road. When absorbed by the M & M T B in 1920 its routes totalled over 35 miles.

## 2.

Signal lights and signal box at St. Kilda Junction in 1968.

## 3.

Motorman at Ballarat 32 setting signal light switch at Sturt and Grenville Streets.

## 4.

Overhead trolley-operated contactor, Retreat Road loop, Geelong.

## 5.

Bendigo signal light installation at Miller Street loop.

## 6.

Old and new signals at the 'hump', Thornbury in 1950.

*COLOUR - LIGHT SIGNALS  
a. Melb. Ballarat, Bendigo. .... by G. Breydon*

Single tracks resulted in conflicting tram movements on the Ballarat and Bendigo systems. In Melbourne important junctions were an additional source of conflict. To regulate tramway traffic in these situations electrical signalling systems were installed.

This article describes some of those installations. The whole topic of tramway safe working has not been described here because of the size of such a task, but will possibly be covered by future articles. Some important electrical and mechanical installations yet to be described are Balaclava Junction, Railway/Tramway crossings and the cable tram signal systems. Perhaps you can help by writing a description of some of these.

(1) BALLARAT

To facilitate the movement of trams over single track the S.E.C. installed a set of signals, operated by contactors on the overhead, in Bridge St. in 1937. Shortly afterwards this was extended along the Victoria St. and Mount Pleasant routes. The remaining routes, via Lydiard St. North, Sebastapol, and the two gardens routes, were equipped in 1938.-

The working of the system, which existed until closure, was as follows:

A green light at one loop was wired in series with the red light at the next loop and electrical interlocking prevented both a red and green light showing at once at the same loop. A car about to leave a loop operated a "setting contactor" which caused a green light to show towards it while a red light shone at the far end of the section. When arriving at the next loop the car operated a "resetting contactor" which extinguished the signals, thus, a green light indicated that there was a car in the section travelling away from the loop and a red indication warned that a car was approaching the loop.

The running of more than one car in a section at once was prohibited except in special circumstances and if a driver upon arriving at a loop found a green light shining he had to wait until it went out before following. He also had to wait sufficient time to enable a tram travelling in the other direction to use the section if required.

Since the power for the system came from the trolley wire it followed that a power failure would cause all signals to go out. Under these circumstances a motorman was instructed to use a motorist as a pilot. To ensure that all motormen were aware of the failure the supply was never restored in less than  $1\frac{1}{2}$  minutes during daylight hours.

At the eastern end of the double track in Sturt St. was a switch on a pole which drivers used to indicate their destination - either Mount Pleasant or Victoria St., so that the signals would function correctly at the point where these routes diverged.

(2) BENDIGO

This system was similar to the Ballarat one with the exception of rules relating to duplicate running. When several cars were to run behind each other in a section all but the last car displayed a white disc. No other car was permitted to leave a loop if the car which had just cleared the section was displaying this "car following" symbol. This practice was adopted because of the length of the Eaglehawk route.

(3) MELBOURNE

(i) WATTLE PARK (Elgar Rd.) & EAST COBURG LINES.

On the 20th Oct., 1935 the tramways board installed equipment manufactured by the RUDDICK SIGNAL CO. between the end of the double track and the terminus on the Wattle Park line. Duplicate running was not permitted unless directed by an inspector in which case the second car had to remain between 120 and 160 yards behind the first. The signals were similar to a set on the East Coburg line between Crozier St. and Harding St. installed in 1932 and operating instructions for both were similar.

In December 1950 a new system of lights was installed in Riversdale Rd. (Wattle Park) between the loop and Warrigal Rd. Each set of signals consisted of a green, a red, and a red "T". Commencing on December 11th - Up cars at the loop waited at a compulsory track mark until departure time when they moved forward to a provisional mark. In doing so they registered a claim, by means of an overhead contactor, to use the single track. If the track was clear the green light was shown immediately but if the red light was on the red "T" also appeared to indicate that the claim had been registered.

Drivers of down trams at Warrigal Rd. made their claim for right of way by placing their point bar in a slot in the roadway to press a button. Overhead contactors were not used here so that cars shunting at Warrigal Rd. would not affect the signal working.

Due to confusion with road traffic signals the following changes were made on 17th May 1954.

<u>Before</u>	<u>After</u>
Standard plain red light	Red "T"
"          " green "	Green "T"
Red "T"	Red "R"

On 3/12/52 the East Coburg line from Crosier St. to Edna Grove was equipped with new lights, overhead contactors at Edna Grove loop and a push button in the road at Crosier St. Signalling at both was eliminated when the track was duplicated.

(ii) NORTH BALWAYN - Macedon St. & Hill Rd. loop.

From Thursday September 18, 1962, until duplication was carried out lights similar to Wattle Park were used but the button at Macedon St. was mounted on an overhead pole instead of in the roadway.

