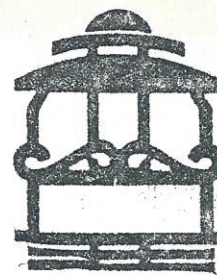


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria

New Series No 75

MAY 1986

CAR NEWS

The major news this issue, is the fact that the Society's W2 427 will have to be transported from Bylands to Preston Workshops, where it will be modified back to a W1 - that is open drop centre with longitudinal tip-over wooden seats; five weather blinds per side, chocolate and cream paint scheme with full lining etc. etc. The movement ex. Bylands should take place June or July with the return to Bylands at a date yet to be finalized.

Therefore, the directors are appealing to the members for donations to help defray the costs of the transport of 427. REMEMBER folks, donations \$2.00 and over are TAX DEDUCTIBLE. Go to it! Please! Send donations to Finance Officer care of the Society's mail box. Thank you all.

Finally, the car will be restored by apprentices under the supervision of artisans.

Our most grateful thanks are extended to the M.T.A. Board and Preston Workshops. Good work, Andy, a task well done!

W2 331

Graeme Jordan has affixed the numerals to one end and one side of this tram, plus a logo. He hopes to complete this task within a short time.

W3 667

Len Millar is well on the way to completing work on this tram. He has removed two of the doors on the driver's cabins (one at each end - near side) and substituted wind deflectors. He is also painting the tram to the correct scheme of the era in question. However, we must retain, for the time being, the route number boxes, for the removal of the boxes' electrical circuits is a big job, and because of our sparse workforce, it was felt that these boxes must remain in-situ until a later date.

Norm Cross has fitted three weather blinds on one side replacing very ragged and torn canvas ones.

Our thanks are extended to Len and Norm.

X1 467

When it is not possible for Len to work on the W3 (wet paint etc.) he is sealing and weather-proofing the roof around the destination boxes, for it is in this area that water is evident. Certain parts of the body require painting, and this is what Len is doing. Thanks again Len!

FROM THE CHAIRMAN
=====

One Board Meeting in March was set aside wholly to consider a report on the Society's tramcar programme. Early last year the Board instructed General Manager Andy Hall to investigate the proposed schedule and report back. Andy decided to set up a committee consisting of himself, Bob Prentice, Len Millar, Barry Brooks and Chris Treganowan.

Andy felt that a fresh look should be taken at the matter, hence the above composition included three new members, one returned to the Committee after a long absence and one from the previous Committee with a couple of years standing.

Several minor changes have been made to the various trams projected or on hand, as well as a major alteration. The major change was the decision to abandon the cost cutting measure of operating the "Railway Trams" on 5'3" gauge track built as dual gauge for part of our track. The alternative plan is to run No. 34 on the 77E trucks ex L.102 and No. 52 (eventually) on No. 15 trucks. The previous plan averted the huge cost of regauging the 5'3" trucks, while the new scheme provides a cost-viable alternative, although we will have lost the historical accuracy of running these trams on their original gauge.

The Committee and our Board are aware of the potential for our Society to have a very large fleet of trams, and realises both the problems that this creates and the difficulties in representing Melbourne's trams over the last 100 years if the list is slashed too much. A very tight rope will have to be walked to arrive at a balance between theory (what we would like to have) and practice (what our money will let us have!). Another important point has been the decision to standardise our mechanical and electrical equipment as much as possible. While a couple of efforts have already been made in this direction, this is now our official policy, and has resulted in some of the changes to the tramcar list.

It is not possible to go into detail in these few paragraphs; merely to give an over-view of the position. It is hoped to publish further details in "R.J." in the future. Talking of money for storeage sheds to protect our trams - our assets - from sun and rain, this seems like a good opportunity to remind members that the tax year ends on 30th June, and to point out that donations of \$2.00 and over to the Society are tax deductible. If any member can spare a few dollars it will be thankfully received, I can assure you. Likewise, if you have a few hours to spare to help out with either work or traffic duties at Bylands you will be most welcome. Please ring Roster Officer Dean Filgate on 817-2753. Thank you.

K.S.K.

