

REVIVING JOURNAL

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MELBOURNE MOOMBA PARADE:

By golly, wasn't a sight for sore eyes to see a cable tram set operating once more in Swanston Street.

The commentators on ABC TV (channel 2) made most favourable statements about the tram set and were well versed on the subject.

Steve Altham was seen on a couple of occasions, pedalling his bicycle at a great rate of knots between photographic advance points along the way. What a way to travel in such a big crowd.

What proud moments it must have been for our worthy crew! One can imagine how they felt - not only to see the tram set in the parade, but to actually crew the vehicles. Our congratulations to Gripman Newton Williams (who built the grip car) and Darryl Hawsworth (who restored the trailer car) acting as conductor. To them our sincere thanks for a job well done. Our passengers all dressed in period costume complimented the scene.

Our thanks are due to the members who worked diligently to wash and clean the tram set till they literally sparkled. Len Millar deserves mention for his organisation of the delivery ex-Kilmore to Melbourne and return of the trams. He was well supported by a small but loyal team of workers who are all now expert in the methods of loading and unloading cable trams "in a hurry". Michael Norbury negotiated with the Moomba committee and the M.E.T., regarding operation of the cable tram.

After the parade, the cable set was transferred to Simpson Street shunt in East Melbourne where it was available for public traffic. Unfortunately it was poorly patronised mainly due to other Moomba events and a lack of public awareness or publicity.

Several members video recorded the parade segment in which the tram appeared. We wonder if they have worn out the tape yet?

AUSTRALIAN MODEL RAILWAY SOCIETY: CAMBERWELL EXHIBITION:

For the first time in many years, the Society was represented at the annual model railway exhibition held at the Camberwell Civic Centre over the Labour Day weekend. Jeff Bounds and Geoff Dean organised the display and were assisted by Dean Filgate and Bob Serle to prepare the "1" to the foot layout and tram models for display. Unfortunately the models did not operate as well as they should have, the track is rather too course for the finer tram wheels on some of the models exhibited.

AMRA: CAMBERWELL EXHIBITION (Cont):

The display attracted great interest and many society leaflets were distributed. Members of the Tramway Modelling Association, especially Andrew Middleton and Gary Davey assisted with setting up on the Thursday evening before the exhibition, and with the operation. Society members Bruce Bredin, Len Millar, Michael Norbury and Bob Serle in addition to the aforementioned, helped to operate the stand. The Society's thanks is extended to all concerned. The Society has received a cheque for \$150 being its revenue.

TIDY BYLANDS:

A systematic clean-up at Bylands has seen many objects, some useful, some not so useful, removed from the area between Union Lane and the south end of the depot buildings. The whole area now looks much better.

CRANE AT BYLANDS:

On the 24th February a crane was engaged at Bylands for several hours. The crane moved COTMA's "Bu" van, several bogies, including those destined for Adelaide, and many other objects. A load of goods were placed in a container for shipment to the Perth tram museum. These included:- controllers, bogies, workshop trolleys, resistance grids and trolley poles.

The Society has received many new overhead ears in exchange for items it has made available from its own resources. Society members assisted with the loadings on either the Saturday or following Sunday. The team consisted of S.Altham, P.Bardho, G.Dean, R Atkins, B.Bredin, J.Bounds, R.Jones, G.Jordan, K.Kings, L.Millar, M.Norbury, R.Serle and M.Wagner.

Perth's Lindsay Richardson and Ric Francis flew to Melbourne for the weekend and assisted with all aspects of the work on both days. Well done chaps!

OVERHEAD:

Geoff Dean, Peter Bardho and Adam Broderick, have erected span wires and tie-offs at the (south) Union Lane end of the mainline at Bylands. All we now require is some trolley wire and trams will be able to terminate at UNION LANE!!

Further northwards (Kilmore end) 9 more overhead poles have been erected in readiness for our future extensions. Work will proceed as trackwork (see below) progresses.

TRACKWORK:

More than half of the track at the northern end, not previously re-gauged, has been totally dismantled to allow full reconstruction. The rails have been removed clear of the formation and all sleepers have been "lifted". The best of these sleepers have been retained for reuse elsewhere. Soon the formation will be regraded and new ballast laid, after which new sleepers will be placed and the rails reinstated. However more trackworkers are urgently needed. Contact Peter Bardho on 882-7358

SLEEPER APPEAL:

In order to extend our track, we need more sleepers. NO not the snoring type! The ones required are about 7 feet in length about 10 inches wide and 6 inches thick. They are made from solid red-gum and are rather heavy, just ask our tired trackworkers after a pleasant day in the country.

