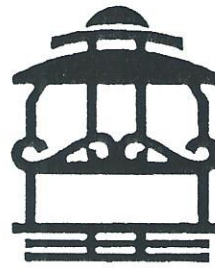


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria
Incorporated

New Series No.168

June 2004

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 28th August 2004 commencing at 2.00 pm.

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 ensuring 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 31st July 2004. Nominations must be signed by the Proposer, Seconder and the Nominee and all must be financial members of the Society at the time 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.

C.O.T.M.A.

Following a resolution at the 2003 Annual General Meeting, the Board undertook to commence discussions with COTMA in respect to resolving our differences with, and reapply for membership of that organisation. As mentioned in previous issues of RJ a meeting was arranged with Ian Seymour, the Australian Representative of COTMA who would "put our case" at the COTMA Executive meeting held in Sydney last February.

Although the outcome of that meeting was not entirely as we had hoped, it was resolved by the Society Board, that it would be more beneficial that we rejoin COTMA and be able to make our representations on a more official level. An application to rejoin was submitted for approval at the COTMA Conference that was held in Auckland earlier this month. Our tireless Chairman Keith Kings represented the Society as our representative at the Conference. At the General Meeting of delegates at the Conference, the TMSV was accepted as a member of COTMA.

Tip truck

Several months ago the Society Board made a decision to dispose of the tip truck. The decision was not made lightly, but was based on a number of common factors, which indicated that it would be financially un-viable to retain the vehicle. Members will recall that a few years ago, repairs to the motor of this vehicle incurred a considerable expense, which was far in excess to what was originally quoted and approved by the Board of the day. Coupled to this, the truck still required more mechanical and hydraulic repairs, new tyres and upgrade of its fuel system to maintain its roadworthiness. Since its initial repairs, the vehicle has seen little use, mainly being confined to the Bylands site. Added to this is the rising costs of registration and insurance of this ageing vehicle.

Enquires as to the current market or re-sale value of the vehicle as was, indicated that we would have difficulty recouping our outlay for any further repairs, let alone those done several years earlier. Therefore the Board made its decision to advertise the truck for sale. The truck was duly advertised on three separate occasions for a total of 6 weeks. Initially several offers were received, all were much less than our minimum reserve. The truck was eventually sold during May for an amount slightly above this figure

Situation Vacant

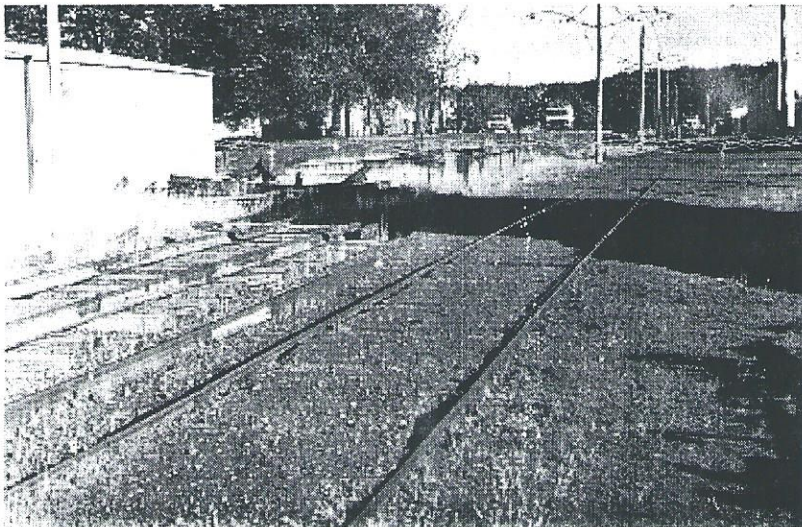
Our ongoing requests for assistance both at the museum at Bylands and financially have still failed to attract attention. This is of serious concern for the ongoing viability of the Society. Discussion at Board level has attempted to come up with ideas that will enthuse and rally the membership. At the June Board meeting, Director Doug Prosser put forward the proposal that we need to be more approachable, and offer more to the membership. Doug proposed that we recommence regular members meetings, whereby members could get together or be part of some form of general social activities. Doug also suggested that these meetings be held at a suitable venue where it was centrally located and easily accessible by public transport. The Society in its formative years had regular members meetings, but these gradually began to phase out countless years ago due to a lack of interest.