(iii) EAST PRESTON - Miller St. Single line.

From August, 1928 until September, 1950 Mount B.....y was equipped with Ruddick signals. The replacement lights comprised of a red, green, and red "T" and were operated by overhead contactors. In April 1955 staff working was used "at the ramp" and by June the contactors at the east (High St.) had been modified for trolley shoe operation and re-located in conjunction with the working over this line of cars from the then new East Preston depot.

(iv) ESSENDON AIRPORT - OVERHEAD ISOLATION.

At the request of the Dept, of Civil Aviation it was decided in February 1954 to isolate the overhead in Matthews Av. (poles 320-338) at all times except when a tram is in the section as the track crosses the approach path to the air port runway. Operation is triggered by isolated sections of the inner running rail on both up and down tracks about 70ft. before the "dead" section of overhead. An underground cable continuously supplies power to the overhead beyond pole 338 and operation of the equipment is indicated by colour lights. As soon as the leading wheels of a car leave the insulated rail upon approaching, a relay is operated, closing the circuit breaker and energising the trolley wires. Two green lamps then light indicating that the driver is free to proceed. When running over the section of rail at the other end the wires are automatically de-energised. If more than one tram operates in the normally isolated section the wires remain energised until the last vehicle leaves the section. The system also operates on "bang road" running. If the green light does not show when a tram runs over the approach rail the driver must operate a manual switch mounted in a box on pole 320. The overhead height in Matthews Av. is lower than normal as an added safety measure.

(v) FRANKLIN ST. JUNCTION (Swanston St.).

The signal box and waiting room at the north end of Melbourne's main street were built in 1929. The interlocking system was supplied by the General Railway Signal Co. of Rochester, N.Y.

Signals for north bound cars are on the tramway overhead pole at the N.W. Corner and those for south bound trams on a standard on the N.E. corner. Affixed to the box are illuminated numbers 1 - 6 to indicate which crossover a terminating car was to use and a 'Q' light instructing cars to continue to Queensberry Street shunt. A cabin mounted buzzer gave the departure signal. The "Q" is a recent addition.

In July 1946 vehicular traffic signals were erected at the intersection and the following alterations were made:-

<u>NORTH BOUND CARS</u>	1929	1946
into shunt	green	white
on through line	white	green
stop	red	red
<u>SOUTH BOUND CARS</u>		
front shunt	green	white
through line	white	green
stop	red	red

(green had become the standard signal for through traffic on the M&MTB). All indications but red are accompanied by a white "T" installed during the 1946 modifications. At times when the automatic vehicular signals are not in operation, trams still observe the tram signals. The pointwork at the intersection is motorised and controlled from the signal box.

If the signals become defective or are obscured by fog etc., the signalman uses coloured flags and/or hand lamps.

(vi) ST. KILDA JUNCTION Signal Box.

This box, which stood on the corner of High and Wellington Sts. contained 5 "table interlockers" built by the General Railway Signal Co. in 1929. The interlockers were connected mechanically and electrically and signal lights functioned on 110V. D.C. Point motors used 600V. and the relays 12V, all supplied from the nearby tramway sub-station. In an emergency power could be obtained from the S.E.C.

The lights were as follows:

<u>FROM</u>	<u>TO</u>	<u>LOCATION</u>	<u>COLOUR</u>
Wellington St.	City	on signal cabin	White
Wellington St.	Fitzroy St.	" " "	Green
High St.	City	" " "	Green
Fitzroy St.	City	on pole in plantation (N.W. Cr.)	Amber
Fitzroy St.	Wellington St.	" " " "	Green
City	Wellington St.	Pole 141-on safety zone	Amber
City	High St.	" " " "	Green
City	Fitzroy St.	" " " "	White
Stop	All 3 locations		Red

The re-building of the junction area during 1967-68 resulted in the replacement of the  $\frac{1}{2}$  grand union by 2 twin turnouts. At the St. Kilda Rd.-Queens Way turnout a signal system using standard road signal

parts was built. This usually shows a green light for up and down movements on the straight. For down movements on the curve cars must actuate an overhead contactor. Up cars pass over coils buried under the track. The magnetic deflection caused by the metal in the vehicle is detected to produce a green light when required.

If a conflicting movement is in progress the machine waits until the junction is clear. During this pause a "call recorded" sign lights up. A press button is provided for the use of the driver if the coils fail to work.

The second turnout has a point changing machine but the signals are on a fixed cycle and operate in conjunction with nearby road signals.

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## TRANSPORT PRESERVATION CONFERENCE

The following article is a reprint of notes prepared for a conference held on 24th September, 1972 at Bylands.

The original suggestion was made to the Board of our Society, who successfully requested the Kilmore Shire Council to host a conference of parties likely to be interested in the scheme.

