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The Tramway Museum Society of Victoria Ltd.

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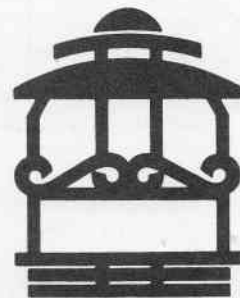
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Museum premises: Union Lane, Bylands 3600.



COVER:

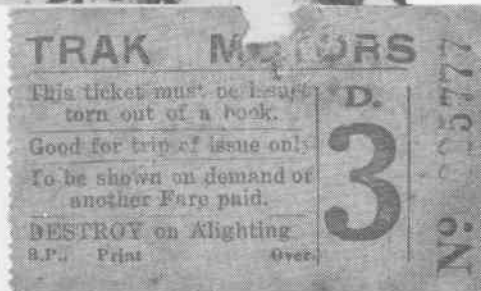
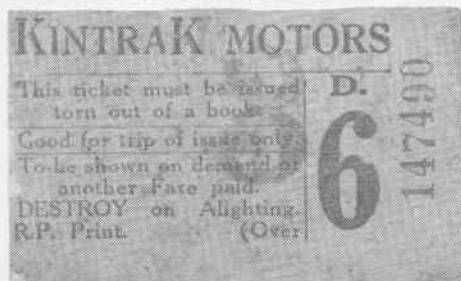
Sydney Road Coburg looking south from Bell Street with a horse tram bound for the Brunswick cable tram terminus at Moreland Road. The horse trams were established by the Northern Tramway Company in 1889. Purchased by the Coburg Council in 1911 they operated until 1916 when replaced by the electric trams of the Melbourne Brunswick and Coburg Tramways Trust.



2: Luna Park opened on a Friday the thirteenth (December 1911) but despite this choice of opening dates it has been a popular destination for merrymakers on public transport in the district ever since.

3: A Kintrak omnibus pauses at an M & M T tramstop before government regulation restricted pirate activity.

4: A selection of Trak and Kintrak tickets.



TIME TABLE	Week Days
No. 5 ROUTE - (Via Luna Park)	
First Motor from Epsomville	8.00 a.m.
Melbourne	8.30
Thence every 11 minutes until	
Last Motor from Epsomville	11.40
Melbourne	12.10
No. 6 ROUTE - (Via High Street)	
First Motor from Epsomville	8.00 a.m.
Melbourne	8.30
Thence every 11 minutes until	
Last Motor from Epsomville	10.45 p.m.
Melbourne	11.15

ACTS & ANTICS — BY D. MENZIES

In the recent State Government budget \$6.5 million was allocated to the debt ridden tramways but for years tramways legislation was punitive instead of providing assistance for public transport. Competition with private bus operators in the 1920's also took its toll on tramway finances.

All students of transport will be aware of the U.K. act of 1870, The Tramways Act, that not only affected the U.K. but was copied in other parts of the world too. This was drafted in horse tram days when it was felt that the horse tram operators should not only maintain the tracks but also 18 inches on either side of them. The horses hooves were supposed to be wearing away the road between the tracks so they should pay for it. These acts carried on well into the electric era and have only recently ceased in Melbourne. Not only was the centre of the road maintained but also rates paid to the respective councils too.

While many undertakings were burdened with the 1870 Act few could have an act so loaded against them as the Tramways own act which incorporated the 1870 act and added a few interesting sections of its own too. Look at Section 88.

The Board, under this section had to provide to the Consolidated Revenue of the State of Victoria in each year a sum equal to the amount disimburshed by the State Treasurer in connection with the Queen's Memorial Infectious Diseases Hospital, The Metropolitan Fire Brigade, and the Municipalities pursuant to the Licensing Act of 1916. The payments varied from year to year with the first payment in 1920 of £56,783. This carried on up to the 1st October 1954 by which time the sum of £4,281,189 had been paid, in effect a tax upon the users of public transport. The remark in the Board's Annual Report of 1955 is a masterpiece of understatement; "The Board records with pleasure that by Act No. 5814 of 1954 the Board is relieved of these payments from 1st October 1954". These payments had carried on even during the Depression years when men had to be laid off work in an attempt to make ends meet, and the Board had to borrow money. In effect it involved giving the Government money with one hand and the borrowing of money at interest with the other, so that by 1954 the Board's debts consisted of £5,083,202. It was further calculated by the Board that if the same interest rated had been charged on the money paid to the worthy causes the total would have totalled £9 million, quite a sum.