To date we are far short of our expected target. In order to get to McKersers Road (Bowers Lane) we need your help. Each new sleeper costs \$16. If you can help, Please send your donation to the Treasurer at the Society's address. All donations over \$2 are tax deductible. For every new sleeper this enables us to go a yard further down the track. Donations to date are:- B.Bredin 5 sleepers, R.Scholton 6, J.Willcox 2, P.Bardho 10, L.Millar 6, K.Kings 6, R Atkins 3, S.Altham 2, R.Jones 10, G.Dean 5, N.Spigelman 10, D.Bowman 6, D.Frost 4, A.Jordan 1, G.Jordan 1. A special mention is made to Peter Bardho who persuaded his sister and brother-in-law (and non-members) R & M Belchambers to also donate 10 sleepers. A fine example, maybe we can all do likewise.

TRAMCARS:

Work is continuing on restoration projects of our fleet. Len Millar is continuing to apply coats of paint to W3 667. SW2 644 is once again running in traffic following remedial work to its undergear. W1 427 has developed a problem to its compressor requiring its withdrawal from traffic. Ballarat No.36 is still available for service but is restricted to its journey distances due to its wheel profiles and more maintenance required to the track. W2 509 has been used at times and is a lovely tram to operate. Service trams 15W, 16W and 19W are regularly used for works purposes. Work on W4 673 has curtailed at present.

HAWTHORN TRAMWAYS TRUST No.8 (Ex Bendigo No.3)

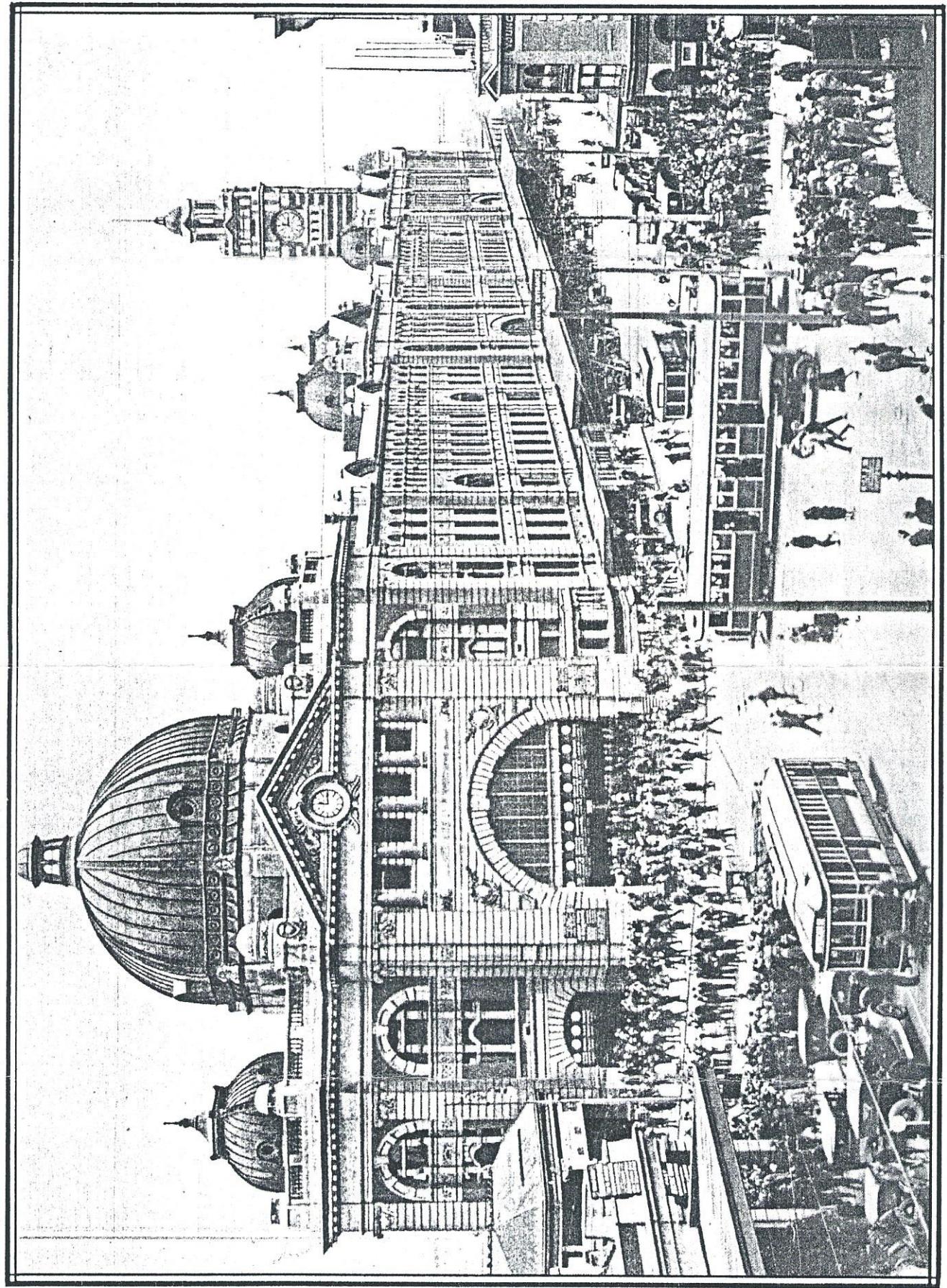
Work on this car located at the rear of Malvern Depot has commenced. A small team will soon begin restoration to original HTTP condition. Work is being conducted at Malvern every alternate Saturday afternoon, commencing at 1.00 pm. Work days are as follows:- April 7 & 21, May 5 & 19, June 2, 16 & 30. For more details contact Michael Norbury 608 7788 (W) 481 2863 (H).

