

Annual General Meeting

This was held on Saturday 28th August 2004, at Hawthorn Tram Depot, the home of the Government's Heritage tram fleet. About 30 members and their guests were in attendance. The Society's Annual Report and Financial Statements were circulated by mail to all members prior to the meeting, and these were overwhelmingly endorsed by those present.

In accordance with the Society's rules, as the number of nominations for positions on the Society Board of Management exceeded the number of vacancies, it was necessary to conduct a ballot to elect the required number of representatives. A postal ballot was conducted prior to the meeting, and it was pleasing to note a good return of ballot papers was received from members. The results of the ballot was announced at the meeting and the following members were elected to the various positions:-

Chairman	-	Russell Jones
Deputy Chairman	-	Andrew Hall
Ordinary Board Members (3)	-	Graham Jordan
		Keith Kings
		Corey Robertson

The Society wishes to thank the unsuccessful candidates being Daniel Berry, Doug Prosser and Brooke Tolliday for their interest and participation. K. L. Pariossien & Associates were again re-appointed as our Auditors for the forthcoming financial year.

As can be noted, Keith Kings who two years ago reluctantly resumed the role of Chairman, stepped down as Chairman of the Society (for the second time), but will remain on the Board as an ordinary Board Member. The members present at the meeting offered their appreciation for the work that Keith has done for his many years of service to the Society.

Whilst speaking of meetings, in the last Running Journal, a call was made for an expression of interest from the membership for a person to fill the role of Meetings Officer. Unfortunately there were no offers received for this position and subsequently Doug Prosser indicated that he would therefore undertake this task. It is expected that Member's Meetings will be held in November 2004, February 2005 and May 2005. More details will be advised in the next Running Journal.

Restorations at North Fitzroy

In the April 2004, issue of Running Journal members were updated with the current status of the project to restore works car 19W back to its near original condition as NMETLCo Car No 4 (formerly MMTB U Class no 205). At the time the Board was investigating several proposals which would see work recommence on the project either at North Fitzroy or another location. This being dependant on Government approval and the prospects of additional funding.

Following a meeting between Society and Government representatives, a clear indication was given to the Society as to what the Government's expectations would be, and what may be possible or available in the future. As a result the Society reopened negotiations with the Bendigo Tramways for a quote to complete the U Class to full operating condition, including full accreditation to meet the current standards for the Melbourne tramway network.

The Manager of the Bendigo Tramways, Kym Smith undertook an extensive study of the car at North Fitzroy, and then in conjunction with Society representatives put together a documented scope of works to complete the car in two stages.

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Stage one would see a number of areas of the car reworked to address several problems which appeared during the initial work undertaken at North Fitzroy, including complete rewiring of all electrical circuits, checking and overhaul of all electrical and mechanical components, and the return of the car to operating condition. Stage two would see the fitting out of the body, repainting and revarnishing and commissioning of the vehicle to service.

A formal written agreement was signed between the Society and the Bendigo Tramways on the 18th August 2004, for the work to proceed post haste. Stage one of the works will be completed utilising the remaining funding still on hand. Stage two will require further funding to be acquired, and the Society Board is currently investigating possibilities from both Government and other outside sectors.

It is expected that the U Class tram will be moved to Bendigo in early September where work will start almost immediately. The Board is committed to have the tram completed before the Centenary of electric tramways in Melbourne in 2006. As part of our agreement with the Government, the U Class tram will be made available for inclusion in the Melbourne Heritage fleet for a period of 2 years.

The Q Class tram 199 (formerly 16W) on which work also commenced at North Fitzroy several years ago, will initially remain at North Fitzroy until early next year, when it will be returned to Bylands. When this happens it will be placed in the workshop in the Exhibition Shed, where it is expected work will quickly commence to have it completed.

Victorian Railways 150th Anniversary.

On Sunday September 12th 2004, we will celebrate the 150th Anniversary of the first train to run between Flinders Street and Sandridge (now Port Melbourne). Although this line still exists, it is of course no longer a railway as such, but a "light rail" line. As the 150th anniversary is a significant event, the Victorian Government has undertaken to not let this event go unnoticed. Celebrations will take place around the State to commemorate the event, and many local communities will be involved to recognise the role the railways have played in their areas.

