

# RUNNING JOURNAL



The  
Tramway  
Museum  
Society  
of Victoria  
*Incorporated*

New Series No.183

January 2007

## Working Bees at Bylands

The next working bee at Bylands has been scheduled for Saturday 6<sup>th</sup> January 2007. We would welcome all possible assistance from members on this day. It is intended to continue with the infrastructure rehabilitation works. 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 Andrew Hall on 9574 2665 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. The dates for the next working bees at Bylands are Saturday 17<sup>th</sup> February 2006 and Saturday 17<sup>th</sup> March 2007. **Please mark these dates in your diary now, your help would be greatly appreciated.**

## Trams in the Twilight

With our inaugural Trams in the Twilight in February 2006 a success, not even with mother nature providing extra entertainment with her own fireworks and the light showers could stop us from putting on a show for you. It is time to bring the trams out in the evening sky once again, so Saturday 17<sup>th</sup> February 2007 has been chosen as the day to watch the sun set, turn the lights on and let the trams shine.

An assortment of trams will be operating on the night, and we also expect that our Adelaide H class will be available for all to see and ride. Gates open at around 4.30pm in the afternoon, the event is free to all members so please remember to bring your membership card. Non-members will be charged \$10 entry fee per person.

A special working bee has been planned for earlier in the day, and we will also need extra hands on deck to help set up for the evenings events, so if you can assist please contact either Andrew Hall or Graham Jordan on the phone numbers listed above. Come along and have an enjoyable day out helping your museum and having some fun along the way.

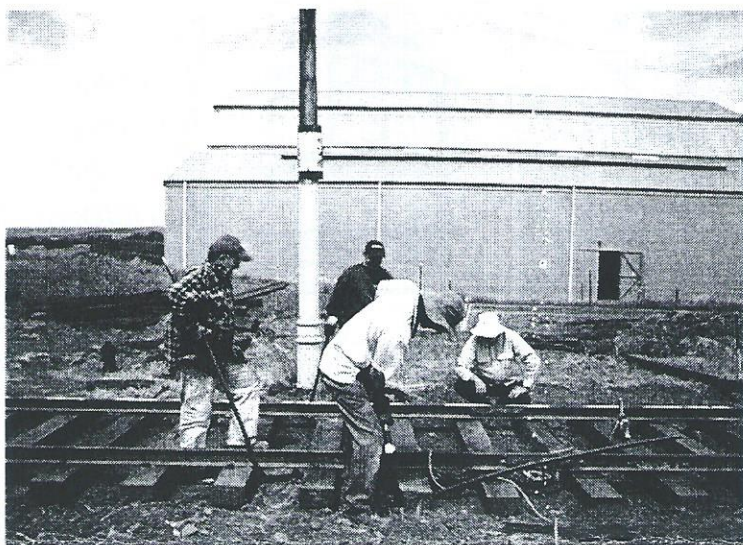
## Museum Works

Trackwork continues to take up many man hours of work at Bylands. Not long after completion of the major rebuilding of the main-line adjacent to No 2 shed, preparation work was put into place to replace a number of sleepers to upgrade the remaining section to the kiosk. Before this could be done, tram No 427 derailed a couple of rail lengths just south of the reconstructed section, this being because of the rails spreading under the car. The cause of the track failure was a direct result of the truck delivering tram No 759 driving over and along, then reversing on the track, thus weakening the infrastructure. No 427 was re-railed several days later by Geoff Dean, Andrew Hall and Graham Jordan with the aid of a crane. Thanks to these individuals, all of whom took time off from work during the week to undertake this.

As a result of the damage to the track, it was decided that the best way to fix the problem was to totally rebuild the section, comprising of over four and a half rail lengths (approx 30 metres). Our excavation contractor John Kavanaugh was employed to dig out the track and remove the old sleepers on the effected section, starting at where the previously rebuilt section finished. Once this was done, Russell Jones and our CSO Sam Mitchell placed 48 new sleepers ready for the track gang on the working bee day.

On the Saturday 18<sup>th</sup> November a small gang of Geoff Dean, Andrew Hall, Graham Jordan and one of our newer members Paul Constantinidis, did minor adjustments to the sleeper positions, then gauged, drilled and spiked, all but the last 16 holes for one rail. This was completed the next day by Russell and Sam. A great effort by such a small team. Great work fellas. The plan is now to do a more thorough reconstruction on the remaining section to the kiosk, in light of the problems that have surfaced as a result of an unexpected and unfortunate incident.