GLASS FOR W2'S:

Steve Altham and Peter Bardho have acquired some 16 panes of glass on behalf of the Society suitable for W, W1, W2 and SW2 class trams.

WEDDING BELLS:

Board member Russell Jones was married on 17th April to Tania Irerton, at St.Carthages, Parkville. The bridal party was conveyed to the church from Malvern Depot in W1 431. During the ceremony the tram lay over at Brunswick Depot. After the ceremony the bride, groom and their guests were taken by 431 to the reception held near the corner of Glenferrie and Wattletree Roads, Malvern. Peter Bardho and Ron Scholton were good enough to crew 431 for the event.



Flinders Street Railway Station, Melbourne.

MEMBERS MEETINGS:

Over thirty members and friends attended our last meeting held on the 23rd February. The most pleasant duty was to elect Mr Kevin Shea to Honorary Life Member of the Society, for as you all know, Kevin has helped the Society in an assortment of ways over a number of years. Welcome Kevin to the TMSV.

Robert Paroissien A.A.S.A., A.C.I.S., was elected to the position of auditor of the Society. After the close of formal business, Charlie Huggard screened a variety of films from his collection, and members showed their appreciation accordingly. Supper was provided at a dollar-a-throw.

Our next meeting will be held on the 25th May, circa 19.30 hours at the same location the Victorian Movie Makers, 2 Napier Street, at Fitzroy. This is located two streets down from Brunswick Street at tram stop 18 on route 42 (Mont Albert). The nearest Railway Station is Parliament.

You will be entertained by Tony Smith of the Melbourne Tramcar Preservation Society, better known as the Haddon Tramway Workshops. Tony will give an illustrated lecture of the progress of the MTPA from its inception to the present day. Come along and enjoy yourself and learn more about our fascinating hobby. All members and friends are invited to attend. Lets see if we can fill the hall?

ARCHIVES NIGHTS:

Now that the January tram dispute is over, the Society has now regained access to its rooms at Malvern Depot. Accordingly "Archive Nights" at Malvern will recommence on the first Wednesday of every month. Further nights are planned for 2 May and 6 June.

PERSONNEL NEWS:

Maurice Stanley who has been a member for the past 5 years, has decided to return to England to live after 22 years in Australia. Maurice joined the SEC tramways at Ballarat in 1967 and spent a couple of years on them as a Driver/Conductor before joining the railways as a locomotive fireman and later a driver. Lately before returning to his homeland Maurice was employed as a electric train driver on the Melbourne electric suburban system. Maurice will still keep in touch with the Society and his many friends in Australia. We wish him well on his new ventures in Leeds.

Also in England is member Stan Vine who is enjoying a well deserved holiday. Look forward to many pictures when you return Stan.

