



New Series No.166

February 2004

Important Notice - Wanted – Don't just sit there?

For many issues of Running Journal over the last few years we have continually asked (begged) our members to offer themselves to assist with the operation and/or works around the Museum at Bylands, or to financially assist by making donations to make life just that little more easier. We would like to say that we were overwhelmed with responses in both instances, but unfortunately that has definitely not been the case. In recent months we have welcomed several new or resumed faces, which has been a small blessing, however the burden continues for the same old few stalwarts who continually persevere to struggle on week after week.

When the Society and the museum was set up all those years ago, it was our hobby, something to do in our spare time, however over the years, times and situations change, people change and there are more things to do with our leisure time. However we have somehow seemed to continue to struggle on in an effort to try and make changes for the better.

In recent years we have seen many changes in the Heritage Rail industry. Over many years groups similar to ours were set up around the country, it was done with the good volunteer spirit and comradeship, with one goal in mind, an eye for detail, the right way of doing things, and without forgetting about safety. The Heritage rail industry has had an excellent record of service and safety since its inception. But in recent years we have seen the introduction of regulations, accreditation, and medical standards for rail workers, Occupational Health and Safety, just to name a few. With these regulations comes additional work, more responsibilities and less time for doing the things we want to do. It can also restrict the things we want to do, how we do it and when we want to do it. Suddenly our hobby becomes more like a full time unpaid occupation and becomes bogged down in countless piles of paperwork, is it any wonder our few tireless stalwarts are crying for help.

For our museum to survive or continue to be a viable proposition, we must rely on our member's support. There is more to being part of the Society than just being a member. A member is also a stakeholder and as such is on equal footing with all the other members, has the same rights as the other members, and should share the load with the other members. The survival of the Society and its museum is dependant on the actions of all of its members, and the respect those members have for the organisation, and should the future be unkind to us, it will be the whole membership who is responsible, not just the struggling few that refuse to give up.

Having said all that, we will again repeat our request. We have, and will continue to have an urgent need for active participation and assistance for both works around the museum and traffic roster duties at Bylands. Why not be part of the experience that is your museum, come and enjoy a relaxing day in the country with your fellow members. Even if you can only give a day every couple of months, or even on our working bee days, this would be greatly appreciated.

If you are unable to physically assist, why not help by making a financial donation. This would be of considerable benefit by helping the museum continue with its ongoing works programs. Because of our small limited workforce, and the time required to do the many jobs around the place, it has become necessary to employ outside contractors for some tasks. This unfortunately costs money. All donations over \$2.00 are tax deductible. If you can assist contact Graham Jordan on (03) 9798 6035 after 7.00pm most nights.

Remember, this is your Society and Museum too, don't just rely on any other person, one day they just might (or the museum either), not be there?

C.O.T.M.A.

Two years ago, the then Society Board, made a decision to relinquish its membership of COTMA. The decision was not made lightly but was a result of ongoing situations which saw the Society disadvantaged in its dealings as a result of interference by COTMA.

Over several years prior to our decision to withdraw, efforts were made to resolve these situations, but did not proceed due to COTMA's reluctance, which left us with no alternative but to make a stand. At the Board meeting on the 12th August 2003, the Board discussed the COTMA issue and the possibility of rejoining COTMA. The Board referred the matter for discussion at the AGM later that month, and for any decision to be made by the new incoming Board.

The discussion at the AGM supported any move to rejoin COTMA and directed the Board to take the appropriate steps to commence talks with COTMA. As a result the Society wrote a detailed letter to COTMA, via Ian Seymour (of the AETM, in Adelaide) the Australian Representative of COTMA, indicating the TMSV's position and other concerns.

As a result a meeting was arranged with Ian, who travelled to Melbourne for the occasion. Ian carefully listened to our submissions and advised that he would take our cause up with the COTMA Executive at their next meeting in Sydney later in February 2004. The results of that meeting are not yet known as this newsletter goes to press, and depending on the result could effect the outcome of the Society's decision on membership of COTMA.

