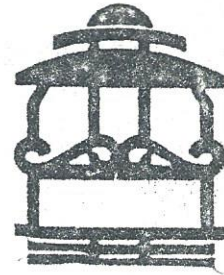


# RUNNING JOURNAL



The  
Tramway  
Museum  
Society  
of Victoria

New Series No 74

MARCH 1986

## RE-COMMISSIONING OF D.C. POWER =====

On Saturday, 16th November 1986 Bylands was once again opened as an operating Tramway Museum. It was a fine, sunny day and with a large crowd in attendance our Chairman, Keith Kings, opened proceedings in the early afternoon; after giving a run-down of the Society's and the Museum's background, Keith thanked the Ministry of Transport which generously enabled us to re-equip for electric operation, and also the Australian Tramway and Motor Omnibus Employees' Association whose assistance we have found invaluable. The Minister for Transport, the Honourable Tom Roper MLA then officially re-commissioned the D.C. Substation, and everyone was invited to ride on our tramcars, which had been specially prepared for the occasion. A sumptuous afternoon tea had been prepared, and both the tram and bus sheds were thrown open to inspection. This special occasion was enjoyed by all, and our thanks go to everyone who helped the day to run smoothly, especially our Electrician Barry Brooks, who worked untiringly to install the substation and peripheral electrical equipment in the limited time given him.

## GOLDEN SUNSET TOUR =====

A full complement set out from the bottom of Elizabeth Street in MTA Volvo bus 850, and after a fast journey to Geelong, traced the formation of the old "North" tranline, passed through the City and followed the "Belmont" line out to its terminus where we lunch-ed. After the meal break we traversed the "East" line on our way to Queenscliff. Upon arriving in this historic town we were disappointed to find the Bellarine Peninsula Railway not operating due to their suddenly finding themselves without public liability insurance. However an enjoyable tour of Fort Queenscliff was substituted by our organisers, and having spent a pleasant afternoon here we returned to Geelong for tea. This time we went over the "Beach" and "Eastern Park" lines, then barbecued in Eastern Park itself before retiring home later that evening to conclude a successful tour.

## FORTHCOMING TOURS =====

The TMSV's next outing is to commemorate the 70th anniversaries of the Hawthorn Tramways Trust and the Melbourne, Brunswick & Coburg Tramways Trust. We depart on Sunday, April 6th, from Camberwell Depot at 1400 hrs (2 p.m.) Our tour car is W2 600, which will take us to Hartwell, shunt and return to Camberwell Junction, shunt, thence to Wattle Park terminus., From there, the special will run to North Coburg via Riversdale Road, Batman Avenue, Swanston Street, Elizabeth Street and Sydney Road. Shunt, then return to the Brunswick Depot area, shunt, thence to East Coburg. From here the tram will return to Camberwell Junction and Depot via routes 1 and 72. ,m

The fares for this trip are \$9 Adult, \$5 Concession. You can reserve your seat by sending your remittance to:

Rod Atkins,  
P. O. Box 56,  
WORLD TRADE CENTRE, 3005.

Other excursions planned for this year include a June tour in SW2 644, the



car we hope to obtain for our Museum fleet, and the 80th anniversary of the North Melbourne Electric Tramway and Lighting Company in October, for which we intend to use V 214; and our Golden Sunset Tour will be in a 3-door W5 (794 or 799) to remaining W2 depots to ride on as many of these 60+ year old trams as we can. We will also fit in a jaunt to Gippsland by first series Harris train.

More details will be given in future "Running Journals".

#### PERSONAL

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We wish to express our profound sympathies to Craig Coop, whose father passed away in February.

Due to illness and annual leave, Andy Hall has been granted leave from the General Managership: this means that Len Millar will act as General Manager, and Chris Treganowan as Deputy General Manager.

#### TRACKWORK

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With the help of the 2nd Thomastown Venturer Scouts, Andy Hall has succeeded in removing approximately 140 sleepers

from the track north of our present operating area at Bylands. This herculean task is the first stage of our track renewal and extension of electric tram operating, which it is hoped to have in operation by the end of this year. All are cordially invited to attend work parties: details will appear in future RJs.