The Board believes that any idea is worth investigating or trialing if it has the desired results. Therefore we are seeking expressions of interest from the membership for a "Meetings Officer". The job description for this position entails arranging regular meetings as directed by the Board, organising the venue or location, organising the content of the meeting including any guest speakers, other entertainment or fund raising activities, and/or organising or the supply of refreshments. Unfortunately, like all other jobs in this Society, this job also does not come with a remuneration package. If you are interested in taking on this exciting position, contact (or send your resume to) the Secretary, Graham Jordan on (03) 9798 6035.

Museum Works

Our tireless small core band of volunteers continue to achieve wonderful results in their pursuits to improve our museum at Bylands. It seems that just when you start to see the light at the end of the tunnel on one job, another sneaks up on you. Recently it became apparent that a small section of our main-line just north of the depot junction had started to look a little wider on gauge than it should. On checking with a gauge bar, it was found to be slightly wider than "standard gauge" which could cause some embarrassment if not rectified. (Although we own a broad gauge tram it was not that wide? – Ed).

On the last Working Bee day 15th May, a small team comprising Graham Jordan, Daniel Berry, Brooke Tolliday, Becky Edwards and Corey Robertson undertook the installation of six tie-bars over the effected 10 metres section of track. Preparatory work was undertaken several weeks earlier with the digging out between the rails at the desired locations.



Seen here is the main-line at the depot junction after the repairs were undertaken to install six tie-bars to bring the track back into correct gauge. To the left can be seen the current southern end of the new siding (future double track) constructed as part of the trackwork for the Vehicle Maintenance Building. As that new track is laid in tramway rail, it has been set slightly lower so that the railhead is level with the railway type rail in the current main-line.

Photo:

Graham Jordan

Once the main line was corrected, attention was turned to the final fixing the rails to the pit. Sixteen holes were oxy cut into the top channel of the pit along the inside edge of the rails. Specially designed rail fasteners originally used at the former South Melbourne depot were then placed and bolted into place. The outside edges of the rails have already been welded in place.

Soon after the rails were secure, the ex-Preston tram trestle trolleys that have resided outside on the top of No 1 road for some years, were transferred to temporary undercover storage over the pit.

Other work undertaken on the Working Bee day saw a number of holes in the central pathway between No 1 and 2 roads filled with screenings and some ballast distributed on the track into the Vehicle Maintenance Shed. Member Harry Twining must have thought he had been consigned to the rock pile for his efforts on these tasks. Keith Kings, John Walker and Michael Fedor assisted on the various tasks during the day.

The final work on this day saw a large portion of the cypress trees that have been cut down recently, and some other assorted combustible rubbish, destructed. A second destruction has also taken place since, with the remains of both the cypress trees and another fallen dead tree adjacent to No 1 road now gone. We are certainly getting a taste for toasted marshmallows?

Works on tramcars and buses continue. The work on painting Ballarat No 17 by Graham Jordan and tank car 7W by Michael Fedor continues as time and climatic conditions permit. Daniel Berry has recommenced the work on the installation of the new longitudinal decking timbers that hold the trolley bases and poles on 7W, these now being fitted and secured. The original timbers, or what was left of them, were removed several years ago, before the car was placed undercover in the depot on No 1 road. It is hoped to soon fit a new steel plate floor under the compressor of this car, to structurally strengthen this section, which like the rest of the car has suffered from many years of storage, both in Melbourne and at Bylands, in the open. Once these tasks are completed the car will again be operational, however its cosmetic repaint will continue.

John Walker has patiently been cleaning and detailing both the interior and exterior of Ballarat No 36. As part of this work, John has polished all the internal brassware, which has lifted the internal appearance. Whilst we were recently resorting and restacking a number of stored items, we stumbled across a pair of Z class lifeguard trip gates and lifeguard support bars. The lifeguards and trip gates were removed from the Z class trams way back between 1979/80. It was decided that the trip gates be immediately refitted to our Z No 5, rather than waste more time and double handling later. This was undertaken by Graham Jordan who had no difficulty as the original holes for the mounting brackets still existed under the car.

Work on the bus fleet continues by Corey Robertson and Keith Kings. Preparations for the external repaint of MK VI 759 are well in hand, with only some minor body filling and priming still to be completed. Several of the batteries in our buses have also been recharged. Some much needed attention is presently being given to some of our lineside street furniture by Brooke Tolliday and Becky Edwards with the two red post boxes presently being prepared for repainting.