The act also contains interesting sections affecting such things as provision for depreciation, or rather the lack of it. In all it is interesting to speculate what the position of the Board would be now had the acts been drafted in a fairer manner.

Another bone of contention in the formative years of the Board was the competition between the Board and the private operators that were

entering business at this time. Two factors caused this, the major one being the end of the first world war in 1918 and the second which gave them a helping hand was the Tramways strike in 1924. As it turned out, the man who was the centre of the strike misled the Union according to the press and the strike did a considerable amount of harm.

Men during the war acquired new skills, including the ability to drive and service motor vehicles so with their gratuities they put this skill to good use by purchasing a lorry or a bus and putting it on the road in competition with the established operators. In most cases these men lacked any financial skill or business knowledge.

To put a bus on the road was a simple business. The intending operator simply applied to the Hackney Carriage Committee of the council for a licence. This cost 5/0 per seat with a maximum of £3 a year, 5/0 each for the driver and conductor's licences and 1/0 for the owner. So to put a 33 seater bus, with a capacity of 33, he paid £3.11.0, less than 2/2d. a seat, and was allowed to operate without further hinderance.

The Tramways Board on the other hand who wished to operate buses under its Act, had to arrange with the Councils concerned to strengthen and improve the road and pay its share of the cost. Therefore, whether it be tram or bus the Board was caught for road costs. On the other hand it was the private operators, both bus and lorry, with their solid tyres that wrecked havoc with the road surface. It was the road costs caused by these operators and the fact that it was realised that the Tramways had paid enough that was in the Board's favour during the forthcoming confrontation.

The private operators at the outset had a good press image, after all they were ex-servicemen. There were many pictures of them in uniforms with medals glistening on their chests, as they got ready to do battle with their next foes, the established operators. Good romantic stuff! The most outstanding of these men was a Mr. Knight, the owner of Kintrak buses. It was he who eventually became the spokesman for the private operators with the result that a lot of the press cuttings quote either his statements or those of the Board's Chairman, at the time Mr. Cameron, both tough men.

Typical of the press comment of the day is this one stating how the Toorak service had improved since a private operator had taken over that service during the tram strike that lasted from 5th May to 19th May 1924 with disasterous results for the industry. "The sleepy old cable tram charges 3d. from the terminus to the city, and occupies 32 minutes on the run. The bus charges 6d. and takes 17 minutes. The bus service is made up of one real bus and a number of chilly charabancs. But the buses are crowded and the trams relatively deserted except for an hour or so in the evening. And so even with electric trams on this route the buses would still put it over the Tramways Board".

show: Someone was putting it over the Tramways Board as the figures

<u>Route</u>	<u>Passengers carried</u>	<u>Passengers carried</u>
	<u>June 1922</u>	<u>June 1924</u>
Brighton Rd.	698,446	396,313
Esplanade	604,687	394,668
Clifton Hill	1,121,778	958,801

In June 1924 there were 31 services operating in the Metropolitan area ranging from many one man owned and operated services to the Kintrak bus company, which at that time operated 14 buses. Services ran as far afield as Broadmeadows, Oakleigh, Balwyn and Geelong. The names were good too, Trak, Kintrak, Blue Check, Auto, and a host of others now faded into the pages of history.

It was not only the Tramways that had trouble, the Victorian Railways also had their share as they were busy spending money electrifying the suburban railway system. A cutting is typical of the period. "In May 1924 a service was introduced from Belgrave to Melbourne leaving Belgrave at 11 a.m. and 3 p.m. It leaves Flinders Street at 1 p.m. and 5.30 p.m. A fare of 3/0 was charged for the hour and a quarter journey and was 7d. cheaper than the trip to Fern-tree Gully. The service was operated by a Reo bus, 16 seater, and was to be followed by two more". It was obvious that something had to be done. The arguments by both sides were fierce and the merits of even wasting money on electrifying the cable system was hotly debated in the press. Figures were quoted showing the losses on the U.K. tramways of the period. What is not said of course is that the U.K. operators were also having trouble with "The Pirates" who took their passengers when it suited them. In fact the U.K. was slower than Melbourne in tackling the problem as the U.K. did not act until 1933.