#### TRAMCARS

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Andy Hall has been very busy on our behalf, and following fruitful negotiations with Norm Maddock of the MTA

Board, has arranged for apprentices at Preston Workshops to gain wood-working experience on our car. This means that later this year we will send W2 427 to Preston, and some time later receive in return a fully restored W1 427!!

#### FROM THE CHAIRMAN

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The last few months have been very busy for several Directors and members of the Society. The Ministry of Transport

grant meant a lot of work had to be done by Barry Brooks to commission the new electrical sub-station in time for the re-commissioning by Mr Roper on November 16th. last. Newton Williams was flat out trying to complete the cable tram dummy and Daryl Hawksworth likewise his cable tram trailer car. The cable tram centenary (11th November) made much work necessary by our Archivist, Robert Green, and the writer. The Annual Meeting (and its adjournment) caused the usual work on Reports and Statements. Several of us were involved in preparing Bylands for the opening -- cleaning up, positioning vehicles and equipment, arranging various staff, etc. All this as well as the usual steady stream of Society activities. Our appreciation is extended to all who assisted in any capacity.

One little item may interest readers -- how the "popular press" works. I was telephoned about the end of July by a reporter from the "Australasian Post" to help identify two old photographs of trams, which led to my comment about the Centenary and an offer of an article. Two late afternoon visits supplied a lot of information and I hoped for a page or two article. Early November brought a 'phone call -- plans changed; no article; "they" have decided it will be a "letter to the Editor" from you; here's a draft; hope it's O.K.; "deadline" within the hour!!! So that is how I came to "write" the letter in the issue of November 12. Whilst doubtful of a couple of points, there was no chance of checking or deferring the matter. The sequel? An anonymous letter! A couple of points were challenged (the above-mentioned doubtful ones). Some other dates were listed, as was an error by the unsigned author.

The MTA's contribution to the Centenary seemed plagued by a late start and



FROM THE CHAIRMAN CTD LAST minute industrial problems, but came through  
===== remarkably well under the circumstances. Richmond  
Council and the inner suburban libraries also helped commemorate the event,  
with our own Robert Green assisting once again. Whilst not what it might  
have been, it was better than the dreaded nothing. Good work by all  
concerned.

We have also been involved in a couple of other ways in items of good  
fortune. Thomastown Venturer Scouts have given us some four work days in  
recent months as part of their public service effort. We are most  
grateful to them, and are providing a "Thank You" barbecue after their  
next day.

A conversation between Andy Hall and A.T. & M.O.E.A. Assistant Secretary  
Norm Maddock -- who is also an employee representative on the MTA Board --  
looks like bringing us a major bonus or two. Norm proposed at a Board  
meeting that, as a tramway centenary year gesture to the Society, Preston  
Workshops should carry out a major work on one of our trams. This was  
approved and No 427 will spend some weeks at its birth-place being  
restored to its V1 form. We are most appreciative to Norm and the MTA  
for this decision. (Details in other news items)

K.S.K.

# CABLE TRAM CENTENARY

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On November 11th, the TMSV arranged  
with the appreciated co-operation of  
Australia Post's Philatelic Sales

Centre to cancel a number of postcards (featuring cable trams) with a  
special marker for the Centenary that day. The cards were carried on  
the commemorative run that afternoon along Flinders Street and out to  
Richmond, the original cable line, on board Y 469. These cards are  
obtainable through our Sales Department::

T. M. S. V. Sales  
P. O. Box 222,  
MALVERN, 3144.

Two designs are available for \$1 each, or a very limited number of sets  
of four different cards (one set per order -- first in first served!) for  
\$4.00. Please include postage with your remittance.

NOTE: These were the only postal items carried, and are NOT available  
through Australia Post.

