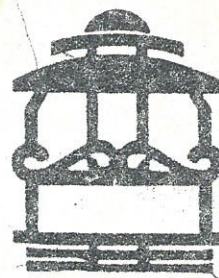


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria

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NEW SERIES No 77

SEPTEMBER 1986

COTMA CONFERENCE: The periodic Conference of the Tramway
===== Museums of Australasia will be held in
Adelaide, hosted by A.E.T.M., towards the
end of September. COTMA is now almost a teenager, and has played a
valuable role in co-ordinating the approaches on behalf of the various mu-
seums particularly to the M&MTB and MTA for the various things only
obtainable from an operating tramway system. This has been of use to
both the Board/Authority and the museums.

It has meant, though, that the T.M.S.V. has had a slightly different relation-
ship with its local authority from that enjoyed by other museums with their
respective local authorities, and on occasion this has caused some disquiet.
It is understood that the Conference will consider adopting a formal policy
about such matters, though the actual form of the proposal has not as yet
been sighted. Our delegate, Andy Hall, and his supporters will no doubt
represent T.M.S.V. capably.

TRAMCAR NEWS: X1 467: The cracks that have appeared
===== in the roof canvas have been caulked
and the roof sealed with three coats of "Dura-
tred". With other body maintenance completed 467 was returned to service
on 3 Aug 86.

W3 667: One door from each motorman's compartment has been removed
and replaced with wind deflectors, and since installation these have been
glazed. "D" moulding has to be replaced on certain parts of the W3 and
we are awaiting delivery of the "D". Single spring MV trolley bases have
been fitted to this tram.

No 17: This tram was taken out of service when the compressor governor
became defective; No 17 is under cover on No 1 road.

L 102: This has been placed on the alley track.

W2 427: This is now housed on No 5 road, in order to "dry out" prior to
being transported to Preston Workshops for conversion back to a W1 class
by apprentices of the M.T.A.

W2 331: Graeme Jordan has applied numerals and MMTB Logos to this
tram.

No 9: This has been placed under shelter on No 1 road.

The car news was submitted by Len Millar and he wishes to thank Hamish Haugh for valuable assistance with the movements of the trams as outlined above.

ANNUAL GENERAL MEETING: This was held on August 3rd with some
===== twenty members present at the commencement of business. As there was one vacancy on the board to be filled, two members, Mr M. Stanley and Dr S. Turnbull were proposed and seconded. A ballot was held and the result saw Stuart Turnbull successful.

The T.M.S.V. Board is:

Chairman	Jim Dowel
Deputy Chairman	Tony Sell
Members	Rod Atkins, Craig Coop, John Fitzsimons, Graeme Jordan, Len Millar and Stuart Turnbull
General Manager	Andy Hall

Because some aspects of the annual report were not ready the balance of the meeting was adjourned to a date and place to be fixed by the Board. (See notice elsewhere: 10th October 1986 at 8 p.m. at Will Sampson Memorial Hall.)

At the adjournment of the meeting an excellent repast was served to members who had booked for same. Our thanks are tendered to Tony Sell and his helpers for a delicious soup, followed by a nicely cooked casserole. Yummy! Our new chairman decided to have sausages and vegies, and on being asked, "How are they, Jim?" he replied, "Good." "Oh", said a person nearby, "I thought you might have struck a snag!" Jim treated that rejoinder with silence, and, come to think of it, no doubt you will too.

Whilst all the food was being digested in the well-filled stomachs, the now past Chairman, Keith Kings, screened a number of slides which were viewed with acclamation.

To Keith Sydney, we offer to you the grateful thanks of the Society for a job well done over the past 16 years Have a happy R & R, Keith!!

TRAIN OUTING

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Saturday 23 Aug 86 was forecast to have fine sunny weather with a Melbourne maximum temperature of 20°. The Society's Traralgon via Werribee both ways by first series Harris was also a little wide of the mark. The weather was overcast but mainly dry and signalling works requiring total track occupation in the Newport area prevented us venturing to Werribee.