GENERAL MANAGER'S REPORT Well I am back on deck again from being hospitalized for a time. Len Millar, who has been deputizing, has been doing an excellent job at Bylands. He has organized from Apex Quarries, three truck loads of rock suitable for ballast for the price of two loads. This rock has been dumped at strategic points along the track. Thank you, Apex Quarries.

The reconstruction (shades of SEC, 1935) of the line beyond the gate to a proposed temporary terminus at the loop, has seen all of the decayed sleepers removed by the Venturer Scouts and a few T.M.S.V. members including Trevor Tait from A.E.T.M., South Australia. Thanks fellas!

Barry Brooks has been positioning overhauled bracket arms on the recently installed poles. He has been helped by Mary Cadden, Chris Treganowan and Bob. Thank you all!

A lot of work is still required in order to extend traffic operations further down the line. The scouts have done a sterling job, but we still require more participation from members, who can help in track work or manning the "C" van, escorting visitors around the site, so others can help in the works side of the museum.

NOTE:-

next works day is May 25th; so please try and be present, at Bylands, for a 10.00 a.m. start. Don't forget to bring old clothes etc. Thank you in anticipation.

Forward planning is that the extension from the gate to the loop should be opened early in 1987 with Norm Maddock doing the honours; hopefully with restored W1 427. Further, we are planning to run a tour in Melbourne with 427 after it has been restored. Naturally it will operate around its home territory (that is Windy Hill!!); and most of us, being football buffs, know where that is. Projected fare is thought to be circa \$20.00 per head.

Ron Scholten, our diligent sales officer has done it again. He has contributed \$1,400 from sales to the Society's coffers from last December. Congratulations Ron!

Any member with queries about works or anything else relating to museum activities, please do not hesitate to call me, at home, 'phone 51 4718.

Thank you. Andy Hall General Manager.

OUTINGS
=====

13-4-86 Right on 14.00 hours WZ 600 departed Camberwell with drivers Jim Dowel and Ron Scholten in charge. The passengers present enjoyed a very pleasant outing; which took in Wattle Park, Hartwell, City, North Coburg, Brunswick Road, Brunswick Depot, East Coburg, with the W2 cutting into route 72 to Camberwell Junction, thence to the depot. Our thanks are extended to the platform staff. 600 ran well, except that the brakes at one end were rather tightly adjusted.

The next outing will be held 15-6-86, using SW2 644 with departure ex-Malvern Depot at 14.00 hours. Wattle-tree Road and Burke Road terminus is the first target, followed by High Street and Tooronga Road X-over, thence to shunt at St. Kilda Road (route 6). Return to 7 thence to Carnegie, East Brighton and St. Kilda Beach. Perhaps we could cut into route 72 to Leura Grove X-over and return to Malvern Depot.

Fares: Adult \$8.00
Concession: \$5.00

See Booking Form for more details.

Negotiations are in hand to use V 214 for an outing one day in October - further details in later issues of the newsletter.

HORSE TRAM
=====

A big welcome to James Ellis, who is now being trained as a horse-tram driver. Good luck Jamie.

Ian Matthews has passed his tests as electric tram driver - a job he is not unfamiliar with. Best wishes, Ian.

CABLE TRAMS =====

One of the features of the "re-commissioning of electric power" day at Bylands, was the two examples of cable-tram restoration. Darryl Hawksworth produced an eye-opener in the cable tram trailer he has restored; with excellent workmanship plus superb livery, lettering and lining, the car was a sight to behold.

What can one say about the cable grip car belonging to Newton Williams? To see it move along the rails once more, was just too much! As the Minister for Transport, Mr. T. Roper said, "I did not expect to ever ride a cable tram, let alone drive one."

At the time, Newton explained that he had further work to do on the car; and when four T.M.S.V. members recently made a private trip to Swan Hill, he showed us some recent pictures. He has installed the clerestary roof glasses suitably inscribed with the names of areas that the grip operated through, etc. etc., when in revenue service.

We did not see the grip for it was on display in Sydney at the time of our visit.

Newton extends an invitation to all members to visit the Swan Hill Pioneer Settlement. Phone numbers are (050) 32 1093 A.H. (050) 32 9385.

Also, Darryl looks forward to greeting members at his Swiss Mountain Hotel Restaurant, Blampied. Phone (053) 45 7411. to book for Sunday Roasts.

All members offer their congratulations to Darryl and Newton for their magnificent restoration efforts.