Invited to attend were local Members of Parliament, Kilmore Shire Councillors, and delegates from the Kilmore Historical Society, Kilmore Chamber of Commerce, Kilmore Apex, Australian Railway Historical Society, Victorian Division, Bus and Coach Society of Victoria, Light Railway Research Society of Australia, Melbourne Steam Traction Engine Club, and The Tramway Museum Society of Victoria Limited. About 35 people attended and several apologies were received.

The conference was of an exploratory nature. The general proposals in the Notes were discussed with the aid of two large maps. All present expressed interest in varying degrees. The five Melbourne-based transport societies are to discuss the matter in their Committee Meetings, and have agreed to meet again in mid-November and pool their thoughts. Whether accepted in full or in modified form by all Societies, or only some, the scheme is large and calls for much effort and finance. However, compared with the money now being given by the Government for Tourist facilities and other attractions it is not exorbitant nor impossible.

As stated in the Notes, a golden opportunity exists at the present time to create a unified Museum of Transport for Victoria. Benefits will accrue to all Societies by being together, and the public will have the convenience of visiting only one location.

The opportunity is present. It will only knock once!

### A. Proposal for -

#### THE TRANSPORT MUSEUM OF VICTORIA

##### 1. Introduction.

Nearly two years ago, when the Victorian Railways agreed in principle to lease the Bylands site to the Tramway Museum Society of Victoria Ltd. to enable a tramway museum to be established, a member indulged in what is commonly referred to as a little "day dreaming". The idea was conceived of using the adjacent sections of abandoned right of way to establish an operating steam railway for the future, together with associated exhibits and buildings. It was soon put aside as being physically and financially impossible.

These thoughts were revived last May by the following events:-  
: When the Tramway Museum Society gave evidence to the Bendigo



Tourist Tramway Investigation Committee, Dr. Moody, the Chairman, told the Society that he had urged the Bendigo Trust (when it gave evidence) to "think big".

- : Mr. Webster, Treasury representative on the Committee, was surprised that the Society had not sought a Government grant for its project, and stated that, off-hand, he thought that approximately \$250,000 was allocated last financial year to museums and historical societies.
- : Two senior Australian Railway Historical Society Victorian Division members had mentioned their concern about the North Williamstown Railway Museum's future.
- : Knowledge that the Bus and Coach Society of Victoria and the Melbourne Steam Traction Engine Club were both seeking permanent sites.
- : A feeling that the Light Railway Research Society of Australia would eventually become a preservation group due to increasing interest in field exploration work and location of old relics.
- : The knowledge that New Zealand is far ahead of Australia in this field. It has established a Museum of Transport and Technology at Auckland, is developing the Ferrymead Historical Park at Christchurch, and has an expanding tramway museum at Wellington. There is nothing like this in Australia.

The thoughts were placed before the Board of the Tramway Museum Society, and Kilmore Council were asked to host a conference of interested parties.

## 2. Placement of Exhibits.

The following arrangements of exhibits is envisaged:-

### (a) Kilmore.

- : The A.R.H.S. railway museum on part of the Kilmore station site.
- : Rebuild Kilmore station and yard to provide terminal facilities for the operating steam railway.
- : Rebuild the four miles or so of railway to Bylands.
- : Provide facilities for a display by the Kilmore Historical Society if this group desires.
- : Provide facilities for the public, such as toilets, parking, shelter, refreshments, sales shops.

### (b) Bylands.

- : Continue the T.M.S.V. tramway project of an urban street of the 1920's era and one mile of track for extended tram rides. It might be advisable to re-route the track south instead of north, to facilitate entry of the railway to Bylands via the existing right of way.
- : Deviate the railway at Bylands to a new terminus a few yards east of the old station yard, in the V.R. land presently leased to an adjoining farmer. Provide the necessary terminal

requirements.

- : The Bus and Coach Society to join the T.M.S.V. street project.
- : The Melbourne Steam Traction Engine Club to establish buildings and a rally ground adjacent to Bylands, possibly to the west.
- : The Light Railway Research Society to construct a saw mill and typical bush settlement of the turn of the century, a narrow gauge timber tramway, and an interchange with the railway. This could be placed at the south end of Bylands with the narrow gauge tramway running to the timbered area to the south.
- : Provide facilities for the public, such as toilets, parking, shelter, refreshments, sales shops.

### 3. General Site Location

The Bylands-Kilmore area is 32 to 36 miles north of Melbourne on the Hume Highway. The Hume Freeway is being built to the east and will relieve the present road of the fast and heavy through traffic. This will make entry to or departure from the museum area easier and safer. Suitable road signs would also facilitate entry.