Working Bees at Bylands

The next working bees at Bylands has been scheduled for Saturday 21st February 2004, Saturday 15th May 2004, Saturday 14th August 2004 and Saturday 13th November 2004. We would welcome all possible assistance from members on these days. Works to be undertaken on these days are those that cannot or are not usually possible to be undertaken on a normal public operating day (Sunday). 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 days listed, please register your assistance with Keith Kings on 9836 4932 or Graham Jordan 9798 6035.

Please mark these dates in your diary. Your assistance will help us to maintain our viability. Many hands will make the work just that little easier for us all.

Museum Works

Work continues in many areas around the museum and on the exhibits. The repainting of Ballarat No 17 and 7W has slowed over the warmer months, or when another priority takes precedence. The second conductors console and seat has now been fitted to Z No 5. The cash dispenser, ticket clipper and ticket machine base has also been fitted to the console at the No 1 end. Work continues on the regular servicing of controllers of the current traffic fleet. Recently we suffered a rare bout of vandalism, when an interior semi-bulkhead glass partition was smashed in W6 887, the car had only recently been relocated near the rear of No 2 road. It is believed that this incident occurred during a normal operating Sunday. It is believed the perpetrator used a spanner that had unfortunately been left near by. The remains of the glass panel was quickly removed, and a replacement is being sought.

On the 19th December 2003, the body of W2 457 left Bylands for a new home. The tram body was purchased for use as a studio at Gordon near Ballarat. The Society acquired this car several years ago as a source of spare parts, which were removed over several months. The tram when acquired by the Society came complete with bogies, these have been retained and stored.

The last piece of trackwork for the Vehicle Maintenance Building is almost complete. Some difficulty was experienced with a section of the reverse curve into the building where two rail joints unfortunately lined up opposite one another, causing a rather severe kink. This has now been remedied by removing two lengths of rail on the inside curve and replacing it with one long continuous piece. This has also had the effect of reforming the rest of the curve. Final lifting, packing (once more ballast is purchased) and welding will complete the job.

Another job which is never-ending is grounds maintenance. The grass and weeds just keep growing and our vegetation controls have difficulty keeping up (the sheep can only eat so much?). Constant mowing, slashing and spraying continues on a regular basis, and more offers of assistance would be welcome. In late December a contractor was engaged to slash large areas of the site to reduce the fire risks.

The general clean-up continues. More unwarranted items have been removed from the rear of the Cable Tram Shed and our caretaker arranged for a large skip to be on-site for metal collection. This was rapidly filled with an assortment of scrap material and despatched, giving the Society some useful revenue. As part of a general relocation of items, the former MK VI bus No 748 (ex Drouin) has been relocated with the other stored buses adjacent to the Vehicle Storage Shed.

Work on MK VI bus 759 continues, with new metal framing installed at the front of the bus. Once this was completed the fibreglass panels, wiring and several other fittings were refitted. An assessment has been undertaken on the other MK VI 776 to see what is required to get it operational once again. General servicing and maintenance continues on the other operating buses and trucks in our fleet

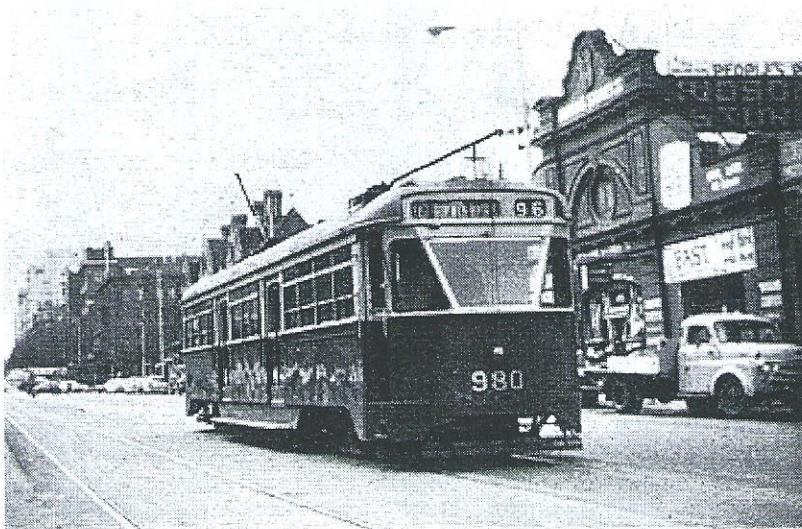
P.C.C 980 Melbourne's "Silent" tram – Heritage Highlights.

