

# RUNNING JOURNAL



The  
Tramway  
Museum  
Society  
of Victoria  
*Incorporated*

New Series No. 174

July 2005

## Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Tramway Museum Society of Victoria Incorporated will be held at the Hawthorn Tram Depot on Saturday 27<sup>th</sup> August 2005, commencing at 2.00pm

The business of the meeting will be:-

1. To confirm the Minutes of the previous Annual General Meeting.
2. To receive the Board's report.
3. Declaration of the election of Chairman, deputy Chairman and members of the Board (three positions).
4. To receive and consider the Statement of Accounts in accordance with Section 30 of the Associations Incorporations Act 1981.
5. To appoint an auditor for the ensuing year.
6. Any other business that may legally be raised.

### Call for Nominations

Nominations for the Offices of Chairman, Deputy Chairman and three (3) Ordinary Board Members must be forwarded and be in the hands of the Secretary no later than 12.00pm on the 30<sup>th</sup> July 2005. Nominations must be signed by the Proposer, Seconder and the Nominee and all must be financial members of the Society at the time and date of such nomination. Nomination forms are available from the Secretary, or the Kiosk at Bylands. Nominations are to be forwarded to The Secretary, Tramway Museum Society of Victoria Incorporated, 38 Piccadilly Crescent, Keysborough 3173.

Graham Jordan  
Secretary.

## Trams on the Move (again)

On Monday 30<sup>th</sup> May 2005, Society tram Q No 199 (formerly works car 16W) was transferred from North Fitzroy Depot back to Bylands. This tram had spent several years at North Fitzroy in company with NMETLCo No 4 (formerly works car 19W) undergoing initial restoration as part of a 6 month work scheme funded by the State Government and in conjunction with Bayside Education and Skills Training (BEST). When the scheme concluded, both cars remained incomplete, however more lately NMETLCo No 4 has been transferred to Bendigo where works continue, leaving Q 199 as was, with a decision on its future pending.

Several months ago Society member Doug Prosser presented the Board with a proposal and a schedule of works to finish the restoration of Q 199 to its near original condition in a chocolate and cream livery. The proposal indicated that for convenience and ease of access that the car be returned to Bylands and placed in the workshop area of the Exhibition Shed. The Board evermindful of the costs involved in such a move, and with the recent cost of just under \$4,000 to relocate the Ballarat Scrubber and X2 680 to the Exhibition Shed, not to mention the Public Liability Insurance premium of \$4,400, and Transport Accident Insurance of \$700, stated that before any move could be contemplated, we must be assured of funding to cover the costs involved. To this end, and because no other offer was forthcoming, our Chairman, Russell Jones, made a substantial financial donation to cover the cost of moving Q 199 back to Bylands.

Members Keith Kings, Shane Moore and Graham Jordan were at North Fitzroy early on the Monday morning, and with the aid of two Frana cranes from Independent Cranes, loaded Q 199 onto the road transport vehicle for its trip to Bylands, where it arrived around midday. Due to the need to place the tram on D road in the Exhibition Shed, it was



necessary to get a large mobile crane with plenty of "reach". Independent Cranes supplied a 50 ton crane, which easily lifted the tram from the road truck, swinging it round and placing it on the recently laid new track of D road. The tram was then manually pushed into the shed. The need for the large crane was due to the vast distance D road is from the road vehicle access point. Keith and Graham travelled to Bylands for the unloading where they were assisted by members Corey Robertson and John Walker.

Following discussion on the proposal, the Board appointed Doug Prosser as Project Manager Q 199. Doug is responsible for the overall management, restoration and completion of the vehicle in accordance with the schedule of works as agreed. Doug has indicated that physical assistance from the membership to help him restore and complete the tram would be most welcome. If you are interested in working on this project, Doug can be contacted on 5792 2228.

## Working Bees at Bylands

The next working bee at Bylands have been scheduled for Saturday 20<sup>th</sup> August 2005. 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.