The area consists of pleasant, hilly countryside, suitable for half day trips from Melbourne with an hour or two spent at the museum, or such a break would be convenient to a full day journey going further afield. The station sites provide suitable base areas at each end of some four miles of right of way. Land would need to be purchased adjacent to Bylands, and possibly at Kilmore. A lease would need to be entered into with the Victorian Railways for the land held by them.

The transport of most materials to the area would not provide undue problems, as standard motor trucks, vans or semi-trailers would suffice. Locomotives, carriages, wagons, tramcars, traction engines and road rollers would need special attention, probably in the form of low loaders. It is possible that the Army would do some of this work as exercises. Volunteer staff from Melbourne at week-ends could be handled by private cars or, if sufficient numbers offered, by bus.

### 4. Administration.

- : A Co-ordinating Committee of representatives of each Society involved could handle over-all planning, co-ordination of effort and external matters affecting the combined project.
- : Each Society would remain autonomous within the over-all plan.
- : The issue of tickets for the Kilmore area, Bylands area, both, or to individual exhibits to be decided. The allocation of proceeds from combined tickets to be decided.
- : Sales Counters form an important source of income for each Society. It would need to be decided whether each Society should have its own or if there should be only one at each end of the line. If the latter, the allocation of proceeds would need to be decided.

- : The Co-ordinating Committee could be incorporated and enter into purchase or lease of land involved. This would simplify matters and each participant Society would then "sub-lease" its requirements.

##### 5. General.

Only the basic idea of the transport museum project is being listed in these notes. Likewise with the main aspects of how it can be achieved, organised and administered. It is felt that it would be presumptuous to set down in minute detail at this stage working rules, because most candidates for participation are only being officially made aware of the situation today.

The present time is an ideal opportunity to lead Australia by establishing a co-ordinated Transport Museum. Victoria already leads the country in the "Folk Museum" field, thanks to enlightened and enthusiastic citizens who have given much time and energy to the projects at Ballarat, Swan Hill and Moe. Thanks are also due to the State Government for making considerable sums of money available to these groups, and thus hastening the rate of development of these entities.

The time is ripe to establish the Transport Museum of Victoria because of the following factors:-

- : The A.R.H.S. railway museum at North Williamstown is facing a number of problems:
  - space - no more land is available from the V.R.'s Newport Workshops area. Exhibits are at saturation point and more should be placed in the area already.
  - sea air - a cause of worry as it increases the continual maintenance necessary on locomotives and rolling stock.
  - industrial atmosphere - the chemical "fallout" of the neighbourhood also attacks the paintwork of exhibits.
- : The Bus and Coach Society urgently require storage space for the Society's three buses. It is worried in case any operators offer to donate further vehicles for preservation.
- : The Melbourne Steam Traction Engine Club requires a permanent site as soon as possible to enable them to establish a proper rally ground for their annual events.
- : The Light Railway Research Society is not a preservation group as yet. It is increasing its field excursions along the routes of long closed timber tramways and is continually making fresh discoveries, including relics. There are preservation groups in other States working on light railway projects, and it would seem appropriate for this Society to take similar steps in Victoria.
- : The T.M.S.V. is already working on tramcar preservation and is developing the Bylands site to a general plan.

: If the above groups do not join together soon, it is quite likely that each will eventually find a site for its own project. If this happens, a co-ordinated transport museum will become difficult, if not impossible. It would be extremely difficult in the future to persuade each Society to give up its location and come to a central site. The next few months will be critical.

Undoubtedly some people will dismiss this project as being too visionary and impractical. It can become a fact. Commercially built and run it would be extremely costly; with the co-operation of each Society the cost would still not be small, but neither would it be prohibitive. Spread over several years, using as much volunteer labour as possible, assistance from the Army, and with help from machinery manufacturers on demonstration days, the annual financial target should not be prohibitive.

The various exhibits will have a far greater attraction to the public if grouped together at one location, than if scattered at several places around Melbourne. While each would attract some patronage as separate exhibits, attendance at a unified site would be greater. Also, unification would increase the negotiating power of the Societies with other people and bodies, and would lessen any danger which might arise to an individual Society.

#### 6. Support for the Project.

It is obvious that the support of each Society present today will be needed to ensure that such specialist field can receive proper attention.

The support of all local Members of Parliament and the Shire of Kilmore is most desirable. The Honorable Messrs. Granter and Grimwade have recently proved their considerable worth and effectiveness by helping the Bendigo Trust obtain the franchise to operate the Bendigo Tourist Tramway, and it is therefore logical that they continue their efforts in the field of transport operation and preservation by supporting this unique project to the hilt. The Kilmore Shire Council have already looked favourably on the idea by agreeing to call this conference, and by its sympathetic support of the T.M.S.V. efforts at Bylands.