The lobbying was fierce, firstly on council level and later to State Government level. The councils were concerned about the state of their roads and the fact that they were getting no compensation. It was felt that the Tramways more than paid their share and the press in those days even wanted the hospital payments stopped, but to no avail. Regulation had to come, after all there were 3 bus companies operating in competition with the cable trams in St. Kilda Road alone.

The Tramways entered the act too by putting a bus service onto the road on 3rd January 1925 in competition with the Trak bus route No. 6, Melbourne-Elsternwick. There are pictures of lively scenes at Elsternwick as the operators fought for business.

After a lot of debate the Motor Bus Act came into force on 1st February 1925 amid cries of anguish from the vanquished and chuckles from the victors. It was stated that the then Premier, Mr. Goudie, represented a country area and was not interested in the city dweller who was most involved with the problem. It was left to the Attorney General, Mr. Eggleston, member for St. Kilda, and an area affected by the Avt, to defend the State Government's actions against the critics including the vocal Mr. Knight. There was a lively meeting at Caulfield Town Hall with 1500 people there; the age of apathy was not with them then.

Mr. Knight fought to the end after many lively meetings and his conductresses handed out leaflets. He closed his services down on 31st January 1925 despite the comments by Mr. Eggleston that he was over reacting.

The Act fixed the dimensions of the buses which should not exceed 28' in length, 8' in width, 5 tons unladen weight or 8 tons laden. It did not apply to buses taking less than 12 passengers and this led to speculations as to whether the city would be flooded with mini-buses to get around the regulations. There were also provisions for insurance and the use of solid tyres.

The routes themselves were fixed by the Motor Bus Advisory Board and in the "Age" of 12th February 1925 there appears two interesting maps. One shows the route pattern before the Act with 68 routes and afterwards with 50 new routes with the claim by the Authorities that the buses were not driven off the road but had been relocated giving the public better service. Strangely after this the issue seems to have died a natural death as the new services settled down. More new transport topics dominated the press and these will follow in later articles.

I wish to extend my thanks to Bob Prentice for his assistance in providing material for the article and also the late Arnold Newton of the Tramways Board.

Material sources: Press cuttings and M. & M.T.B. Annual Reports.

FIRE ENGINE PRESERVATION —

The Historic Fire Engine Association of Australia is an Australia-wide, non profit, social organisation set up to encourage the preservation of old fire engines, old fire fighting equipment and historical data; also to assist those who have this interest.

It originated in 1969 when a group of vintage car enthusiasts who had independently purchased retired fire engines from the N.S.W. Fire Brigade, met in Sydney to form an Association to cater for folk who shared their interest.

In May 1969 Fred G. Penny of Ferntree Gully, a fire buff of many years, became the first Victorian member.

Then the mammoth task of researching Australian Brigade histories was started; fleet lists had to be compiled back to the earliest of times, and mountains of magazines had to be checked for clues to early imported vehicles. During this process many priceless photographs came to light.

All old station sites have been checked for buildings still standing and converted for private use.

Members throughout Australasia own over 40 appliances of such well known makes as Dennis, Leyland, Albion, Garford, Hale, Gwynne, Dodge, Essex, Buick, Coventry-Climax, Chevrolet, Diamond T and LaFrance of WW 2 fame. The last two served the S.A. Fire Brigade well and now belong to the Association "en bloc".

In Victoria is the oldest and by far the largest appliance, the 1907 John Morris & Co. Magirus 87 ft. wooden ladder, known to the "Oldies" as the Gas Ladder, which up to 1954 was operated by Carbonic Acid Gas, and was originally drawn by two horses. An ex CFBB 1929 Chevrolet chassis is having its original Holden of S.A. bodywork rebuilt; also in the Victorian preserved fleet is the well known 1923 Berwick Buick. The oldest motor pump is the MFB's first 1914 Dennis, still on its solid tyres. This vehicle is the same model as the Airfix Kit of several years ago, and will be restored to its original condition, unfortunately its own 40 HP White & Poppe engine has been changed, but all other parts are complete for as the saying goes "they built'em solid in them days". Two Dennis (ex NSW Fire Brigade) are nearby, one is the vehicle used in the Heinz-aide TV commercial, a 1926 Dennis is awaiting its 250 gal. pump; the other, a 1934 Dennis "Ace" is complete and running. There is also a larger 1926 Dennis with a 250 gal. Tamini pump known to have been in service in Queensland for many years. Altogether a most pleasing selection, and with a great deal of effort will become a parade to be proud of.