WORK PARTIES =====

As noted above, regular work parties will take place on the last Sunday of each month. There are plenty of different jobs to be attacked, from a little delicate work on the track to general tidying up and restoring and maintaining the Museum collection. Don't be bashful - come along and get into the swing of things. If you need a lift, ring Andy Hall (51-4718 A.H.) or Tony Sell (890-1053 work)

TROLLEY WIRE =====

SPER, which publishes 'Trolley Wire', has advised that all subscriptions will be handled directly by SPER from the next renewals. You will be more fully advised of what to do to keep your file of 'Trolley Wire' complete in due course.

TRAMCAR COLLECTION POLICY Board Meeting No 301 considered recommendations of the Car Committee, and adopted the following as the plan for restoration of the Museum's present collection, and for future acquisitions.

(* means not yet acquired; # means body only is held.)

Ballarat scrubber car	-	To be Ballarat 23, toast-rack, red/white livery.
Geelong 9 #)	
Geelong 22 #)	- no decision at this stage.
Ballarat 17		- SEC final form (1971) (with zebra stripes)
MMTB 19W *		- No decision at this stage, but to be acquired.
Bendigo 3		- Bendigo, as first operating there; red/white livery.
MMTB 164		- 1930s green/cream with wartime stripe on apron.
MMTB 180		- MB&CTT 16. (MBCTT livery)
VR20 *		(Owned by life member Bob Prentice: if made available to the Museum, which is earnestly desired, to operate on standard gauge, red/white livery)

VR 34 - As built by VR, but on standard gauge trucks, ex L 102.y Red/white livery.

VR 52 - VR green livery on standard gauge trucks (MMTB No 15)

X 217 - As is (MMTB Chocolate/cream)

L 101 - In the short term, repaint chocolate/cream; longer term restore to original body state.

W220 - As W class 1923. (chocolate/cream)

W1 427 - Restore as W1, but with certain current state safety features. No marker lights. Chocolate/cream

MMTB 16W * - As MMTB "all-nighter" Q 199.

X1 467 - As is (green/cream)

X2 680 - 674 as built. Livery to be determined.

Y1 611 or 612 ** - Restore as originally built, No 15 trucks.

W3 667 - short term restore as built but retianing route number boxes; long term restore as built.

W4 673 - Short term in 1940s (wartime) livery; long term restore as decorated car without lighting.

W5 799 * - As built

SW 5 * - To be determined

SW 6; W6; W7 - To b e determined

PCC 980 # - Restore as built withequipment from 1041*

1041* - Equipment for 980; body to be gutted for use as kiosk or store at Bylands

Grinder 1 - To be determined

8W * -

24W - Retain as is for now.

Freight Car 17/ V 214 - to be requested if not further required by MTA at any stage.

Ballarat 36 - Short term retian as is; long term restore as HTT as built.

SW2 644* - As is

W2 331 - 1950s state

399 - Works car

643* - Final form

Ballarat 42 #- Final form MMTB Maximum Traction car

F 46 # - restore using also parts from G 50

B # - restore using also parts from H 55.

Interstate cars: It was determined that TMSV is interested in obtaining an Adelaide H class car, a Sydney R/R1 and a Brisbane FM car should these become available in the future.

We do not note the various changes of approach over the years, as circumstances vary: this list represents the present policy for acquisition and restoration.

MUSEUM BOOKLET

When the booklet describing the Museum's holdings went out of print some time ago it was decided to bring the new edition right up to date and revise its contents thoroughly. The final stage of checking of text by the indefatigable and thorough eyes of K.S.K. will be complete, he assures us, by 30th April and the new Booklet should appear on sale soon thereafter.

TRAFFIC ROSTER

Members who contribute their services to operate Bylands and Kilmore will find the May-June roster with this issue. If you are not already on the roster, why not give it a try?? Bylands can be so bracing!!! Seriously, though, the Museum depends on public opening for income and for word-of-mouth advertising, the cheapest and most effective there is. Even a day every couple of months will give you a glow of satisfaction, of taking part -- and ease the constant tight staffing position. May we hear from you?? Just ring Dean Filgate (817-2753) or Andy Hall (51-4718) or Tony Sell (890-1053 Work)

NEXT ISSUE

Material for th e JULY issus to Editor Bob (Prentice) by 20th June 1986 please.