*"We're all working on the railroad" or so the old song goes. Hard at work on the track reconstruction at Bylands are (L to R) Paul Constantinidis, Graham Jordan (front), Andrew Hall (rear) and Geoff Dean. As can be seen all the old sleepers have been removed and replaced with new units purchased from Merbein. Two truckloads of ballast were subsequently delivered from the local quarry, this has now been used to lift and pack this section.*

**Photo:**

**John Walker**

Tramcar restoration continues on Q 199 and X2 680. It is expected that the repainting of the exterior of 680 will be completed early in February. The cars interior panelling has been completely stripped including the painted ceiling, and then revarnished. Because the restoration of this car was far from complete when the Green Corps scheme finished last July, Doug Prosser has spent many hours continuing with the work, from the good foundations left behind from the scheme. Doug has also indicated that to complete the restoration of this vehicle, it would be appropriate to recover all the internal tip-over seats. The estimated cost of this, based on the cost to reupholster the seats in the U class several years ago to be around \$5,000. The Board has indicated that, because of other current priorities and the infrastructure rehabilitation program, that there is no provision for funding at this time. However if members are prepared to make a financial donation towards the cost of repairing 680's seats, this would be most welcome. Remember all donations over \$2.00 are tax deductible. Please contact the Secretary should you wish to assist.

In other tramcar news, Adelaide H No 373 has now had Melbourne trolley rope retaining hooks and clips fitted, this making the car standard with our fleet. The car was thoroughly cleaned and detailed inside and out by John Walker and Charlie Huggard on the working bee day, in readiness for its first official day in traffic. Unfortunately it has now been necessary to remove this car from traffic duties as a result of an unknown person, or persons removing several internal fittings which thus exposed some bare live wires. We are not sure when this occurred but replacement units have been sourced from Adelaide, and will be delivered shortly. It does however beg the question, "Why and who would want to steal from a museum, and what benefit do they gain from it.?" We only hope that the guilt will eventually get to them and they come clean!

Repairs continue to be done to the house by our caretaker Corey Robertson. The whole south wall has now had the weatherboards replaced with new boards, and a start has been made on the front walls. The north wall having been completed several months ago. Once the walls are complete, it is intended to repaint the entire exterior of the house in its original railway Departmental Residence (DR) colour of cream with brown trim.

Although not actually museum works, we were recently asked if we could make the Malcolm tram available for display at the Docklands as part of the Centenary of Trams celebration on Sunday the 8<sup>th</sup> October 2006. Some of the other trams on display on this day included V 214 (now repainted and renumbered as NMET&LCo No 13), recently restored Victorian Railways luxury tram No 53, Hawthorn Tramways Trust No 32 (formerly Bendigo No 24), and W1 431. The Malcolm tram was picked up at Bylands on the previous Friday and returned on the Monday after the event. Caretaker Corey Robertson was on hand at Bylands to supervise the pick-up and return of the vehicle. The interpretative display sign which was placed on the car at the display has been given to the Society.

## **Adelaide H Class No 373**

Accreditation of this vehicle was approved by Public Transport Safety, Victoria on the 22<sup>nd</sup> November 2006, the day prior to the COTMA visit. This enabled us to operate the tram for the first time for full passenger service, much to the pleasure of the COTMA participants. In another first for the Society, No 373 is the first former Adelaide H class to be fully Accredited for public service to carry passengers outside South Australia. The Society acknowledges and appreciates the efforts of our Accreditation Officer, Russell Jones for a fantastic job on the documentation for the Adelaide H class tram, and his commitment to follow the process through to completion. Several of the Society's senior motormen are currently being trained to drive this car.



We wish to once again record our thanks to the staff of TransAdelaide who have provided tremendous support and assistance which has helped us get this vehicle "into traffic".

## **New Trams at Bylands**

The Society recently took delivery of two additional tramcars made available at no cost by Victrack. The cars being SW5 759 and W6 963. These cars have been made available with the intention that they will be used as a source of spare parts. Whilst No 963 is a complete vehicle, being one of the repainted "reserve" cars, which until recently was stored in Thornbury Depot prior to its demolition, No 759 has already been partially stripped of some body fittings for when it was used as one of the Moomba cars several years ago. Both cars have now been transferred to the Pit Shed track for storage.