The ex MFB Pierce-Arrow which once belonged to Dame Nellie Melba, has been traced and the chassis of the AEC TTL of 1922 still on slides is under cover awaiting restoration.

Some of the famous Hotchkisses are now owned and rallied by members of the V.C.C. of Victoria.

An executive committee has been formed to operate the Victorian Branch of the H.F.E.A.A. here in Melbourne, and Secretary, Fred G. Penny would be happy to hear from interested persons on 758 1988 at any time.

KILMORE - AN OUTLINE HISTORY

Victoria's Tramway Museum is located at Bylands in the Shire of Kilmore some 32 miles north of Melbourne. Kilmore is Victoria's oldest inland town and it is hoped that in coming issues of Running Journal readers can be given an introduction to the historical significance of this area, which played a most important role in Victoria's early history.

It is thought the first white people to visit what is today Kilmore were Hume and Hovell on their return trip towards Sydney in 1824. Following the explorers came the overlanders, with their herds and possessions. Names like Hawdon, Gardiner and Hepburn, which are well known in the very early history of the State, passed through the Kilmore area on their way to Melbourne.

About the end of the year 1837 Dr. Richard Hamlyn established a station on the Dry Creek, and grazed his flocks over the area where the town of Kilmore later sprang up. In the early 1840's the infant town of Kilmore emerged from the bushland and gradually assumed shape and form. It is significant that Kilmore is Victoria's oldest inland town. Some of the buildings which remain, bear witness not so much to architectural merit, but to history. Kilmore arose, like many other small settlements along the track, such as Benalla, Mitchell Crossing, Sugarloaf Creek and so on, to serve those who halted temporarily by the wayside.

The first hotel "The Kilmore Inn" was established under licence in 1841 by Francis Anderson, and many others soon followed. In addition, the essential services to be found in a newly settled location, gradually came into being. First a store or two, then a blacksmith's shop, a shoemaker and so forth were to be found straggling on either side of the track. The major landholder in the area, William Rutledge, the man who in fact named Kilmore (which is Gaelic means "great church") had bought a compact 5120 acres in 1841 from the New South Wales Government. The land was rich, and the low rentals of the day attracted many settlers.

In the period 1850-70 Kilmore played an important part in the national welfare as a provincial centre to which people, spread over a wide area of country, came to transact business and purchase supplies. It was the leading town for a large rural area, and the granary of the young colony of Victoria. Wheat was carted to Kilmore mills from Kyneton and other equidistant places. The first mill in the Port Phillip district was built at Kilmore in 1844 by Robert Allen, and there were three mills at the height of Kilmore's prosperity. Up to fifty bullock teams a day might have come to the Kilmore mills at this time.

History of inland Victoria could never be complete without reference to gold. The Kilmore area never came very prominently into the picture as a mining centre. A few diggings were worked for some years, but the fortunes made in the 1850's were from other parts of the State. The town, however, did benefit considerably from the expenditure of floating capital. Later, reduced revenue obtained from the travellers gave Kilmore its first setback.

Railway communication, which was established in April 1872, through the opening of the North-Eastern Railway, indicated that Kilmore would never become a major centre again. It was a matter of regret that the line did not come into direct touch with Kilmore town.

Direct railway communication was established in 1889, but only as part of the Heathcote-Bendigo branch line. This line was finally closed in 1968. A section of the right of way at Bylands is of course being used for the Tramway Museum project.

Unfortunately, the History of Kilmore and its surrounding shire is not well documented. The best reference book for those wishing to discover more, is "The Tale of a Century" by J.A. Maher. Initially

published for Back to Kilmore celebrations in 1938, it has been recently reprinted by Loudon Publishing Co. of Sydney St. Kilmore (price \$4.79 post free). Kilmore Historical Society are also helping to record the interesting history of Kilmore.

Compiled, from a National Trust tour booklet, by Andrew Howlett.