WJ FAREWELL TOURS:

Members will recall that the B.T.P.S.'s WJ 661 (that big brown and cream machine) was brought to Melbourne last year and ran several tours. The car is now due to return to Bellarat in late May, but will run "farewell" tours on Sundays 13th and 20th May. This will be the last time to sample the delights of these big wheeled cars of which only a hand few remain. These trips will depart Malvern Depot about 10.00 am and return about 6.00 pm. More details from Peter Bardho on 882 7358

ODD SPOTS:

When cable trams were a regular part of the Melbourne scene earlier this century, it was not uncommon to see both passengers and crew pushing a tram set when they had dropped the cable or stalled on a curve.

History repeated itself in Swanston Street recently when during the Moomba Parade our cable tram set, with a full load of passengers, had difficulty ascending the hill between Flinders Street and Batman Avenue. Members Graham Jordan and Len Millar assisted by putting their "weight" behind the vehicle and pushing it up the rise.

As well as being authentic, the large crowd in attendance greatly enjoyed the scene and showed their appreciation accordingly.

Further history was created during this event. It was the first time in over 65 years that a cable tram set transversed Swanston Street and parts of St.Kilda Road. Later in the day following the transfer of the set to Simpson Street shunt, the first female cable tram driver to be trained in Melbourne, member Aileen Jordan, was instructed in the finer arts of this unique vehicle. Aileen will now be able to assist on the roster at Kilmore in future.

PUBLICITY:

Following our showing in the Moomba Parade the Society gained some unexpected publicity in the "A Place in the Sun" column in the following days edition. Column writer Graeme Johnstone was seen wandering around the floats prior to the event. An edited portion of his article is below:-

SIGNIFICANTLY, trams featured in the parade. The Moomba Jesters bounced all over Swanston Street dressed as wayward minitramps. The Tramway Museum Society of Victoria appeared in a magnificent 1889 cable-car with "dummy" powered by a little petrol engine. It was the first run of a cable-car in Swanston Street for 65 years. The way things have been going lately it was almost the first run of any tram in Swanston Street for nearly 65 years.

The tram wires limit the float heights to a little over 4 meters. APITS suggests we tear down the wires. "... What's that you say? What about the trams if the wires are taken down? Don't worry, the Tramway Museum Society could run a beaut service with their lovely 1889 cable-car.

Good one Graeme!

ROSTERS:

Speaking of rosters, we need more people to fill the vacancys on the roster, a copy of which is enclosed. During June many gaps appear as some of our regulars will abscond to the COMMA Conference in New Zealand. If you can help please contact Travis Jeffery on 882 3037

FROM THE ARCHIVES - IN RETROSPECT:

25 Years Ago:- Mr L J Denmead, SEC departmental tramway traffic superintendent of Ballarat, has been invited by the Tramways Museum Society of Victoria to attend the 75th anniversary of the beginning of Bendigo's tramway service. The Society will conduct a commemorative tour of the city's 11 mile tram system.

From the Ballarat Courier April 1965

20 Years Ago:- TMSV Tours. April 12th was the day on which the TMSV commemorated the 50th anniversary of the Preston Tramways. This tour also celebrated the 60th year of the ex-Prahran and Malvern Tramway Trust lines. The tour was an eventful one. One Society official however would rather forget one incident. A ten minute delay resulted when the point bar he was holding, vanished into the depths of a track drain. Thank goodness for the motorcader who made a quick trip to the depot for a replacement.

From Running Journal April 1970

Our New Zealand friends, the Tramway Historical Society in Christchurch, have electrified their Ferrymead trackage. The THS have also restored a horse tram, a trolley bus and a Kitson steam tram for use. Congratulations TES.

From Running Journal April 1970

Certain keen young volunteer decides to finish off a tin of paint by coating one end of the roof of X1 467. He climbs up, paints one end then walks to the other end to get down again. Did you know that X1 class cars only have steps at one corner.

From Running Journal February 1970

*****STOP PRESS*****STOP PRESS*****STOP PRESS*****
NEW GENERAL MANAGER:

At the last Board Directors meeting, Geoff Dean was appointed as our new General Manager replacing Andrew Hall who retired from the position earlier this year. Prior to his appointment, Geoff served as Deputy GM to Andrew for several years. Geoff is well qualified to carry on the good work of his predecessor. Congratulations Geoff.

BENDIGO EASTER FAIR:

The Society's horse tram No 256 has been made available on loan to the Bendigo Trust for display. The Trust has undertaken cosmetic restoration to this vehicle which has been in store for some time. The tram operated in Pall Mall-Bendigo on Easter Monday as part of the annual Easter Parade and WON an award for being the Best Historical Exhibit. Well done Bendigo.

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