However, more than 70 travellers set out from platform 13, Flinders Street on train number 0201 at 9.05 a.m. bound for St Kilda and Port Melbourne and other locations "out east". The promised No 1 first series Harris materialised, freshly washed -- but still looking a bit tired in parts. But that was appropriate because "she" is thirty years old this year. 1501M, 1601T, 1602T, 1502M, 1501BT, 1603T and 1503M paused for several photographs on the two inner suburban lines which may not have too much life remaining as train lines, and special arrangements were made for a run-past photo stop at the City end of the old Yarra River railway bridge. Combinations

of blue Harris, silver Hitachi and grey/green refurbished Harris sets were captured on film at an unique photo-taking location. After a 25 minutes pause at Flinders Street for personal needs the train (now 8405) set off for Traralgon by way of Spencer Street and the underground loop. The preserved Tait set was berthed in Spencer Street's Platform 14 for filming as we trundled past. At Flagstaff we stopped for a photostop with the headboard "Traralgon" affixed to the train's front indicator glass.

Out into the suburbs we picked up speed in an unimpeded run "under the wires" (where else does a suburban electric train run?) which soon saw us leaving Dandenong and then Pakenham behind. Passengers anticipating a bounce-ful ride were to be disappointed: the track comprised well aligned and packed welded rail of great length. Along the Nar Nar Goon to Longwarry flats and later in the Yarragon area we averaged over 100 kmh for long periods, and down the likes of Darnum bank we overtook all the Prince's Highway traffic effortlessly. Lunch was distributed at Warragul and enjoyed. Traralgon was reached at 1.27 p.m. and after a wait while the signalman wrestled with a recalcitrant turnout we ventured as near as we could to the end of the wires, where photographs of CITY and BYLANDS headboards could be obtained.

The return journey involved several open-country photo-stops with the hazards of muddy ditches and a little drizzle having to be contended with.

We waited in the back platform at Warragul for the Up "Gippslander" to run through us, but the expected departure soon thereafter became delayed by fifteen minutes by safeworking arrangements, so the intention of passing Pakenham before 4.52 p.m. when a Dandenong shuttle "spark" was due out was now in jeopardy. A tardy gate-shutter at Longwarry did not help matters but our driver entered into the spirit of things by some rapid driving. A fine speed was timed down one long bank, but to no avail. We were stopped outside Pakenham, to sit and wait for the offending "spark" to depart ahead of us. The prospect of "dragging the road" behind an all-stations stopper all the way to town was depressing but, wonders, we by-passed the shuttle and the Melbourne bound Comeng set by using the back road at Dandenong. An arrival at Flinders Street with only some 12 minutes forfeited was a good result, considering.

A most enjoyable day was our experience -- complete with cows, rolling hills, a galloping Harris set, co-operative crews and a very good effort by organiser/caterer Tony Sell.

(These notes were contributed by Len Millar)

Tony Sell has asked us to mention his thanks to Len and Stuart Turnbull for their assistance with the lunches and on the day, and to Steve Bucton for crew liaison, and the appreciation of all concerned to the crews: Driver Rob O'Regan, Supervisor Lionel Williams and Guard Steve Ohlsen who were with us most of the day really gave us a good day out. Len Millar also supplied the extra headboards, which added a nice touch.

NEXT EXCURSION:

===== Soon, it will be 80 years since the North Melbourne Electric Tramway and Lighting Company ("the Essendon tramways") began operating electric trams on 11th October, 1906. To mark this occasion, the Society is chartering V 214. Yep, that's right, 214. Remember, folks, this is the last of the Company trams, still running over the metals, in

active service.

The route is thus: depart Camberwell Depot at 1.45 p.m. sharp, run via Riversdale Road, Swan Street, Batman Avenue, Swanston Street to Bulla Road, shunt, and return to Essendon Depot, where the train will be positioned outside the original shed for photographic purposes. Lay-over will be around 20 minutes. Thence to Kingsway shunt (City Road) via William Street. Return along William Street, Peel Street to cut into Route 57, shunt, and return to Elizabeth Street terminus, thence to Victoria Street, shunt, and run via Route 72 to Camberwell Depot.

The date: Saturday 4th October 1986. Fare: \$20 (no concessions)

TO BOOK please use the form forwarded with this "Running Journal".