News from Other Museums

BRISBANE TRAMWAY MUSEUM SOCIETY (QLD.)

A new road entrance has been constructed at the Ferny Grove site from McGinn Rd. The society mounted a display at the City Hall Model Railway Exhibition utilising models lent by the B.C.C. transport department and a fine collection of photographs. Over 3,000 publicity sheets were issued. Bodywork has commenced on CA-519 and a restoration program for 341 drawn up.

(Dreadnought)

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (S.A.)

The A.E.T.M. is now engaged in constructing a curve onto Lines Rd. Approval has been received for approx. 400 metres of right-of-way from the depot fan, down Lines Rd. then parallel with St. Kilda Rd. to Samphire Rd. A point now connects depot roads 5 and 6 which are equipt for overhead operation. Wooden poles salvaged from Deriation Rd. in 1958 support the wire along with the centre poles which have been temporarily relocated to act as span poles. Fittings are from the BHP Iron Knob railway and ~~stranded steel trolleywire was utilised~~

(KSK)

SMYTHES MENS WEAR!

(FRANK WHELAN)

Agents for airport travel goods

Superior Mens Wear

359 GLENHUNTLY Road

Elsternwick 53 3261

McDonald's

SHOEWAY

332 FLINDERS STREET, MELB

(V. Scholten, Prop.)

EXTEND OUR

"DISCOUNT SERVICE"

To members of the society.

SLIPPERS

EVENING WEAR

WORK SHOES

MUSEUM NEWS

DEPOT.

As illustrated in our last issue, covered storage for our tramcar fleet is now well on the way to becoming a reality. Thanks to the 6th Construction Group R.A.E. of the C.M.F., depot columns and trusses were erected between 9th and 20th October. Progress was somewhat delayed due to the poor weather early in the exercise and the need to blast some of the post holes.

The following weekend, construction was handed over to our own volunteers, who have kept up a good rate of progress. Firstly, the top row of 'girts' were placed around the building to secure the up-rights, and then 170 'cleats' were nailed onto the trusses. The purlins for the eastern side of the roof were hauled up and will be attached to the cleats well before this report reaches you. It is hoped to have all the purlins up by the beginning of the New Year.

ELECTRICAL.

Erection of the Switchroom building is progressing satisfactorily once more. Wind bracing has been installed, rafters erected and the roof is now completed. Sheeting of the walls will occur once the floor has been concreted.

PERMANENT WAY.

Despiking and removal of fishplates on the track beyond our northern terminus has been completed. At the time of writing over half of the 400 metres of rail and sleepers has been lifted and transported by Gangers Motor W512 to the main museum area. This task should be finished in time to begin laying of Standard gauge track in the depot, once the depot is roofed.

Work has also begun dismantling the southern set of V.R. points to provide materials for our depot fan. Thanks to the M. & MTB, we have been able to buy at scrap prices 3 sets of tramway points which will be used in our depot fan. These were delivered during October.

ROLLING STOCK.

The tramcar roof repainting programme carried on by Dave Menzies and Ron Scholten has continued. Last month ex Victorian Railways bogie tramcar No. 34 received full roof treatment. At the same time roof gutters and downpipes were cleaned out.

GENERAL.

In addition to work carried out as listed above progress in other fields has continued. Cyclone gates have now been fitted on

both entrances from Union Lane completing the southern boundary fence.

The opportunity was taken to use the Army crane to move a number of heavy items around the site in order to improve the general appearance of the area. The 4 additional seatainers obtained in September were positioned using this crane.

NEW CARETAKER.

As many of our readers will be aware, Museum Caretaker, Shane Brennan was transferred to Queensland with the Army, so necessarily a replacement had to be found. We are pleased to announce that Mr. & Mrs. George Wilcock have now moved into the residence and are continuing Shane's good work. George, who works with the Victorian Railways lived in "our" house for 15 years when he was in charge of the trackwork in the Kilmore locality. Readers are reminded that if visiting the Museum they should report to either the Caretaker or the Officer-in-Charge on entering the museum.

ROTUNDA.

Saturday, November 18, saw the dismantling of this shelter in Khartoum St. Caulfield. It was transported to Bylands in December and will be re-erected to provide shelter for picnickers in a suitable period setting.