During 1965 the Melbourne and Metropolitan Tramways Board sent then Deputy Chairman Mr F R Kirby and Works Manager Mr K Hall on a three month "evaluation" tour to examine some of the worlds then most advanced trams. The purpose of this tour was to see the latest and best in tram design, and its suitability for use in Melbourne, when designs for proposed new trams were required. The following article is from the MMTB News October/November 1965.

The Board's Chairman of the day Maj Gen Robert Risson stated that any new trams for Melbourne should be extremely smooth in operation and virtually silent. To this end Melbourne already had one such tram, that is PCC 980. This tramcar was built by the MMTB in 1950 and is equipped with PCC equipment imported from America.

PCC stands for the Electric Railway Presidents Conference Committee, set up in the USA in October 1929 to design a tramcar, which could be mass-produced for service in most American cities. The program was a considerable success and PCC cars were widely used in the USA and other countries around the world.

In 1938 the MMTB obtained the Australian licence for PCC patented technology and originally proposed to import a complete double ended PCC car from the US for evaluation in Melbourne. This proposal never eventuated, however in 1949 the necessary equipment to construct one car was obtained and a hybrid car was constructed using the design of the SW6 type tram. The external appearance of this car differed slightly to the standard SW6 design, the most noticeable difference being the motorman's cabin windows and destination box area.



For many years PCC 980 was allocated to North Fitzroy depot and was used regularly on the Bourke Street lines. It is seen here in Bourke Street approaching the then terminus at Spencer Street while operating on route 96. On the right of the tram can be seen another once familiar landmark "Hudsons Stores" where you could buy almost anything. All good things eventually come to an end, and both 980 and Hudsons Stores no longer grace Bourke Street. 11th August 1967

Photo: **G Turnbull**

There are saloons at either end each seating 18 and a vestibule in the centre to seat 12. Two sliding doors each of 3' 6" wide are fitted to the passenger entrances on each side of the car and are operated with compressed air by a valve placed in the motorman's cabins. The seating throughout is fitted with Latex rubber cushions and backs and covered with brown leather. A combination of transverse and longitudinal seats are provided in the saloons and longitudinal seats on each side in the centre vestibule. Ample straphangers and stanchions have been provided for standees.

The floor has been made level throughout. The floor level in the centre vestibule being brought to the same level as the saloon floor, and the smoker's seats placed longitudinally, this was necessitated by the electrical equipment being mounted directly underneath the floor. The grab rails and stanchions at entrances are covered with doverite and the vertical grab rails in the centre compartment are of stainless steel.

As mentioned earlier the exterior appearance at the end of the car differed from anything of an earlier W class design. The destination and route boxes have been built into the canopy and operated from the motorman's cabin. The windscreen has been sloped back from the rounded dash to suite the wide destination boxes and provide clearer vision. All windows throughout the car are fitted in chromium plated metal frames, the saloon windows are of the half-drop type with standee windows above which hinge inwards. The windscreens, motorman's cabins and bulkheads are all glazed with safety glass.

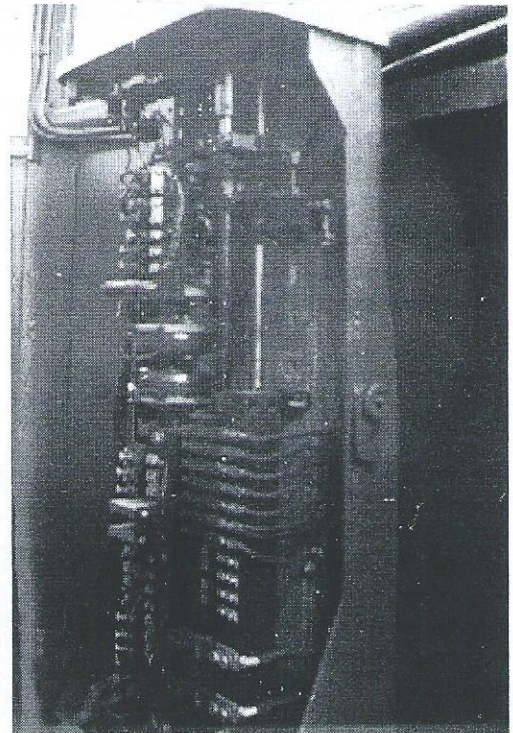
The PCC equipment comprised of bogies, motors, control and braking equipment. The bogies were supplied by the St Louis Car Company of America and are known as their B3 type. They are each fitted with 2/300 volt 55 h.p. motors, which drive through, cardan shaft and hypoid gears to the axles, which are fitted with 25" diameter PCC resilient wheels. There are no brake shoes applied to those wheels, the braking is done by dynamic braking by the motors, drum brakes on the armature shafts and magnetic track brakes on the rails. The bogies are supplied with bolsters supported at each end on large compound helical steel springs fitted with rubber internal buffer springs to take the overload. A large conical centre bearing is provided upon which the car body rests, and to which the king pin is attached. There are no side radial bearings on the bogies, the whole of the work being done by the centre bearing and king pin. The axle is totally enclosed in a housing and fitted with roller bearings and hypoid gearing.