#### 7. The T.M.S.V. and Bylands.

The T.M.S.V. selected the Bylands site for a number of reasons. Briefly, they are listed below, as they will apply to the Societies attending this Conference.

: The location was reasonably near to Melbourne, which is the most populous area in the State. A large supply of people is necessary to attract the numbers needed to provide an attendance sufficient to give an income that will cover basic expenses.

It is also not too far away from the three other main centres of population, Bendigo, Ballarat and even Geelong.

- : The site was in pleasant countryside.
- : A large base block of land was available upon which to construct the street project and associated buildings.
- : A one mile strip of land was available upon which to give extended running of electric trams.
- : The Society's finances were insufficient to purchase land.
- : An approach to the Government about six years ago for land had been unsuccessful, as suitable land was not available.
- : After the closure of the Heathcote line, the Bylands site was selected, and successfully negotiated with the Victorian Railways, at a relatively small rental. The amount was within the capabilities of the Society's finances.

## 8. Conclusion.

Construction of the Transport Museum of Victoria is quite possible. It needs assistance from many people to achieve the best results. The large amount of knowledge acquired by Society members in their specialist subjects is invaluable, and could be put to good use on the project.

Much is being made of tourism today. Society members, who have become experts in their field of interest, are more interested in enlightenment and education. The proposed project will encompass facilities for the latter, as well as the former. Indeed, in itself, it will be automatically educational.

The matter is commended to you for serious consideration. Your advice, in due course, would be appreciated.

### "Kilmore Railway may Re-open"!

This was the heading of a recent edition of the Kilmore Free Press. It referred not to any V.R. policies but to the proposal put by the Tramway Museum Society to the Australian Railway Historical Society and others as outlined above. Other publicity obtained recently includes a paragraph in "Tramway Topics", the New Zealand Museum's publication and a review of the joint A.R.H.S./Tramway Museum booklet "The Bendigo Trams" in the National Trust (Vic.) newsletter.

### Bus and Coach Society of Victoria.

Complementing the work of the Tramway Museum in the field of street public transport is the Bus and Coach Society of Victoria, which has been invited to participate in the Transport Museum Project. The organization conducts meetings in Melbourne on the first Thursday of every second month. These take the form of slide evenings, social gatherings and visits to bus depots. Tours in new and old buses are organized by the Society.

"Bus and Coach News Sheet" is published by the group bi-monthly containing photographs, maps, articles and reports on bus operation and history. Nos. 20 and 21 contain a review of the M. & M.T.B. bus operations.

The Society has preserved three omnibuses and individual members own further buses. Membership (including News Sheet) is \$4.50 p.a. The Secretary, John Masterton (232-5364), 11 Neera Court, Glen Waverley, 3150, will be pleased to provide further information.

*MUSEUM NEWS.....*

Works Report:

The big news, which many of our readers will already know, is that a Unit of the Citizen's Military Force started construction of the depot framework during October. The commencement of work by the C.M.F. is the culmination of many months of discussions and deputations by The Museum Board. It was originally hoped that the C.M.F. could erect the complete building but by erecting the framework - poles, trusses, purlins and wind bracing, they will achieve the most difficult part of the construction in only two weeks.

A considerable portion of the work force has been employed for two week ends preparing materials for the depot. Poles have been creosoted, cleats and bolts sorted and materials ordered. The stage is now set for a great advance in the Museum project, but we will need copious quantities of volunteers to clad the building, lay tracks and then move the cars in. Don't wait to read about the progress in the December edition - Be there!

Sunday, September 3, saw the re-roofing of the Storeshed with single-run iron which has successfully solved the leaking roof problem. Installation of edging along the sides of the roof completed the job. Additional storage shelves are now well on their way to completion.

On the subject of storage, we have acquired an additional four Seatainers, through member Mike Cornwall, and these were delivered on Melbourne Show Day. They will be positioned with the other Seatainers that we obtained late last year. It should be pointed out that these steel containers provide secure and dry storage for a great variety of items.

Also happening 'About the Museum' is the continuing planting of trees, this time near the Union Lane fence, and the Caretaker's house is receiving its final coat of paint, thanks to Shane's brother, Dean Brennan.

Electrical:

After a number of delays separate metering has been installed between the Museum and the Caretaker's residence. Power is now available from a meter box on the pole which was erected on the platform some months ago.

Progress on the construction of the Switchroom Building has been slower than expected, however the full framework has been erected and the footings concreted. Some bracing has to be installed and the roof will then follow quickly. It is hoped to have the building finished and the floor concreted by the end of November.

Meanwhile, the Museum Board has advanced Noel Gipps part of the money necessary to buy the various solid state components. Noel is intending to build the switch panels in Melbourne and then move them to the Museum for installation when they are completed.