SOCIAL MEETINGS.

Members meetings for 1973 will be held at the Malvern Town Hall, cnr. High St. and Glenferrie Rd. on:

Feb. 5th, April 2nd, June 4th, August 13th, October 8th, December 3rd. (NB. August and October meetings are on the second Monday).

Details of the Tramway Historical Exhibition to be conducted by the Society during Moomba week appear on the back cover of the magazine. The Activities Committee will notify members of tour details for 1973 as they are prepared.

M. & MTB ANNUAL REPORT.

The Tramways Board has released its report and accounts for 1971/72. Highlights are:-

<u>FINANCIAL:</u>	Deficit on tram operations	£2,910,927	
	Less payment from Drivers		
	Licence Suspense Account	700,000	
		<u>1,210,927</u>	
	Deficit on Bus Operations	<u>1,328,941</u>	
		2,539,868	
	Less surplus on non-operating activities	<u>158,482</u>	
	Deficit for 1972	<u>£2,481,386</u>	(1971 £3,447,121).

M. & MTB ANNUAL REPORT (contd.)

TRAFFIC: Passengers 1972 - 122,432,890
 1971 - 132,532,031
 10,099,141 decrease

Industrial unrest, demonstrations and flooding in February contributed to difficulties for the year.

ENGINEERING:

Tram fleet: 696 (inc. 42 stored) service fleet
 $\frac{10}{706}$ works trams

of which 335 have received front and rear marker lights.

Bus fleet: 230

Average distance travelled (bus) per changeover for defects showed a marked decline.

1969/70	5,418 miles
1970/71	4,823 "
1971/72	3,864 "

Reconstruction of tram tracks has reached a stage where 41% are of concrete to street surface constructions, 29% on a concrete base and 7% in tramway reserves.

BOOK REVIEW.

SOUTH COAST LIMITED by K. Bird. Publisher ARHS (S.A.) \$3.00 plus postage. Available - Tramway Museum Society Sales, 237 Wattle-tree Road, Malvern.

Pages 81. Colour and black and white photographs, maps and diagrams included.

A book on railway history hardly seems material for review in Running Journal or for sale by the Museum but this one has a special interest for tramway enthusiasts. It documents the life of the Victor Harbour line which functioned using horse traction and street tramway style passenger stock, on some sections for many years. The name "Southern Tramway" was popularly used for South Australia's first railway venture. As well as steam diesel and horse transport the book also includes photographs and text on the road services of the S.A.R. in the region.

The format and production standard equal that of the locomotive books (500's, 600's etc.) of the Australian Railway Historical Society (S.A. division), ranking among the best produced in this century. While not among the basic Australian Tramway books, it should still be an early acquisition by any fan building up a comprehensive library.

ACQUISITIONS.

The PMG have written indicating that two iron pillar boxes will be made available for the period street to be established at

the Museum. A 2000 gal. galvanised iron tank is being obtained for installation adjacent to the depot now under construction.

PUBLICITY.

Caulfield Historical Society held its final meeting for the year on December 13th. The subject "Early Melbourne Tramways" was presented by Keith Kings of the Tramway Museum Society. The meeting was reported in the "Southern Cross" and "Chadstone Progress". The Society is always prepared to provide speakers for such groups.

The National Trust of Australia (Victoria) have advised that they will include an article on the Society in the February Newsletter. Over 11,000 copies of Trust Newsletter are distributed to their members.

Bendigo Tourist Tramway

On Saturday 9th December the 'Bendigo Trust' commenced operating trams between the Central Deborah Mine and the Chinese Joss House using Birney 30, S.T. car 194 max. traction tram 25. The cars, in a new colour scheme and with exterior advertisements for the local TV station, Coca Cola and other firms carried over 1000 passengers on the first weekend. A message of congratulations was sent to the Trust by the Tramway Museum Society. The Premier, Mr. Hamer, declared the project open at Charing Cross and the Mayor of Bendigo, Cr. J. Pearce and Trust Chairman, Archdeacon C. Sheumack commented on the boost to the tourist industry which would result. A meeting of the board of the Trust decided to operate a daily service between 10.30 a.m. and 3.30 p.m. instead of only at weekends and public holidays as first planned, although, of course, loadings are not as heavy as on the first weekend. Birney 28, in unaltered SEC colours has also seen service on the line. The Trust subsequently announced plans to alter the remaining cars for static display although the state government has approved the modification of only four trams for service. The Tramway Museum Society had previously made representations to the government to ensure that historically important cars in which other societies are interested are not modified.