## **Grounds Maintenance**

For many years, we have, especially around late Spring, we have been required to reduce the fire hazard of long grass around our property. This is normally done by employing a contractor to slash the property, but this costs considerable funds, which if we had it, could be better utilised elsewhere, and does not do a complete clean job requiring follow-up manual finishing off. This year, especially with the severe drought conditions we are experiencing, the local Council made a plea to property owners who may be able to assist troubled farmers to agist stock

Realising the benefits this could bring, through our good friend, Bill West at the Kilmore Free Press, a small press release was placed in our local paper, resulting in an almost immediate response from a Broadford farmer. As a result we now have 15 head of cattle grazing at Bylands, and along with the sheep from our neighbour, the paddocks are becoming bare rather rapidly. The other benefit of grazing is that they also get into those "hard-to-get-at" places that a slasher cannot.

Whilst on the subject of grass cutting, a request for a lawn mower has resulted in member Len Millar donating a ride on mower to the Society. We greatly appreciate this kind and unexpected gesture by Len. All we now need is someone to drive it around.

**Important notice.** Due to the current climatic conditions and as a result of recent bushfires in the north-east and eastern parts of Victoria, which resulted in the destruction of many houses and structures including a trestle railway bridge on the Walhalla Goldfields Railway, the Board is concerned as to the possible fire risk at Bylands. As a result, at the December 2006 Board Meeting, the Board approved a resolution which states that for the current fire season, that on a day of Total Fire Ban, either state-wide or for the Central region, that the museum will not open to the public and that no trams are to be operated.

## **COTMA Conference 2006**

This was held in Melbourne over a seven day period from the 17<sup>th</sup> to the 23<sup>rd</sup> November 2006. the Conference was well attended by over 100 delegates with all Australasian museum groups represented. Timed to coincide with the Centenary of Electric Trams in Melbourne, it also included visits to the major Victorian museum groups at Haddon, Ballarat, Bylands and Bendigo.

Society Chairman, Russell Jones presented a paper on the "Economic History of the Melbourne & Metropolitan Tramways Board. This paper, with suitable graphics is now available on our website. The highlight of the COTMA visit to Bylands, was that the delegates became the first "official" passengers on an Adelaide H class in Victoria. During their stay at Bylands, morning tea was provided, this being prepared and served by Aileen Jordan.

## **New Photocopier**

About 10 year ago the Society was fortunate to acquire a second-hand Toshiba 1310 photocopier which was donated by the Commonwealth Bank, the machine having become surplus during an equipment upgrade. The machine was in good order, with a low count meter reading and came complete with spare toner, cleaning tools and service history. Over the years we have, through the Toshiba company, maintained the machine with regular servicing and the occasional replacement of parts. The machine has performed faultlessly having printed nearly every issue of Running Journal, the Annual Report, Board and other Committee minutes and countless other documents.

Several months ago a fault developed to the drive unit that feeds the paper from the reserve tray. Toshiba Australia advised that the replacement part is difficult to obtain, and it became necessary to hand feed the paper individually for each copy. This makes reproducing mass copies time consuming and cumbersome.



Secretary Graham Jordan wrote to the Toshiba Company with an urgent request to assess the possibility of getting our machine fixed. The response from Toshiba was that they gave us a much newer and fully overhauled 1560 machine with more features, at no cost. The machine was also delivered free of charge to the Society's office.

We greatly appreciate the generosity of the Toshiba (Australia) Company for their wonderful donation. Representatives of the company subsequently visited the Society's office where they officially handed the machine over to the Society. An article is to appear in the company's staff newsletter complete with photographs. Our old 1310 machine has gone to into semi-retirement at Bylands, where it will be helpful in reproducing the occasional copy of necessary paperwork.