Permanent Way:

Payment for the rail left in situ, north of terminus, has been finalised and the lifting of this track work to be laid as the depot roads has commenced. The ballast left from this area has continued as manpower is available and this too was completed by the end of October.

Rolling Stock:

Roof repainting has continued with Geelong No. 22 receiving treatment. This work will protect the car until it is moved into the depot very soon.

The Museum has recently acquired from the Victorian Railways an old Quadricycle, which can be readily regauged, so that we will have a self propelled vehicle for track maintenance in the future. The use of mechanised gangs by the Railways are making many of these interesting vehicles surplus to requirements. On the subject of trolleys, we should mention Gangers Motor WS12 now sports a tram gong and the trailer used at Mont Park has had a coupling fitted to it.

You may not normally read this but:

The progress in all fields of the Museum has been tremendous over the past two months and we would like to keep up the rate. Only you can do it! We need two things basically - finance and volunteer workers. The C.M.F. has provided a massive boost to the Museum, so if you can help either financially (donations of \$2 or more are tax deductible) write to the Treasurer c/o 332 Flinders St. Melbourne, 3000; or as volunteer workers:-

Transport leaves Batman Ave. Tram Shelter at 9.00 a.m. (NOTE NEW TIME) every Sunday or otherwise meet us at the Museum (Union Lane, Bylands), any time after 10.15 a.m. It would be appreciated if you do not have your own transport that you bring lunch with you. Cold drinks are available on site.

Museum Meeting:

At our last meeting (Monday, October 2), Mr. T.L. Kuffer, Safety Officer for the M&MTB, gave an illustrated talk on safety in the Tramways Industry. He stressed the importance of an awareness of potential accident circumstances. Accidents are caused - they don't just happen. In many cases accidents can be avoided if people recognize the dangers and work within their own capacities.

At the conclusion of his lecture, Mr. Kuffer kindly left a number of copies of an illustrated booklet titled "Planned body movements in work" for Society use. Two of the booklets have been dissected and placed on the notice board in the mess-bus at Bylands for information of Museum workers. Mr. Kuffer's talk proved both useful to the Museum and individual alike and provided an insight into another facet of the Tramways Board.

Our next meeting, Monday, December 4, in the Lecture Room at Malvern Town Hall. The room will be open at 7.30 p.m.

In Two Years at Bylands:

The news that the tram storage building (Stage I) is under way may prompt the question; What else has the Society done at the Museum since the V.R. agreed in principle to grant a lease two years ago?

The first task carried out by volunteers was the complete modification and painting of the interior of the cottage and some major external work to make it suitable for occupation. The caretaker has continued the external repairs since taking up residence. Besides providing security, the rental from the cottage defrays a considerable part of the leasing cost of the Museum.

Along the Union Lane frontage a new fence has been constructed and here and elsewhere trees have been planted. At the north end of the main area are two new buildings. One, of some 400 square feet, protects the multitude of spare parts, equipment and supplies acquired by the Museum while the smaller second shed shelters the trolley, various tools and other items. Eight shipping containers stacked nearby provide neat, secure storage for further materials and parts.

Vehicles on site include the mess-hut bus, tower waggon and four trams. The tower waggon was re-constructed when received, and several hundred feet of track was re-gauged for tramcars 17, 1 and scrubber. Roof painting has been carried out on the Ballarat cars and the Geelong tram body (22).

A major task has been the preparation for the construction of the main museum building. Earthworks and surveying have been carried out and a multitude of building supplies delivered to the site and then moved to the required locations. These include wooden poles (ex S.E.C.), the trusses and roof timbers from Sandringham, depot doors from Ballarat and loads of timber and bricks from demolition sites in South Melbourne and Kilmore. In addition the substation/switchroom components have been obtained and the frame of this building assembled by volunteers.

As you can see, Bylands is a busy place. If the multitude of minor tasks at the Museum work at other locations, administration, exhibition preparation, sales, publications and other activities are added, there can be no doubt that the Society has been industrious and successful since obtaining the Museum premises. The next two years will be equally demanding - Will you help the small group that up to now have done most of this work?

Footy Specials 1972

While 95,000 people prepared to leave the M.C.G. after Carlton defeated St. Kilda, a skilled handful of tramway inspectors were getting the Footy Specials in order. 13 trams were sent from Preston to Kew Depot, while trams from Nicholson St., Glenhuntly, Malvern, Brunswick, South Melbourne and Essendon depots lined up on the Simpson St. siding. From 5 p.m. to 5.45 p.m. a total of 83 trams carried almost crush loads to the city. Here is a sample of the scene. P.65 333 left Claredon St. E. Melb. at 5 p.m. with 65 passengers, followed by P66 782 at 5.03 p.m. with 55 on board. As the siren blew K10 544 with 80 aboard followed by P62 336 with 75 on board. As the crowds arrived for the short journey to the city a



a total of 10 trams were lined up at Clarendon St.