Should bookings exceed the capacity of V 214, arrangements will be made to run another interesting car in convoy (which car depends on the total numbers) with appropriate arrangements to ensure that all take part in the photostops, and all participants share the riding on 214's return to its original haunts.

Enquiries: Travis Jeffery (832-3037 AH 7.30--9.30 p.m.)

ACQUISITIONS:

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Whilst Andy Hall has been on annual leave, and relieved for a short period as the Society's General Manager, he has been dealing with

COTMA and the MTA regarding the acquisition by the Society of four trams no longer required by the MTA. These trams are 7W, 15W, 16W and 19W; the last is the oldest electric tram in Melbourne still rostered for service till now.

The first notifications from COTMA stated that the three single truck trams would be made available sans motors. Intensive negotiations with the MTA by Andy have resulted in the trams being provided to the Society WITH the motors; the proviso is that the trams be transported to Bylands ASAP, and arrangements have been made for the movement of these vehicles on Thursday 11th September and a later day.

Therefore, we urgently require sponsors, and it is gratifying to record that already TWO members are prepared to sponsor two of the trams. WHAT ABOUT YOU AND YOU, FRIENDS? Remember, donations of \$20 or more are tax-deductible!

COTMA CONFERENCE:

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Andy Hall reports: "It is pleasing to note that the TMSV will have one of its best interstate attendances at the next conference being held at the home of the Bay tram. The museum will be represented by Jim Dowel, Tony Sell, Graeme Jordan, Peter Allen, Len Millar and myself, as I am the SOciety's official delegate." The TMSV has arranged, in conjunction with the host society, a visit to the City Depot. Special thanks are tendered to Max Fenner, who arranged this visit. Andy continues, "We all look forward to greeting our friends and fellow members who will be present at the COnference."

WORK PARTY:

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MARK, please, the 21st September in your appointment book, for this is the date of the next work party at Bylands. If it can be arranged, members present will receive a bonus for their attendance, that is, a chance to drive one, or perhaps two, of our newly acquired trams. So come along on 21st September -- there's plenty to do, for skilled

and for the rest of us. The following work party will be on 19th October, and thereafter on the third Sunday of the month unless otherwise notified.

RESUMED ANNUAL GENERAL MEETING: Notice is hereby given in accordance with the Society's rules 10th October 1986 that the Annual General Meeting adjourned on the 3rd August 1986 will be resumed at the Will Sampson Memorial Hall, Henry Street, Windsor, at 8 p.m. to consider the business remaining from the adjourned meeting, including presentation and reception of reports.

TICKET COLLECTORS' CLUB: Member Peter Carwardine has advised that the Australian Ticket Collectors Association is being formed and will commence in October 1986. It will cater for all types of tickets from all countries. Subscription \$5 per year. Enquiries: SAE to Peter Carwardine 2A Victoria Road, Malvern 3144; 561-7999 Office Hours.

WANTED: SOFTWOOD BOARD OFFCUTS: Peter is also working on an internal communications network at Bylands: for this, anyone who may have dressed softwood board offcuts could help: minimum width 140mm, 19 to 35 mm thick, pieces as short as 150mm can be used. Flooring offcuts would be ideal. Please contact Peter Carwardine, 561-7999 Office Hours.

ANOTHER MEMORABLE TOUR: It would appear that Saturday 4th October will be an appropriate date to follow in the last Batman Avenue- Prahran car at Glenhuntly depot. The plan will be to utilise tram 850, leaving Glenhuntly Depot about 8.30 p.m. (plenty of time to take sustenance after the V214 tour!) and cover several Glenhuntly lines, finishing up with a run from Batman Avenue to the Depot behind the last 77. Fare will be \$10: pay on the night or indicate your attendance with the V214 booking.

214 EXCURSION BOOKING SLIP

TO: 214,
Mr T. Jeffery,
40 Pleasant Road,
HAWTHORN EAST 3123.

Hello Travis,

I desire to book the following seat(s) for 4th October 1986:

..... @ \$20.00 : Total \$ herewith.
(Cheques and money orders payable to T.M.S.V. Inc., please.)

NAME:

ADDRESS:

PHONE:

IF CONFIRMATION OF BOOKING IS DESIRED, PLEASE ENCLOSE S.A.E.

19 mm
35 mm