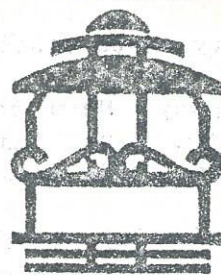


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria

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NEW SERIES No 86

MARCH 1988

ARRIVAL OF SW2 644 AT BYLANDS:

In early December '87, the M.T.A. advised the Society that it could take delivery of 644, and the date was set for December 17, three days before the Members' Day. 644 was checked over by the works staff prior to departure for Bylands. After some unpredictable delays, the tram was finally loaded onto the truck. Whilst the car was being prepared for departure, many employees said that this was the most modern tram, in best condition, ever to leave Preston for a museum!

On arrival at Bylands, 644 was quickly unloaded, and placed on its trucks, and was in operation by 1600 hours that afternoon. Many thanks are extended to Keith Kings, Len Millar, Don English and our General Manager Andy Hall for being available on the day to assist with the moving of the tram from Preston to Bylands.

It must be stressed to members that the M.T.A. has made 644 available to the museum on indefinite loan, so it is up to all members to take proper care of 644.

We must thank Norm Maddock for actively persuading the M.T.A. Board to grant this tram to the museum on such favourable conditions. Bob Prentice prepared the Society's submission at short notice, and G.M. "Dandy Andy" Hall did most of the legwork on the Society's behalf. Our thanks to them. Finally, our grateful thanks are offered to Les Jean (Manager, Preston Workshops), and production staff Keith Allender and Graeme Jones and the workers at Preston Workshops.

644 was the last SW2 in service, and its last operation in revenue traffic was during a Tuesday in October 1987. The tram was recommended to the museum as an excellent vehicle for preservation by Graeme Jones, who said that its condition was far superior to that of 436.

MEMBERS' Day - 20 DEC 1987

The main attraction of this day was the official handing-over of SW2 644. This was originally to have been done by Kevin Shea, Managing Director of the M.T.A., who was unfortunately unable to attend: therefore Norm Maddock did the honours and handed over 644 on Kevin's behalf for the M.T.A. During his speech, Norm made reference to the excellent work the Museum had done in the preservation of tramway vehicles. He also paid tribute to the tireless efforts of the Society's General Manager,

Andy Hall, in trying to achieve the Museum's aims and objects.

After the ceremony, Norm took the controls and, with members on board, drove 644 for the first time in official museum traffic. We thank the special guests for their attendance on the day.

The balance of the day was directed to members' activities, and a barbecue tea put the seal on an excellent day: we again thank Aileen Jordan for her sterling work in this regard.

It was also most satisfactory to have Les Jean offer some helpful suggestions how to improve the maintenance of our trams.

644 APPEAL

With the arrival of this magnificent car at Bylands, the usual cartage costs are involved, and we urge all members to make a substantial donation to this appeal. Let us not forget that in the near future three more cars are due to go to Bylands (not including 427): it can easily be seen that the Society's funds will be stretched to the utmost limits, especially with the continuing progress on all-too-necessary works at Bylands. Thank you in anticipation of your donations. Don't forget that donations of \$2 and over to the Society are tax-deductible.

GENERAL MANAGER'S REPORT

Appointments

Stuart Turnbull has been appointed Deputy General Manager, replacing Len Millar who has moved to Traffic Manager. We thank Len for the hard work he did in this position and during his times as Acting General Manager. Ron Scholten is now Deputy Traffic Manager, and Travis Jeffery is our new Roster Clerk.

Moomba '88

The M.T.A. has advised that X 217 is invited to participate in a special tram parade to lead off the Moomba Parade: as we now know, this went off well and with valuable publicity for the Museum to all those viewing in town. Also, during Moomba (MTA's) W1 431 will replace (our) W1 427 in regular tourist service. 427 will move to Preston, but not to Bylands in the immediate future.

Co-operation between museums

The M.T.P.A. has been most helpful with the side destination box mechanisms, duplicated from the original mechanisms supplied by TMSV. Many thanks to Tony Smith.

The Bendigo Trust, through Tim Borchers, has obtained surplus pointwork from TMSV, exchanging manual lap brake handles and controller keys which we needed. Thank you, Tim.

While on the subject, would the person(s) with our manual brake handles please return them! Thank you.

In connection with co-operation between museums, see the STOP PRESS at the end of this "Running Journal".

Cars

644 has been completely serviced at Bylands, and touched up where required. (Thanks Len!) It of course performs magnificently.