Shortly after 949 from Brunswick was noticed to have around 120 passengers. On most of the other trams passengers totalled around the high 90. Remember it takes 16 people to make a ton.

At this point I must thank Ellen Butland, Dave Clark and Stephen Oliver for recording the Footy Specials over the finals.

With Waverley taking a bigger interest, what will be the future of the Footy Specials?

(Editor - the references to depot run numbers P66, K10, etc. highlight an interesting aspect of tramway operation. Would any reader be willing to prepare a brief article on this topic for the magazine?).

### Library and Archives

To assist in sorting and recording of the Society library would any members holding items from the Society collection please pass them to Len Millar (Secretary) or Bill Johnston. Bill is busy compiling a list of the material acquired since the collection was commenced in 1963.

### NEWS FROM OTHER MUSEUMS.

BRISBANE: The B.T.M.S. has moved the last load of sleepers from the former Salisbury tram reservation to the Ferny Grove museum site concluding a three year task. The movement of rail from Ipswich Road depot to the museum commenced on October 25th.

BRAZIL: A second museum line has opened in South America, this time in Campinas in Brazil. Campinas is a delightful city with a population of 200,000. It is situated 63 miles north west of Sao Paulo, one of the world's fastest growing cities.

Its tramway fleet consisted of 30 well kept Brill built cross bench cars, all open sided built about 1910. They are four wheel cars, painted in a nice livery of red and cream with grey roofs and blue trim. There was one odd tram, No. 119, which was fitted with an arch roof as opposed to the standard smooth types fitted on the other cars. She only had 8 cross benches as opposed to the 9 or 10 fitted to the rest of the fleet.

In 1962 there were 12 routes in operation with heavy loadings and tram and track in excellent condition. The entire track was single track with passing loops. There was no fierce competition at this stage between the trams and the Jinty buses that were the curse of most of the other South American systems. One interurban line ran out along a former railway line to the town of Boa Esperanca, a distance of 4½ miles. The trams on this route had headlights fitted to scare the beasts off the tracks at night.

One interesting feature of this system was its fare collection. A standard flat fare was issued but no tickets. Inside each tram was a clocklike device and when each fare was taken the conductor rang up his fare by pulling a bit of string and the total of fares registered on the dial.

The system closed on 25th May 1968, but the Mayor was keen to retain his trams as a tourist attraction. 4 cars now operate on a 3-kilometre line from Parque Taquaral and this commenced operation on 24th April 1972. Its closeness to Sao Paulo should give it good patronage. A colour slide of trams on this system will be produced by the sales department.

SYDNEY: C Class 29 an unrestored member of the SPER museum fleet left Loftus on August 24th. It has been leased to a commercial venture but will eventually be returned to the Society. R1 class 1979 which had served as a loco at Randwick Workshops has been acquired and was moved to Enfield Loco depot in August. Two Flat cars were ordered with 1979. 934 was acquired in 1967 and the bogies of 984 were obtained in August. The Cadillac rail motor which had been in private storage for some years was moved to Enfield in September.

Society vehicles at Enfield consist of the R1, Brisbane 548, Ballarat 37 (in No. 2 shed) and Railmotor 3 (in No. 1 shed with the Rail Transport Museum display). N728 has returned to museum service after the extensive reconstruction of bogies and motors commenced some time ago.

ADELAIDE: Roads 4 (main shed) and 5 (workshop) have been connected with the construction of the first turnout of the planned depot fan. A horse car truck from the Glenelg, Brighton and Marino Tramway Co. (1883-1914) was acquired. Restoration of Car 111 is about 75% complete and was driven for the first time at St. Kilda (S.A.) in July.

WELLINGTON: A compound enclosing the powerhouse and spare parts has been completed at Queen Elizabeth Park. The New Plymouth trolley bus has been converted into sleeping accommodation and a start has been made on producing a tower waggon from Bus 247 which formerly housed the museum generating plant. Overhead in the yard area is being relocated with spans on posts along the boundaries instead of from concrete posts close to the tracks and rail laying on the loading area continues.

AUCKLAND: A considerable amount of Tramway Division equipment, including 5 trams has been moved from the Museum of Transport and Technology to covered storage outside the museum. A contract has been signed for a display building which will incorporate display space for four to six trams in the 'basement'.

CHRISTCHURCH: Track and Overhead for the extension towards the main museum complex is well advanced in the paddock. Brisbane drop-centre 236 (4'8½") owned by the Wellington Tramway Museum (a 4' gauge tramway) may be loaned to the T.H.S. for several years to provide a relief for Brill 178 on the 4'8½" gauge Christchurch museum line. Dunlops have donated a loft-bed lathe which will be modified for use as a wheel lathe.