1972 Annual Meeting

The 1972 annual general meeting of the Tramway Museum Society was held at Malvern on December 28th. Following the adoption of the minutes and financial statements the 5 vacancies on the museum board were dealt with as follows: Messrs. Green, Kings (both retiring) Cornwall and Weedon were appointed by the meeting. A vote between G. Breydon and H. Haugh recommended to the board that Mr. Greydon fill the fifth position until the next general meeting. All other members who had expressed interest in standing withdrew at or prior to the meeting. The directors report was then presented, illustrated by members' slides of the various works and activities which occurred during the review year.

SOCIETY DIRECTORY

DECEMBER 1973

The Tramway Museum Society of Victoria Ltd.

MUSEUM BOARD:

Keith Kings	83 4932
Anthony Culpeffer Cooke	25 2996
Len Miller	29 8727
James Dowel	69 4494
Andrew Howlett	
Robert Green	58 3819
Brian Weedon	52 2963
Michael Cornwall	
Graeme Breydon	94 2886

SECRETARY:

Len Millar, 16 Lodge Road, Hartwell 3124 29 8727

TREASURER:

William Johnson, 23 Peter Ave. Blackburn
North 3130 878 2431

PUBLICITY OFFICER:

Anthony Culpeffer-Cooke, 1 Flowerdale Rd.
Glen Iris 3146 25 2996

WORKS OFFICER:

Andrew Howlett, 143 Bambra Rd. Caulfield 3162

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David Menzies, 237 Wattletree Rd. Malvern 3144

Assistant Sales Officer (Retail)

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3150 232 7608

MUSEUM PREMISES

Union Lane, Bylands 3600

REGISTERED OFFICE

332 Flinders St. Melbourne

CONSTRUCTION OF THE DEPOT.

The main Museum area before development of the site commenced.



7.

An army crane and the society's tower-waggon 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.

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 members 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 A & M T B for construction of the fan.

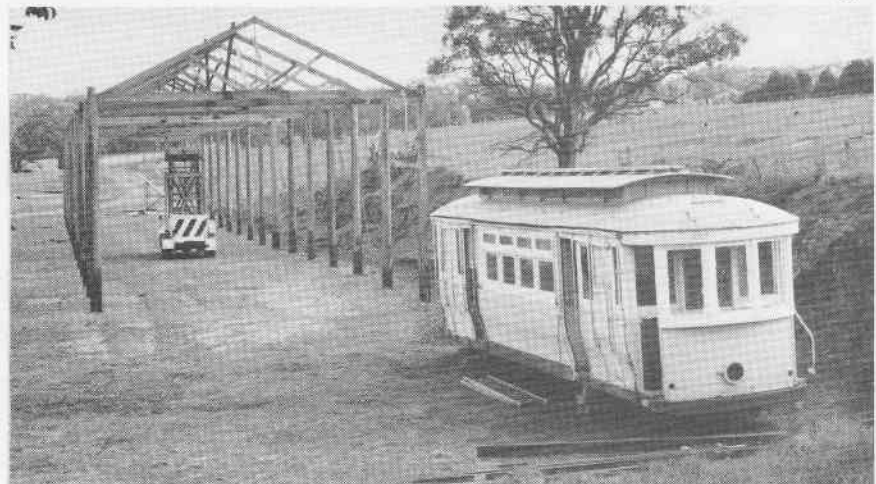


9.

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



11.