Supplement to RUNNING JOURNAL No 75 (New series)

MAY 1986

OPERATIONS
NEWS No.20

Sunday	BYLANDS				KILMORE	
	Traffic Officer	Attendant	Conductor	Motorman	Conductor- -Attendant	Horse-tram Driver
May 4	Jordan	Weedon	Ellis	Jordan	Ellis	Coop
11	Dowel	Stodden	Ellis	Dowel		Sell
18	Millar	Ellis	Bernet	Millar		Turnbull
25	Kings		Stanley	Dowel		Atkins
June 1	Sell	Bernet	Ellis	Sell	Ellis	Coop
8	Dowel		Atkins	Dowel		
Monday 9					Ellis	Millar
15	Jordan	Ellis	Stodden	Jordan	Ellis	Weedon
22	Dowell	Stanley		Dowel		Coop
29	Kings	Bernet	Ellis			Turnbull

Next Roster due June 20th.

Please let me know when you are available for the July/August roster before June 20th.

Keith Kings 836-4932

Work Parties will be held on the last Sunday of each Month.

NAME TAGS All Traffic Staff are requested to wear the Societys standard name tag/brooch whilst on duty. Blanks are available on request for engraving of your name.

DEAN FILGATE
ROSTER CLERK

W1 427 APPEAL

=====

TO:- Finance Officer,
BOX 4916,
Mail Exchange,
MELBOURNE, VIC. 3001

YES, I WISH TO DONATE \$: TO THE "MOVEMENTS OF W2/W1 427 APPEAL",
AND I ENCLOSE A CHEQUE/MONEY ORDER MADE OUT IN FAVOUR OF "THE TRAMWAY
MUSEUM SOCIETY OF VIC., INC."

NAME:

ADDRESS:

PHONE NO.

BOOKING FORM

=====

SW2 644 OUTING 15-6-86

TO:- Mr. R. Atkins,
Box 4916,
MAIL EXCHANGE,
MELBOURNE, VIC. 3001

I DESIRE TO BOOK FOR THE SW2 644 OUTING:-

	<u>NO.</u>	<u>RATE</u>	<u>AMOUNT</u>
ADULT		\$8.00	
CONCESSION		\$5.00	

TOTAL

=====

CHEQUES/MONEY ORDERS PAYABLE TO:

TRAMWAY MUSEUM SOCIETY OF VICTORIA INC.

NAME:

ADDRESS:

PHONE NO.



The
Tramway
Museum
Society
of Victoria
INC.

CHARITY BEGINS AT HOME
=====

FUND RAISING FOR CAPITAL WORKS

The Tramway Museum Society's major goal is to preserve and operate Victoria's tramway heritage: presently it operates electric trams at Bylands, horse trams at Kilmore, and maintains its archive and library collections in Melbourne.

This aim can only be fully realised through further and on-going capital investment through donations, government grants, and, as a last resort, loans from financial institutions. This last has brought progress in recent years, but inevitably at a price in repayments which restricts further growth.

Your annual membership fee has always been set at a level which services you, the member, with "Running Journal", "Trolley Wire", personal accident insurance when working at Bylands, and meets the small administrative costs of the Society. It has never been a source of revenue for the expansion and development of the Museum.

The Society's Board has embarked upon many fund-raising schemes in the past, and this will of course continue into the future.

Late in 1983, the Directors urged each member of the Society to think seriously about pledging to donate, periodically and as convenient, an amount selected by the member, by direct payment into the Society's Museum Development Fund, donations of \$2 or more being deductible for income tax purposes. This scheme is still active, and we are very grateful for the support of the participating members.

The Board desires to remind members of this scheme, and to request those who are not presently part of it to give it some more thought. One of the first questions we are asked when seeking financial assistance outside the Society is the level of membership support. If we are seen to have a high level of commitment by members, obviously we are looked on in a more favourable light.

The scheme has certainly assisted our orderly progress.

If you wish to join in, or just to find out more about it, please contact Rod Atkins, our Development Fund Officer, who will use complete discretion in talking with you. You can ring him after hours on 819-2267, or write care of the Society's mail box, Box 4916, Mail Exchange, Melbourne 3001.

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