An Extravaganza including traction engines, vintage cars and tractors, etc. is planned for 10/11 February next year.

CHANGE OF ADDRESS: If you are moving please tell us so that we can continue to send Running Journal to you.

Tramway Museum Society members should notify the membership officer: B. George, 16 Saladin Avenue, Glen Waverley.

Non Member subscribers are requested to inform:-

A. Howlett, 143 Bamba Road, Caulfield.

CONSTRUCTION OF THE DEPOT.

7. The main Museum area before development of the site commenced.



7.

8. An army crane and the society's tower-laggon were used extensively by the C.M.F. unit. Here the first of the 17 'Queen' trusses is placed into position at the north end of the building. Thirty-four posts support the roof spaced at fifteen foot intervals in two rows. Note the diagonal wind-bracing between the end three posts on each side. Similar bracing will be installed at the south end.



8.

9. It's up! At the conclusion of the exercise the CMF team had completed the main frame of the 7,200 square foot structure. The following weekend, society members commenced the fitting of the horizontal timbers to which the covering iron will be fastened. The tall depot dwarfs the frame of the switchroom to the south and provides ample clearance for the truck and for Geelong 22 waiting to be moved under cover so that restoration can commence. Near 22 are tramway point-work components obtained from the M & M T B for construction of the fan.



9.

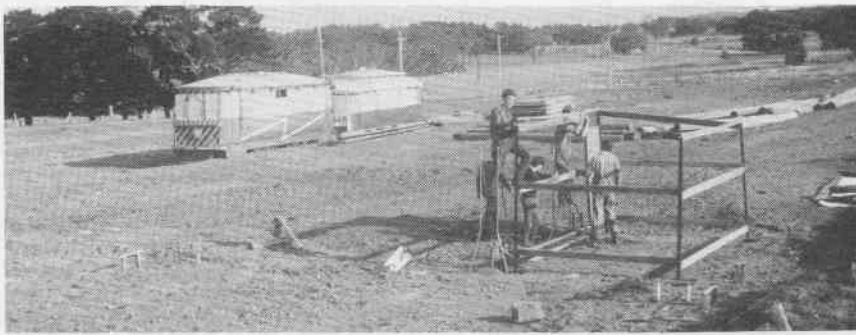
10. Andrew Howlett busy re-roofing the shed which holds many of the spare parts acquired by the tramway museum.



11.

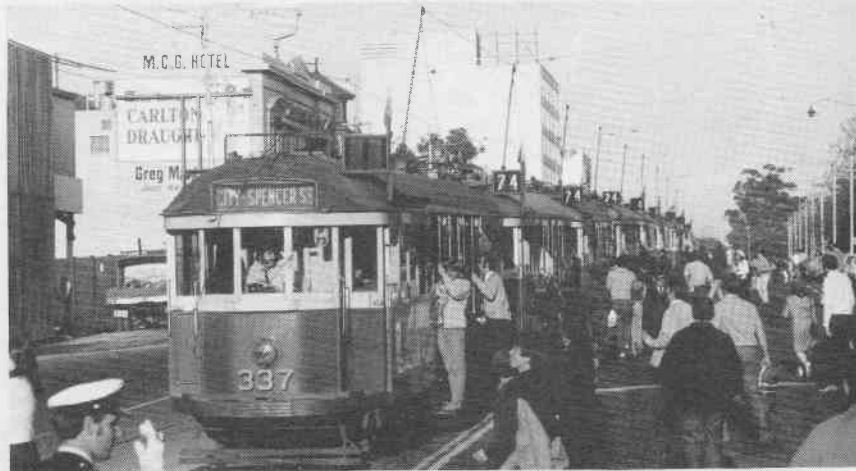


10.



12.

12. Prior to the CMF exercise, society volunteers constructed the frame of another museum [ building; the switchroom. In the background are the two Ballarat exhibits. The windows of 17 and the scrubber are covered for protection pending transfer into the depot.



13.

13. After the big match the crowds arrive to find a line up of football specials led by 337 ready to carry them back to the city. With the development of VFL Park, heavy loadings from the Melbourne Cricket Ground will become less common.



14.

14. For a week the main window of McDonalds Shoeway in Flinders Street contained a display of books, photos and models publicising the society. A high volume of publication sales and several new members resulted from the venture.



15.

15. A general view of the tramway museum at Bylands. From left to right: The trees screening the storage sheds and materials store, the new depot and switchroom, the Austerity bus used as worker accommodation, the caretaker's residence, and three of the museum trams.

PHOTO CREDITS:

R. Green	7,9,10,15
L. Millar	8
D. Menzies	11,12
D. Clark	13
K. Kings Collection	1
K. Kings	2,3,4,5,6