The Association of Tourist Railways, of which the Society is a member, has indicated that it would be appropriate that all heritage or tourist railways (and tramways) undertake some form of celebration at each of their operations. The ATR has suggested that all groups operate or run a train or vehicle starting at 12.20pm on the day, this being the actual time on which the first train left Flinders Street for Sandridge.

As such the Society realises that this is an appropriate form of celebration given the nature of our operations, and the fact that our site and main-line at Bylands was originally a railway from 1889 to 1968. Therefore we invite all members to be present at Bylands on this day, and to help us celebrate this significant event in Victoria's history. We will run a "special" tram for the event, and it is expected that a number of trams will also be available for operation during the course of the day.

Make it a day out, bring your picnic lunch and enjoy a restful day in the country with your fellow members.

Museum Works

Most people are aware of the old saying "It never rains but it pours". At the recent working bee day held at Bylands on Saturday 14th August, we experienced this first hand. Unfortunately the day turned out to not only to be rather damp, but also very cold. There was a need to keep warm and (hopefully) dry, so inside work was to be the order of the day. Nine brave souls were on hand to undertake whatever tasks were to be accomplished. Some tram cleaning and maintenance was undertaken, but the major task was the continued clean out of the rear of the Cable Tram Shed. What remained of the internal wooden fittings from the former Castlemaine and Monument Creek Bristol buildings were sorted out and the unrequired items despatched to the firewood pile. All the old plumbing fittings were sorted, for any items suitable for reuse. It is just amazing how much "junk" you acquire over the years.

The day was so cold, those present really appreciated the hot lunch provided by Aileen Jordan. In the afternoon it was possible to light up the firewood pile, this provided plenty of heat to keep warm and start to dry out. Unfortunately we forgot the marshmallows this time. We would like to thank the following members for their attendance under such trying circumstances, Graham and Aileen Jordan, Corey Robertson, Keith Kings, Daniel Berry, Brooke Tolliday, John Walker, Charlie Huggard and Bill Johnson. Some are still trying to recover from the colds and flu they caught as a result.

Other works over recent weeks have seen several sleepers replaced in the main-line at the southern terminus near the kiosk, with several more yet to be inserted. Some more lifting and packing of the track to the Vehicle Maintenance Shed has been undertaken following the purchase and distribution of another truckload of ballast.

Several weeks ago a contractor was engaged to undertake a number of tasks which will assist us to advance our works program. Due to the need to transport Q Class No 199 from North Fitzroy, W2 323 and ex-Sydney R Class 1845 from Newport Workshops for placement in the Exhibition Shed, it is necessary to lay several lengths of track to allow unloading outside that facility. Our contractor prepared the earthworks required for the two eastern most tracks at the northern end of the shed. He also relocated a number of lengths of 60lb railway rail from various locations around the site to a new stockpile adjacent to these earthworks.

Other works undertaken saw the remains and stumps of several cypress trees adjacent to the house removed, a rail stack which was in the way of the alignment of the proposed second (double) track relocated, and a quantity of tramway grooved rail and point castings, originally from the Caulfield Loop, distributed along the rail formation past the kiosk towards Union Lane.