36 has been oiled and adjusted as required.

16W is having a defective sander repaired.

667 -- Len Millar is diligently working on this car returning it to its former glory.

The service is operated by 644, 36 or 331.

PERSONAL

The Society extends its profound sympathy to Chris Treganowan and his family on the sudden passing of his father.

We trust that Norm Maddock and Bob Bishop are recovering well after their recent illnesses and hospitalisation.

BYLANDS

Re-sleepering of the main line has continued unabated and ballasting is about to commence. About 20 sleepers remain to be put in the line, with about another 50 to be obtained to complete the present works programme to the loop terminus. This programme and track extension is under the guidance of our General Manager Andy Hall, who has spent hours organising the tasks apart from the actual work. We thank the following members for their substantial contributions here: the Leak family, Andrew Roy, Michael Norbury, Charlie Huggard, Tony Sell, Rod Atkins, Steve Ohlsen, Stuart Turnbull, Steve Altham, Chris Treganowan, and very special thanks to Don English for giving up his valuable time and for his assistance.

The former M.T.A. works trailer has been fitted out with Society tools and is placed down the line adjacent to the works: this trailer has proved invaluable.

Geoffrey Dean and Graham Jordan are working in earnest on the overhead troughing in the R.H. Prentice Shed and the Bern Hurren Shed. They would appreciate any assistance that could be given by members.

Sam has done an excellent job painting the C Van, and will soon make a start on the house.

The next work party dates are 20th March, 17th April, 15th May and 19th June: all members are asked to make a special effort to take part, please. There's plenty to be done!

M.T.A. PRESERVATION

It is pleasing to hear that the last W2 to run in official service, 646 is to be retained by the M.T.A. as a 1987 vintage W2. Strange, we never heard the National Trust demanding the preservation of this or any other car. Perhaps old bridges -- like that at Clarendon Street -- with no particular historic importance excite them more! Just as well the M.T.A. is on the job, and realises the significance of 646 and the relative insignificance of that unimportant bridge. This museum supports the new tramways to St Kilda and Port Melbourne, and congratulates the M.T.A. management and staff on their foresight in retaining modern electric traction for the benefit of all Melburnians.

NEXT OUTING : EASTER MONDAY 4th APRIL

Y1 612 tour: This trip will take in North Balwyn, Mont ALbert, Camberwell and Wattle Park routes. The car departs Malvern Depot at 2.00 p.m. All enquiries to Travis Jeffery on 882-3037, between 7.00 and 8.30 p.m. please. Fare Adult \$10, Concession \$6.

CONTACTING SOCIETY OFFICIALS

Several Society officials (and their families) have recently suffered from thoughtless calls at unseasonably early or late hours. Please feel free to contact them, but please spare a thought for them and ring in usual hours.

CO-OPERATION WITH MUSEUMS PART TWO

TMSV has had a letter from SPER suggesting that each Society grants members' privileges to visiting members of the other Society: the letter appears to have been circulated to other tramway museums generally. TMSV has been quick and happy to accede to this, in anticipation of discussion at CoTMA in due course. SPER has been advised of this, and TMSV traffic staff will henceforth recognise current membership cards of all CoTMA museums for free admission and travel at Bylands. (Traffic staff please note -- formal instructions will issue in due course.)

TMSV members visiting SPER should ask for the Chief Traffic Officer in charge of the Museum on each operating day, and produce their current TMSV membership card: a special ticket providing free admission to displays and unlimited tram rides will then be issued.

We congratulate SPER on this initiative to formalise the ad hoc approach of the past.

NEXT "RUNNING JOURNAL"

The next "Running Journal" will be issued at the end of MAY. Copy to Editor Bob Prentice, 13 High Street, Prahran 3181, by 20th April please.

FAREWELL W2 TOURS : THIRD TOUR

The long-delayed third of this series of tours will operate during May. Those not already booked may be placed on the mailing list for information by forwarding a stamped addressed envelope to W2 Tours, P.O. Box 315, Box Hill 3128.

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EXTRA STOP PRESS

TWO W1 CARS IN REVENUE SERVICE

Our roving reporter advises that for the first time in at least fifty years there were two W1 trams, 427 (ours) and 431 (theirs) in ordinary revenue service on the St Kilda lines on Tuesday 15th March 1988, account the ETU dispute. This will probably continue during the duration of the dispute, as well as other stored or specially allotted cars coming into traffic.