The motors are placed transversely to the axle and held in cradles supported on rubber mountings. The drum brakes are 12.5" dia X 1.25" wide and are fitted with sintered material liners. The magnetic track brake shoes are 3' 8" long X 2-13/16" wide and are fitted with a non-magnetic separator between the shoes. The electrical equipment was supplied by the General Electric Company of America and consists of 4/55 h.p. GE 1220 type 300/600 volt forced ventilation type motors, two combined power and brake motor controllers, line breaker, automatic accelerator, grid resistors, group of contactors, remote controlled reverser, motor generator with ventilating fans, 32 volt battery, magnetic track brakes and drum brake actuators.

A rare view of a controller as fitted to PCC tram No 980 with the controller case cover removed. As described in the text, the equipment as obtained was for pedal operation, but for "standardisation" the MMTB made the conversion to a hand operated type by fitting it into a standard RC2 controller case. Just another example of the ingenuity of the MMTB, 19th August 1950

Photo:

Keith Kings



The control equipment is operated by a 36-volt current supplied by motor generator and battery. The motor generator is of 5 K.W. capacity and has fans attached to the spindle for supplying air to cool resistors and traction motors. The automatic accelerator is commutator type No 17KM:12N and has 136 notches for acceleration and braking. The master controllers are type GE 17.K.C.56 designed for double ended car operation. The controllers were supplied for pedal operation, but as it was decided to have these as hand operated, they were fitted into a standard controller case, and operated in the same way as standard equipment with controller and brake handles. The controllers contain drums for power and braking and a reversing drum.

The power control handle has three positions, the first is the switching notch, which produces slow acceleration, the next is the first acceleration notch, which gives the rate of acceleration at which the acceleration rate is fixed. The full position gives the maximum rate of acceleration. The brake handle has been mounted to resemble the ordinary brake valve and to be operated in the same manner. It is provided with three notches, the first applies the dynamic braking and moving the handle further applies the various intensities of magnetic track brake.

The armature shaft drum brake automatically applies when the car speed is reduced to 1 mph. It is released by the brake handle being placed in the release position. The brake also acts as the parking brake and becomes automatically spring applied when all power is switched off. The reverser is remote controlled and is operated from the controller by the standard reverse lever. This is also arranged for emergency braking by "bucking" the motors.

The car body was adopted with minimum of alteration to the standard design. The principal alterations were the bolsters, which had to be designed to allow the air ducts to provide forced ventilation for the motors to pass through. Other changes were made to the underframe of the centre compartment which had to have the equipment compartments and supports built into the car framing.

The electrical control equipment with the exception of the line breaker is supplied without covers and has to be fitted into the special compartments built into the car body and connected to the ventilation system. Large covers are fitted to the bottom of these compartments and held in position with bonnet clips, These compartments have air blown through them by the ventilation fans.

The trolley bases are the Ohio Brass Company's type No 11 and are mounted on rubber cone mountings supplied with the PCC equipment. For overhead current collection standard MMTB trolley poles are fitted. The car was painted in the MMTB standard colours of Green and cream with stone colour roof.