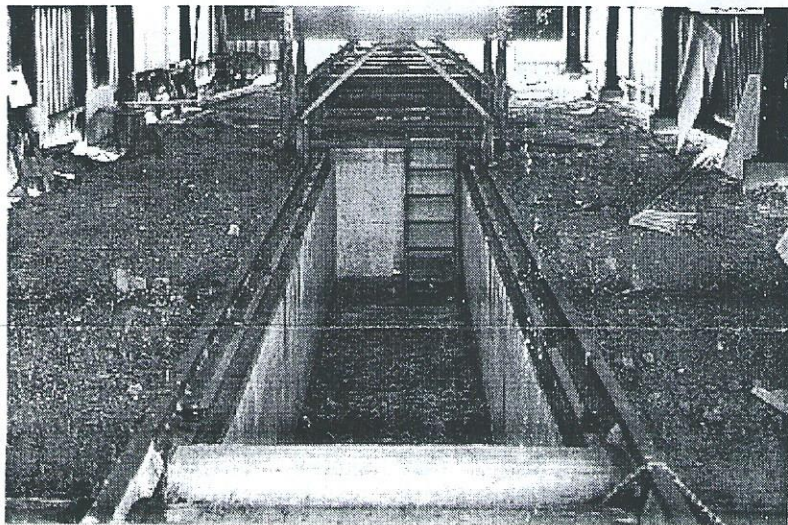
Whilst on-site the opportunity was also taken to dig the necessary trenches to lay the piping to connect the Caretakers house to the water tank system from the Exhibition Shed. This was duly completed, resulting in the old and ageing water tanks at the house being disconnected and removed along with the timber stands. It is amazing just how different it now looks with the removal of these from the southern side of the house. The caretaker Corey Robertson is amazed at the difference in not only the improved quality of the water, but the welcome increase in the water pressure.

Tramcar maintenance works continue in between other jobs and priorities. Cleaning and detailing of Ballarat No 36 is almost complete, and attention is now being directed on adjustments to the controllers. Work continues slowly on the repaints of Ballarat No 17 and tank car 7W, this is dependent on prevailing weather conditions.

Works on the bus fleet continue, like the repaint of MK VI 759, which as with the trams, is also weather dependant. The overhauled motor obtained several months ago courtesy of the Victorian Bus Museum at Drouin has been prepared and has now been fitted to MK VI 776. This is by no means an easy task, given that we do not have a suitable working area or specialised tool or equipment in which to do this. After much hard and exhausting work (not to mention some skinned knuckles and words of "encouragement"), the task was completed over several weekends. However some final adjustments are still required before the motor can be "fired up".

Other small jobs has seen one of the old sheds under the remaining cypress trees near the house emptied out and the shed demolished.

A quantity of sleepers have recently been ordered for the Exhibition Shed trackage, and it is anticipated to purchase several more truckloads of ballast shortly. Never fear that there is always plenty of work to be done at Bylands, and your assistance would be greatly appreciated.



With work on the track leading into the Vehicle Maintenance Building nearly complete, the opportunity has been taken to use the track inside the building for temporary storage. Seen here looking from the southern end of the building, is the pit complete with rails. To the rear of the pit are several rail trolleys and tram bogies. The track extends from the back of the shed for another two tram lengths, portion of which will be used for storage of spare bogies and wheel sets. It is anticipated that the floor will be levelled and filled to rail height in the near future.

Photo:

Graham Jordan

Working Bees at Bylands

The next working bee at Bylands has been scheduled for Saturday 13th November 2004. We would welcome all possible assistance from members on this day. Never fear that regardless of the weather conditions, there will always be something to do, so do not be deterred. To assist with catering on the day, please register your attendance with Keith Kings on 9808 0971 or Graham Jordan on 9798 6035. Please note that for safety purposes, it is advisable to wear appropriate clothing and footwear. A pair of work gloves would also be useful.

New Members

We would like to welcome the following new member who recently joined the Society