# VOLUNTEER STAFF

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Since the resumption of electric tram  
operation, our Museum has been short  
of volunteers to run the service,

which does not present us in a favourable light to the public. Please  
help, if you can volunteer even just one day a year, to run our trams and  
our Museum. Please contact the Roster Clerk, Dean Filgate, at  
25 Edward Street, KEW 3101, or on 817-2753. Your assistance will be  
much appreciated. Thank you.

# FIRE PROTECTION/FIRE PREVENTION

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As we are in the FIRE DANGER MONTHS  
it is an appropriate time to consider  
fire and what it means to the Museum

and you. The Museum owns a large number of very valuable and irreplaceable  
exhibits and these require protection in an area without a reticulated  
water supply. In this rural environment, our museum can be threatened by  
a fire starting within the site or by a grass-fire burning into our area.

Protection within our buildings is provided by fire extinguishers. The  
museum is well equipped in this regard using water and the modern BCF and  
dry powder types. Each operating electric tramcar is fitted with a 1 kg



FIRE PROTECTION/FIRE PREVENTION CTD BCF type. Gradually, more  
===== extinguishers are being installed.  
Prevention is better than cure. Obviously! Upgrading of our electrical  
systems has been important in this regard. So is general tidiness --  
don't allow piles of flammable material to build up.

Last year, a major grassfire burned to within a few kilometres of Bylands.  
We must protect our property, as best we can, from grassfires and prevent  
any fires from starting from our land. Grazing and mowing has reduced  
the hazard considerably. To aid in firefighting we have set up two  
"firefighting stations" in handy locations. In these steel cupboards  
are basic firefighting equipment, rake, spade, rakehoe, knapsack, and a  
9 litre water extinguisher. Look for them next time you are on duty.

Over the summer Fire Danger Period each of us has an extra responsibility  
to be vigilant for fires. The Country Fire Authority imposes special  
requirements on any fire in the open during this time. Fires are only  
allowed in properly constructed incinerators or barbecues and these must  
be attended by an adult at all times. Welding and oxy-cutting in the  
open have special requirements too. On days of Total Fire Ban -- no  
fires, no welding at all. This year the CFA has divided the State into  
Fire Ban Districts. Our Museum falls into the North Eastern Total Fire  
Ban District, which is separate from Melbourne and the surrounding  
district.

#### SOCIETY ADMINISTRATION

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In January, the Board approved certain  
alterations to the administrative  
structure of the Society. Andy Hall

remains General Manager, with Len Millar as Deputy GM, and Chris  
Treganowan as Assistant to the GM. Jim Dowel remains Traffic Manager  
and Training Officer. Andy Hall is also Works Manager. Tony Sell  
becomes Administration Manager. The Board has appointed a Budget  
Committee to assist in the agonising task of spreading the available  
-- and all too limited -- resources available to us over the very many  
clamant problems demanding attention. Every attempt is being made to  
keep expenditure to a minimum, and to work on our public presentation  
to increase the income side of the equation. (Once again, please  
think about giving a day or two to your Museum: happy and well attended  
visitors will give us the very best publicity, by word of mouth.)

#### "RUNNING JOURNAL"

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With this issue we welcome Graeme and  
Aileen Jordan to the role of providing  
the Membership Services manpower, and  
we also thank Max Nicholson for his

excellent work in this area. We intend to issue RJ at the start of each  
odd-numbered month: copy closes (in Bob Prentice's hands) on the 20th  
of each even-numbered month. Traffic Rosters will be issued with RJ --  
this obviously saves postage.

#### THE SOCIETY'S WORK

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An item inserted in a previous RJ has  
led to a number of unintended reactions.  
It was indeed intended to stress the

great importance of the works programme at Bylands, and also of the staff  
operating the Museum for the public for whose enjoyment and edification  
it is intended. There was no intention, however, to cast any aspersions  
on the manifold aspects of the Society's work which are not necessarily  
located at Bylands, nor to suggest in any way that the work done at home  
at Malvern or wherever is not highly valued and highly worthwhile. It  
is accepted that not everyone can or will go to Bylands, though it is still  
true that perhaps more of us could do so more often. Any offence caused  
is regretted.