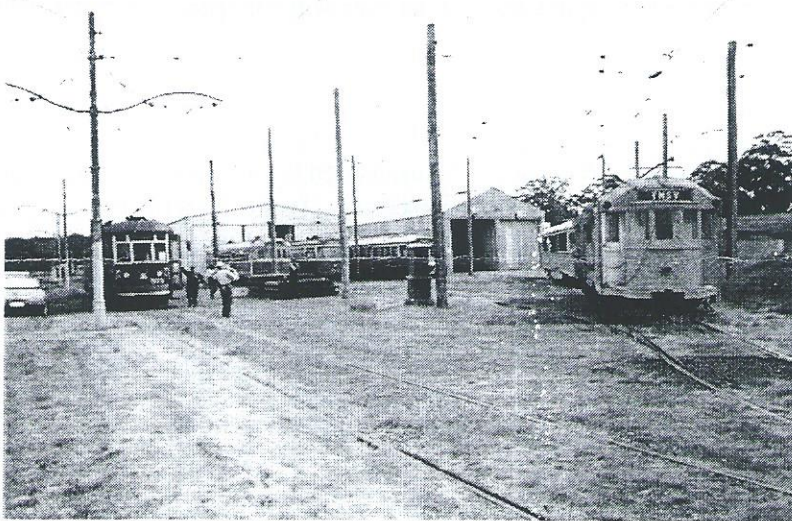
## New Tickets

A recent audit of the tram tickets issued to visitors to Bylands revealed that we were nearing the end of the current supply, which were printed more than 10 years ago. We use four different types of tickets and the cost of printing new supplies of each is becoming quite expensive. However we are fortunate that a compromise resolution was found and it solved not only a problem for us but also for our kindred museums group the AETM at St Kilda in Adelaide.

Many years ago the AETM obtained a rather large quantity of surplus tram type paper tickets, as printed by the Leal Company, made obsolete by the introduction of a new ticketing system in Adelaide. As a fundraiser, and a way of reducing the need to store them, they have been selling unused blocks packed into sets through their museum sales outlet. Our Deputy Chairman, Andrew Hall on a recent visit to the St Kilda museum noted that these could be suitable for our use instead of printing new ones. The AETM has at no cost, subsequently made a considerable quantity available to us for our use. The tickets are printed in a variety of colours, at Bylands each denomination of ticket will be indicated by an individual colour. The new tickets will be introduced as soon as our old supply is exhausted. We appreciate the help and assistance from the AETM in making these tickets available.

## Board Changes

It was with regret, that the Board recently received the resignation of Board Member William Fedor, who found it necessary to stand down due to personal reasons. William was elected to the Board at the 2005 Annual General Meeting, and was also appointed as Displays and Publicity Officer. During his term, William introduced a number of innovations, and made a start on updating signage around the museum, and the museum displays in the Exhibition Shed. Geoffrey Dean has been appointed to fill the vacancy, and will serve out the remaining one year term.



*The working bee day on Saturday 18<sup>th</sup> November 2006 saw several other jobs done, not only trackwork. Adelaide H No 373 was cleaned and detailed and SW5 759 was relocated to the Pit Shed spur siding for storage. It was necessary to clear out No 2 road to tow 759 through the shed with tank car 7W. Seen here 373 sits on the main-line, with 887, 612 and Ballarat No 36 sitting outside No 2 shed with 7W and 759 on the depot access track.*

**Photo:**

**John Walker**

**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](mailto: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 our Website at [www.tmsv.org.au](http://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.



## Grateful Acknowledgements

As stated on page 4 of this issue of RJ, we greatly appreciate the assistance given to the Society by the Australian Electric Transport Museum at St Kilda, South Australia. Not only have the AETM assisted us recently with the tickets, but they have also been helpful in many other areas in recent times, which may or may not have been reported in this Journal previously.

The supply of a complete set of internal tram sliding saloon doors and mechanisms for our U class tram, and the supply of the trolley bases and hooks for our Adelaide H class tram. The AETM are also currently sourcing the other parts we now need to replace those removed from our H class. We also greatly appreciate the information and direction given freely regarding intricacies and operations of H class trams.

We have also received assistance from Tony Smith and the Melbourne Tramcar Preservation Association at Haddon. Tony made available cabling suitable to convert our H class back to trolley pole operation and also came to Bylands and assisted with the work. An arrangement made with MTPA saw the Society offer some parts in exchange, being some motor gear pinions which were surplus and not suitable for our requirements. When Tony once again came to Bylands to collect his pinions, he also sorted and marked all our pinions. Thanks Tony.

In another possible joint project the Society has approached the MTPA to give a quote for the repairs to the door motors on YI 612. Presently some of the door motors on this car do not operate to their full capacity due to inactivity for many years.

So as you can see, we value and appreciate the support of our kindred museum groups. The sharing of skills is also a major factor, and if one group is proficient in an area that another is not, that is why it is imperative that these types of relationships should be further fostered.



Major repairs to the south end of the main-line continue. The hard and laborious amount of work being undertaken is evident and a credit to those involved. Once the resleepering is finished, it will require lifting and packing with ballast. Until the work is completed, tram No 427 will remain at the terminus.

**Photo: John Walker**