Car Club Visit

On Sunday 11th January 2004 the Holden HD/HR Car Club visited Bylands as part of their monthly outing. It was pleasing to see such a good collection of this middle 1960's icon on display. The members of the group spent several hours at Bylands and commented favourably on our museum and exhibits. Several cars were lined up with the trams for photographs, and we have been advised that they were so impressed, that some of these have been added to the Car Club's website.



Members of the HD/HR Holden Car Club pose some of their vehicles with W1 427 at Bylands

Photo: J Walker.

Coin Dispensers For Sale

The Society still has available for sale a small number of metallic coin dispensers which were used by the seated conductors on the Z class trams when they were first introduced in 1975. They are in the form of a chute type canister and were designed for all coins from 1 cent to 50 cent. Coins are loaded from the top and dispensed at the bottom by a push-down lever. They are available from the kiosk at Bylands for \$20.00 for members, or \$25.00 for non-members. They can also be purchased by mail-order by adding an extra \$10.00 for postage and handling. Contact the Secretary Graham Jordan C/- PO Box 27, Malvern 3144 or phone on (03) 9798 6035 for more details.

Heritage Buses

The Society was recently approached by Dyson's Bus Lines who are currently in the process of relocating their northern suburbs depot at Bundoora. Dyson's recently took over the former Bell Street Bus Service based at Preston, and as part of the rationalisation transferred the former Bell Street fleet to Bundoora. Like other major bus operators they have retained several vehicles for heritage purposes, these occasionally get displayed at special events like the Australia Day parade.

During the relocation period, Dyson's have experienced a shortage of space for vehicle storage, and enquired whether the Society could assist to provide temporary covered storage for their heritage vehicles. A review of our current requirements indicated that enough space could be found in the Bus Shed and the Exhibition Shed, providing several items could be moved around for easier access.

As part of the arrangement to store the heritage buses at Bylands, the Society has an understanding with Dyson's who will provide support and assistance in the maintenance of our own heritage bus fleet. The Society is pleased to be able to help Dyson's and appreciates the support given by Mr Neil Dyson.

In Restropect

38 years ago:- Melbourne tramcar bogies propel Sydney tram. A pair of bogies from a Melbourne W2 class tram are now in use under a Sydney tram. In 1963 the South Pacific Electric Railway, an organisation which has built an operating museum of Sydney trams in the Royal national Park, south of Sydney, located the body of a "PR1" class tram which had been sold in 1959 to a school for use as a playroom. As there were no longer any bogies available in Sydney for the car, the Society approached the MMTB to see if a suitable pair of Melbourne bogies could be obtained.

In 1964 the MMTB donated to the Society a pair of type 1B bogies surplus through the retirement of some older W2 class trams. The pair donated were last used under car No 350. The bogies were transported to Sydney and stored at the Society's depot at Loftus, pending the arrival of the tram.

The tram No 1573 was moved from Liverpool to Loftus on the 11th December 1965. After the body was lowered on to the bogies, temporary leads were connected to one motor and the car was driven into position under its own power. The tram is an interesting one as it was built in the 1920's as a footboard car, once very common in Sydney. In 1949 it was experimentally rebuilt (together with three others) to a saloon car with end and centre entrances. The car was fitted with an electro-pneumatic control system similar to the MMTB's W5 cars Nos 750 and 751. This equipment was stripped from the car prior to its sale in 1959 but will be refitted by the Society.

(From MMTB News February/March 1966)



Moving trams Sydney style. Sydney PR1 tram No 1573 is prepared for unloading at the old Loftus site of the Sydney Tramway Museum. The car will soon be unloaded onto the ex Melbourne W2 bogies which are already sitting on the temporary track between the road transport vehicle and the crane, 11th December 1965. It is interesting to note that the way we transport trams remains almost the same today, only the equipment used is more "technologically" advanced.

Photo:

D Budd

(Editors notes:- When in service the Sydney P and PR1 class trams ran on Sydney No 9 trucks. These trucks were virtually identical to Melbourne No 1B trucks. Ironically many years later in October 2003, history was repeated when restored Sydney R class No 1808 ran around Melbourne, it too fitted with ex W2 No 1 trucks.)

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/- PO Box 27, Malvern 3144, or by e-mail to graleen@hotmail.net.au preferably in Microsoft Word format. Typed or neat handwritten format is also acceptable.

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