Following several comments made recently by visitors, it has been decided that we urgently need to upgrade our signage of exhibits. For many years this has been in the form of information sheets which were attached to external windows of particular trams. Not by a long way do all trams have information sheets, whilst others are either out of date, have small print or have faded which make them hard to see. A new prototype has been designed and attached to Ballarat trams Nos 17, 23 and 36, VR No 34 and PCC 980 as a trial to gain feedback from visitors. These have been placed at a suitable height for easy browsing by visitors of all sizes. It is hoped to expand these visual displays to all exhibits in the near future.

Membership Renewals

Enclosed with this issue of RJ is your Membership renewal for the financial year 2004-2005. Due to Government regulations, it is now necessary for us to adhere to the provisions of the Privacy Act. As such we are governed as to the type of information collected and retained, and the distribution (if any) of the information in our care. Please read the notation on your renewal form relating to the privacy provisions.

Provision is made on the renewal form for those that wish to make a donation to the Society, or wish to sponsor a particular tram, bus or other exhibit. Please assist our Membership Officer by renewing your membership promptly.

Wedding Photos

Earlier this year, the Society received a request from a young couple who were interested in using a tram as a backdrop for some photos to be taken after their proposed wedding. As they intended to live in Kilmore, they thought I would be appropriate to use the museum at Bylands as the venue for the photographs. The couple concerned visited Bylands in early March and indicated that the tram they would like to use was W1 427.

As the wedding was planned for a Saturday 3rd April, arrangements were made to have someone on hand at Bylands to prepare and position the tram as required for the photographer. To this end Graham Jordan and Corey Robertson were on hand to oblige. Although the wedding party arrived slightly later than expected, the session went off well. Photographs were also taken on the cable tram in the Exhibition Shed, as well as several rural scenes in the lower paddock with the rolling hills in the background.

The Society not only earned some additional and welcome revenue for this exercise, but also received praise from the wedding party and especially the photographer, who indicated that he would be interested in promoting this idea further.

Working Bees at Bylands

The next working bees at Bylands have been scheduled for 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 9809 0971 or Graham Jordan 9798 6035.

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

ATR Seminar

Over the weekend of the 28th - 30th May 2004, the Association of Tourist Railways held a seminar for affiliated Heritage rail groups. The seminar was hosted by the Puffing Billy Railway at Belgrave. Proceedings commenced on the Friday night with a special Puffing Billy Night Train to the Nobelius Packing Shed for an evening meal and an official welcome.

On the Saturday there were two presentations from Government Agencies being the Australian Railway Association Inc, and the National Transport Commission, and two other presentations given by representatives from the Puffing Billy Railway/Emerald Tourist Railway Board. During the course of the day, time was allocated for an inspection of the Belgrave locomotive workshop.

The highlight of the seminar would have to be the special train to Menzies Creek on the Sunday morning, hauled by recently restored Garratt locomotive G 42. On arrival at Menzies Creek that participants were given a guided tour of the steam museum. TMSV representatives at the seminar Keith Kings and Graham Jordan were delighted to see the former Kilmore (ex Bylands) Gang Shed in the course of re-erection as an exhibit at the museum. This shed was made available to Puffing Billy several years ago as part of an exchange.

Participants then boarded the regular morning "down" Gembrook train where they alighted at the Nobelius Packing Shed. This train is usually double headed by two NA's in this case 7A and 12A. Two more presentations were given by representatives of the Victorian Department of Infrastructure, the final presentation was given by Warren Doubleday, Chairman of COTMA. The last "up" train then provided the return transport to Belgrave.

It was pleasing to note that given the "local" nature of this seminar, there was a large contingent of participants from interstate Heritage groups. As well as our own representatives, the Bendigo Tramways and Portland Cable Trams also sent representatives. It was pleasing catching up with Ian Seymour from the AETM, St Kilda (Adelaide) and Bob Pearce from PETS (Perth), who represented those respective tramway museums at the seminar.

The Association of Tourist Railways must be congratulated for an excellent and informative seminar. To the hosts, the Puffing Billy Railway, we must say thank-you for a job well done.

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 Number A 1864 E and Australian Business Number (ABN) 12 739 015 600