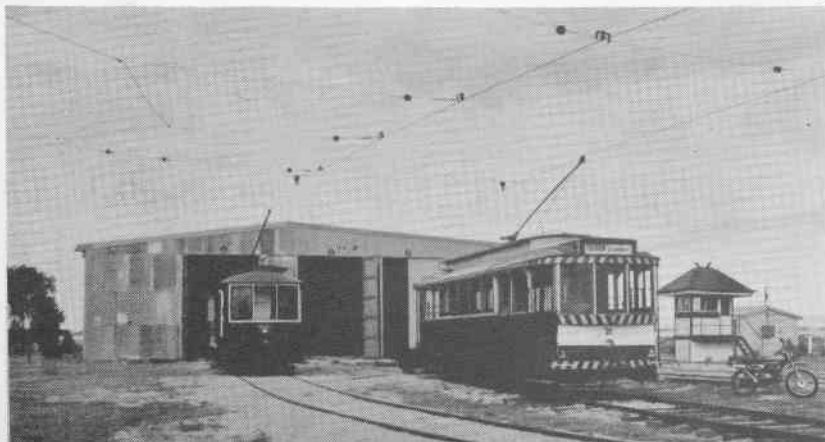


10.



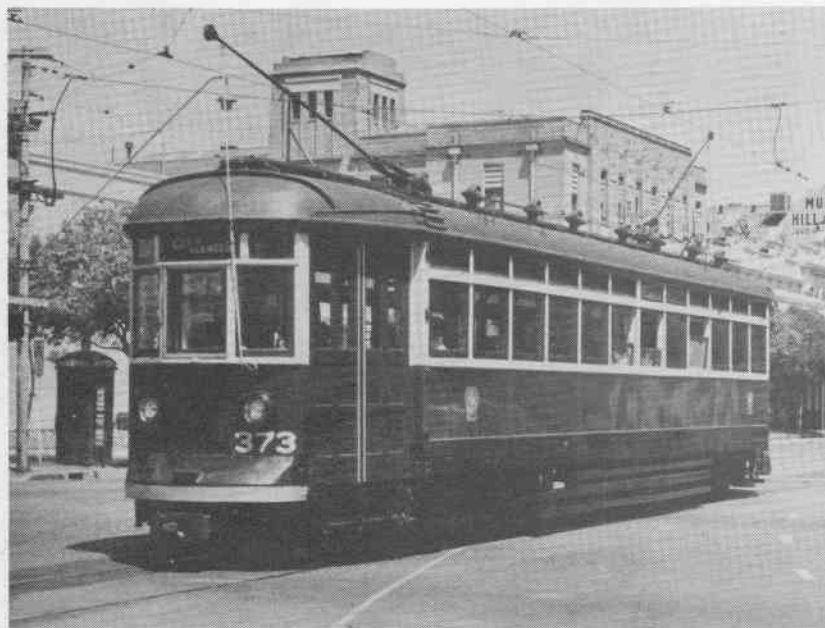
9.

9: The quarter of a mile of rail between the north level crossing and trestle bridge prior to lifting by society volunteers. At the top of the picture is the Hume Highway. The museum line extends from the crossing for one mile, left of the aerial photo, to the main museum area at Union Lane.



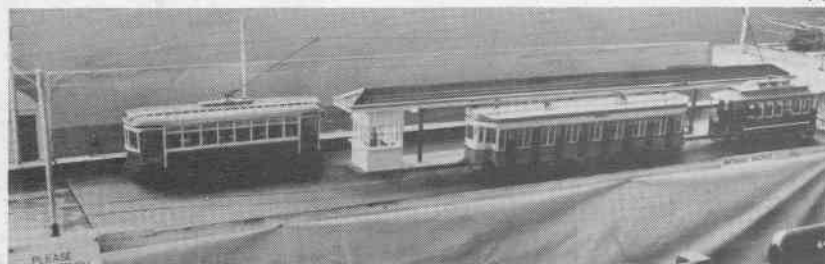
10.

10: At St. Kilda (S.A.) the Electric Transport Museum is now able to display cars such as Adelaide No 1 and Ballarat No 21 "under wire" on roads 4 and 5 which are connected by new pointwork.



11.

11: Also in Adelaide is H 373 refurbished in Tuscan Red and cream with new M.T.T. monograms. The overhauled car was photographed on November 25th in King William Street at Angus Street about to enter the terminus.



12.

12: Model trams always form an attractive centrepiece at society displays. Planning for the Tramway Historical Exhibition to be held during Moomba 1973 in Stanhope Street Malvern is well advanced.

Dates and times are:

Sunday March 4th	from 2 pm
Monday—Friday 5th—9th	7 pm
Saturday March 10th	10 am
Sunday March 11th	2 pm
Monday March 12th (public holiday)	10 am

closing at 10 pm each night.