Please note that for safety purposes, it is advisable to wear appropriate clothing and footwear. A pair of work gloves would also be useful. To assist with catering on the days listed, please register your assistance with Keith Kings on 9808 0971 or Graham Jordan 9798 6035. Other work party days are Saturday 19<sup>th</sup> November 2005

**Please mark these dates in your diary. Many hands will make the work just that little easier for us all.**

## Museum Works

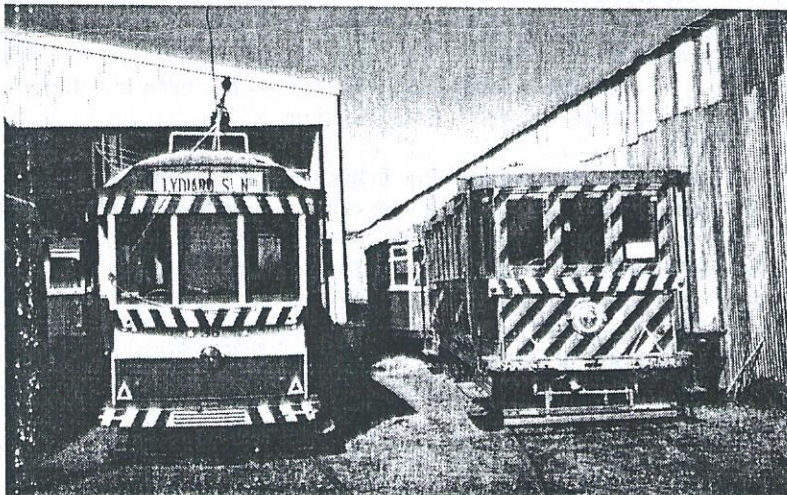
Although we were disappointed at the support from members at the last working bee held on the 14<sup>th</sup> May 2005 at Bylands, the faithful few who did bother to turn up did achieve all the tasks that were planned for the day. The first major job was the erection of the new Museum sign on the rear (Union Lane end) of the kiosk building. This sign was professionally produced some years ago and has sat against an internal wall in the kiosk since, awaiting the right time, weather conditions and manpower to put it up. On the working bee day the weather was fine, with no wind or breeze, an ideal opportunity. Once in place a smart comment from the gallery was "Gee, it looked a lot bigger on the ground". Later in the day the small original and rather out-of-date sign adjacent to the entrance gate was taken down.

Because the weather conditions were ideal, it was decided to do as much outside work as possible. At the previous working bee in February, a start was made in clearing and sorting the timber stack under the trees in the east paddock. Unfortunately, most of the timber, which originally came from the tram houses when they were demolished in Mentone over twenty years ago, had suffered deterioration and would not be suitable for re-use. This was added to the firewood pile, with the remainder safely stored elsewhere. Some minor pruning was done to several of the cypress trees and the area around the house and trees was cleared of all previously cut down branches, and other debris. The firewood pile was then lit, keeping us warm well into the evening. (We forgot the marshmallows again – Ed). Some general clearing and re-organisation of items stored in the Exhibition Shed were also undertaken in readiness for the arrival of Q 199.

*Just prior to the relocation of the Ballarat Scrubber and X2 680 to the Exhibition Shed, the opportunity was taken to get a photograph of the vehicles in the daylight at Bylands. The Scrubber which arrived at Bylands way back in 1971, has not been out of the shed very often, since depot No 1 was roofed in 1973. Seen here the Scrubber briefly renews an old friendship with a former stable mate at Ballarat, No 36. X2 680 can just be seen behind the Scrubber.*

**Photo:**

**Shane Moore**





We would like to thank the dedicated few for their efforts on the day, being Keith Kings, Graham Jordan, Corey Robertson, John Walker, Bill Johnson, Michael Fedor and Russell Jones. A special thank-you to Aileen Jordan, who once again supplied a very enjoyable lunch.

Tram maintenance and servicing continues. Work off-site saw the three saloon and one hopper windows for Y1 612 repaired and re-glazed. These have now been returned and installed back into the car. At the same time a spare saloon window has been refurbished and re-glazed for VR 34 to replace a window that has been missing for near on three decades. Some minor problems were initially encountered with lighting circuits of the Y1 612, but these have now been rectified and all lights now work correctly. The internal light fittings in the car are presently undergoing refurbishment to remove the colourfleck paint, and some avenues are being followed up to get a replacement, or replica for the missing fitting in the centre of the car saloon.