No 606

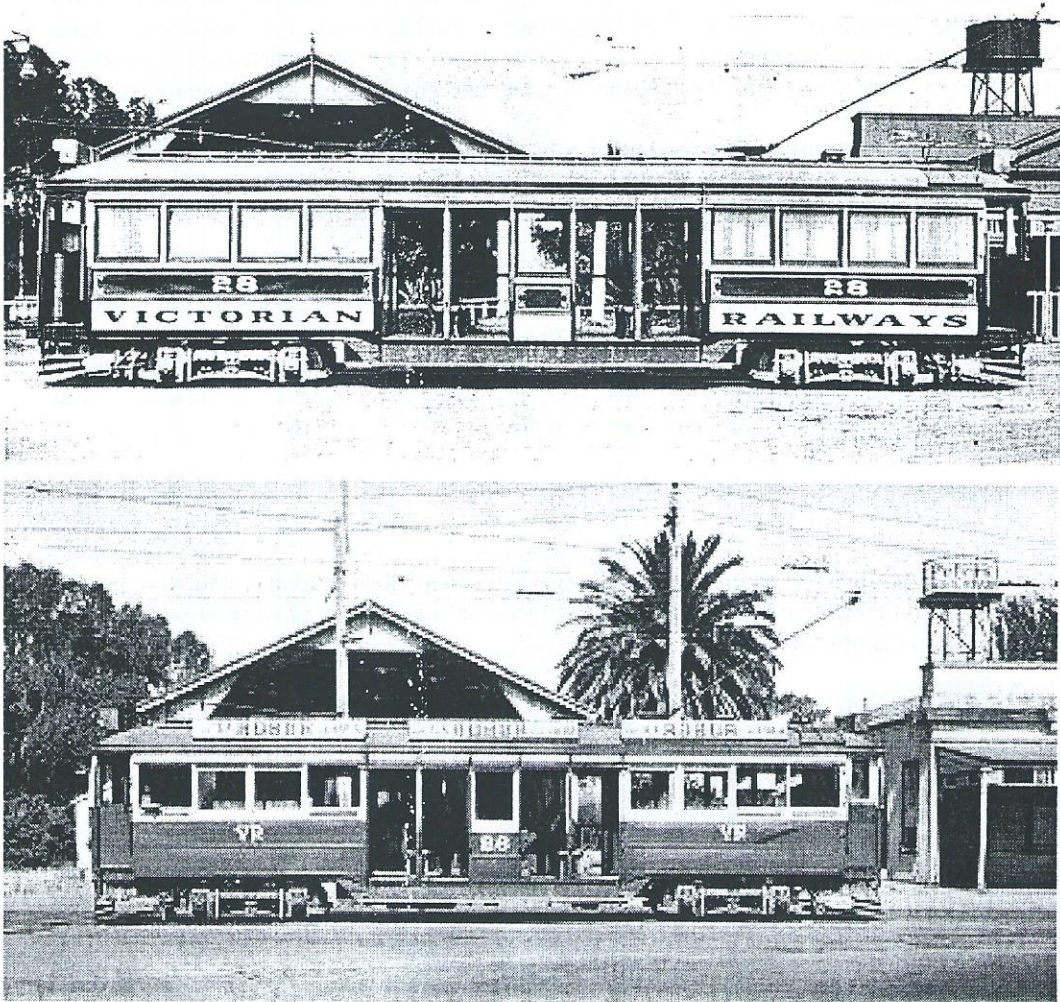
Mr Wilhelmus Van Lammeren

-

Portland

In Retrospect

Spot the difference. Forty years separate these two photographs of VR tram No 28. The top photo (an official VR/PTC photograph), shows the tram outside Elwood Depot soon after delivery to the St Kilda-Brighton tramway in 1918. The lower photo (courtesy the Public Records Office), shows the same tram at the same location in 1958, less than 12 months before the tramway closed.



The only notable changes over the ensuing 40 years is the change in livery and the fitting of drivers doors to the tram, and the growth of the large palm tree adjacent to the depot building, which is just visible through the drop-centre in the top photograph. Other items worth noting is the "Peters Ice Cream" sign painted on the water tank, and the placement of an additional wooden pole behind the tram. It is interesting to note that the tram lifeguard under the rear of the tram appears to be at the same angle in both photographs.

Running Journal is your newsletter. Why not be part of it? We welcome your articles for inclusion. Articles can be sent to the Secretary c/- 38 Piccadilly Crescent, Keysborough 3173 or by e-mail to graleen@hotmail.net.au preferably in Microsoft Word format. Typed or neat handwritten format is also acceptable.

Running Journal is published by the Tramway Museum Society of Victoria Inc. For further information regarding the Society or museum contact The Secretary, 38 Piccadilly Crescent, Keysborough 3173. Phone/fax (03) 9798 6035 or Website at www.tmsv.org.au. The Tramway Museum Society of Victoria Inc., is registered under the Associations Incorporations Act (1981). Registration No A 1864 E and Australian Business Number (ABN) 12 739 015 600.