Other tram maintenance has been carried out on SW2 644, with the replacement of a faulty air check valve, some touch-up painting on W2 646 and a new windscreen wiper motor on Ballarat No 36. The only downside of late was the failure of the compressor in W6 996, which will require removal from the tram for repair or replacement.

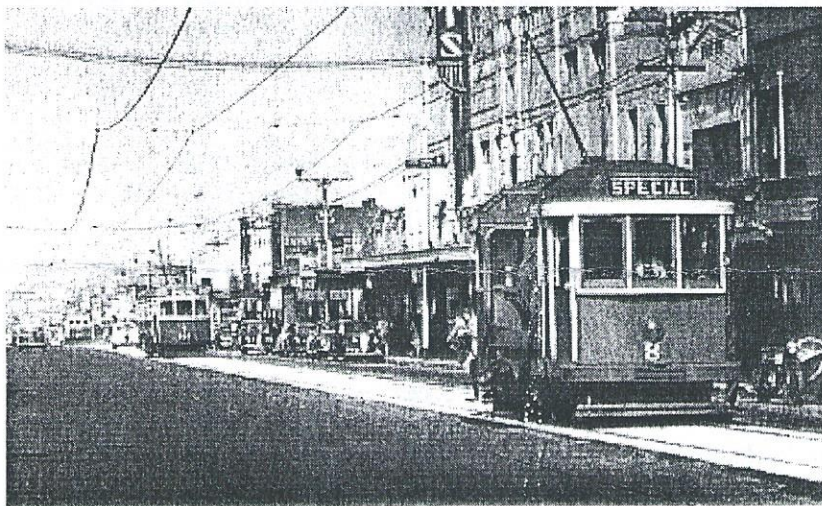
Work on the trackwork outside the Exhibition Shed continues. Another load of ballast has just arrived, this will be used to complete filling between the track of D road. The design for the proposed fan and associated pointwork is continuing, with pattens of the points and crossing pieces being assembled. These are then placed in the appropriate positions on the ground and gives us the a good idea of where everything will fit. The alignment of B road has also been marked out. The major components of the special work will consist of items obtained from outside No 1 shed at Malvern Depot, when it was redesigned and relaid several years ago. Some of these items are believed to be original P&MTT?

## Half a Century of Numbers - Historical Highlights

(by K S Kings)

With the 50<sup>th</sup> anniversary of the opening of the electric tram service in Bourke Street in late June 2005, the author did some brain searching prior to the event to find some answers to questions then being asked by younger members. In the course of remembering and searching through old magazines and notes, there emerged some interesting material. Lets look at them in sequence.

The first date is the 22<sup>nd</sup> April 1955, when the first group of trams left Malvern Depot for the new East Preston Depot for storage pending the opening of the line. Scrubber car No 8 lead 985, 998, 1001, 997 and 994 (with tower wagon No 1 bringing up the rear). Subsequently further batches of trams left Malvern Depot for the journey to East Preston. Sunday the 19<sup>th</sup> June 1955 saw 988 testing overhead wiring and crossovers from 8.00am or so, it was later joined by 1003.



*How things can change in 50 years. High Street, Northcote on the 22<sup>nd</sup> April 1955. Scrubber No 8 leads the procession of trams heading for the new East Preston Depot. Of note only the outbound track has been laid, the original inbound cable track is still in-situ, however the overhead for both tracks is already in place. In 2005, Scrubber No 8 now once again looks as it did in the 50's being restored by the Ballarat Tramway Museum.*

*Photo:*

*B A Silcove*

The "big day" arrived on Friday 24<sup>th</sup> June 1955, when the official opening took place. A convoy of four trams left East Preston Depot for the city terminus at Spencer Street with 1005 leading 1004, 1006 and 1010. Official guests were taken aboard and the convoy then returned to East Preston Depot where the official opening ceremony took place, followed by afternoon tea. The centre glass fixed sash of Tram No 1000 had been removed and the Minister of transport and others used the drivers cabin as a rostrum and spoke via a microphone to the guests.

The next day the Australian Electric Traction Association held their commemoration of the event with a tram tour which started from Malvern Depot. Trams Nos 887 and 888 conveyed members and friends to East Preston Depot



where everyone changed trams to Nos 980 and 1001. This was necessary because with the introduction of carbon insert sliding shoes on the Bourke Street routes instead of trolley wheels as used elsewhere, trams still fitted with wheels were not permitted to run under overhead wires normally used by another type of collector. After the journey to Spencer Street and return to the new depot, 887 and 888 conveyed their passengers to the large mess hall at Preston Workshops for the evening meal and an evening of tramway films, before the return journey to Malvern Depot. Some members then went to the Spencer Street terminus to farewell the last bus to Northcote at midnight, being No 556.

Sunday morning the 26<sup>th</sup> June 1955, saw the new East Preston Depot "open for business", and electric trams running in Bourke Street, but the writer was not present to record the number of the first car. On the front cover of the June 1955 edition of the AETA's monthly journal "Electric Traction" (now Transit Australia), was a printed photograph from the "Northcote Leader" of No 996 leading another new tram along High Street, Northcote.

How has fate or the "March of Time", treated the trams mentioned above? In one of three ways. Firstly, four are still running or serviceable Nos 888 and 1000 on the City Circle service, and 1005 and 1010 with Yarra Trams (but previously with Swanston Trams/M Tram). Secondly eight cars are in storage Nos. 985, 988, 994, 997, 1003, 1004 and 1006 "dead" with 998 in reserve. Thirdly five are preserved. Scrubber No 8 (later renumbered to 8W) is with the Ballarat Tramway Museum and is currently in use. The Tramway Museum Society of Victoria has no less than four cars at Bylands being 887, 980, 996 and 1001.

Would you have thought that a quarter of the trams involved in the aforementioned "milestones", of the opening of the Bourke Street lines just fifty years ago are now preserved in tramway museums. And as for bus No 556? It was sold to someone in country Victoria. But ... many years ago a TMSV member was "landed" with an ex-Tramways bus in a business transaction, and generously donated it to the Society for spare parts. It is still at Bylands and used as a store. It's number? 557!

## Membership Renewals

Enclosed with this newsletter is your Membership Renewal for the 2005-2006 financial year. Please assist our Membership Officer by renewing your membership at the earliest opportunity. Provision is made on the form for cash donations to the Society's funds, and/or sponsorship of one of the Society's tram fleet.

Please carefully consider making a financial donation, especially in light of our recent large expenditure items, (as mentioned on page 1) and knowing that we still have to pay our Fire and Perils, and Volunteer Workers Indemnity Insurances before the end of September, not to mention our ever increasing annual local Municipal Shire rates. It is quite evident that just operating the trams does not cover our fixed costs, let alone have anything left over for other works around the museum, it is only through the dedication of our volunteers and the generosity of financial donations that we can survive. If you cannot assist the Society in other ways, a financial donation will assist those who can.

## Why not mention us in your Will

You can continue to support the Society after your passing, if you decide to mention us in your Will. Mentioning clearly in your Will the bequest to the Society of artefacts, memorabilia and yes even a financial contribution will continue your memory for the future and assist the Society and its museum to prosper. Your Trustee or Legal Representative can be instructed to include such bequests simply and easily in your Will.

## In Retrospect

77 years ago: **Noisy Tram Experiments.** Difficulties have been experienced by the Tramway Board in its experiments with a worm and pinion driven tramcar, which were instituted in an effort to reduce the noise of trams. The Chairman of the Board, Mr A Cameron, explained yesterday that while the new method was satisfactory on ballasted tracks, it was remarkably noisy on concrete and corrugated tracks. *(From The Argus 1<sup>st</sup> March 1928)*

**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 [galeen@hotmail.net.au](mailto:galeen@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](http://www.tmsv.org.au). The Tramway Museum Society of Victoria Inc., is registered under the Associations Incorporations Act (1981). Registration Number A 1864 E and Australian Business Number (ABN) 12 739 015 600