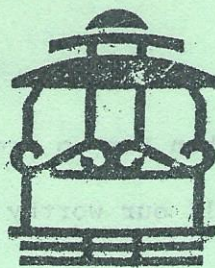


RUNNING JOURNAL



The
Tramway
Museum
Society
of Victoria

New Series No 84

SEPTEMBER 1987.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Society was held on August 15th at the Society's Hall, Stanhope Street, Malvern.

The unopposed candidates for the Board were declared elected, and the vacancy was filled by the election, also unopposed, of Mr Geoffrey Dean.

Mr Norm Maddock, ATMOEA Federal Secretary and MTA Board Member, was elected to Honorary Life Membership of the Society in grateful thanks for the commitment he has shown to the operation and advancement of the Society. Thank you Norm from all members.

Also at the meeting, the Society's General Manager Andy Hall was elected to Life Membership. Andy has thus been awarded the Society's highest accolade at the early age of 26 years. Congratulations from all members to our worthy General Manager.

Benefactor's Certificates were presented to Norm Maddock, Keith Kings and Craig Coop in recognition of their generous support of the Society.

After the formalities, those present enjoyed supper, and then viewed some excellent films taken by Society member Peter Duckett.

LATEST OUTING:

What a tour -- restored 427 and S class 164. Oh yes -- a marvellous day!

Malvern Depot saw a large number of passengers gathered for the departure at 13.00 hrs. The route to Bundoora was via Glenferrie Road, Victoria Parade with a left turn into the Bourke Street routes. Because of MTA works further down Bourke Street, the cars were shunted at Queen Street cross-over. The run to Bundoora was excellent, both trams operating well. After a refreshing stop the cars returned to the City and along La Trobe Street to Elizabeth Street. The next movement surprised a lot of people, as the cars ran "bang road" from La Trobe Street to Lonsdale Street, where they used the cross-over to normal road. After a stop at Elizabeth Street terminus, the route of the trams was to North Coburg. Shunt, and they returned to Malvern Depot via Sydney Road and Route 8.

The two trams then ran to Preston Workshops where 164 will be overhauled.

Our thanks to all our worthy platform staff.

FORTHCOMING OUTINGS:

Sunday 31st October 1987 -- SW2 644 Tour:

As most members are no doubt aware, at the time of writing 644, the approved TMSV/MTA preservation SW2 is now the only one available for traffic. Therefore, the Society is running a tour with this tram to assist the current appeal being run to acquire SW2 644. Craig Coop has donated \$100 to kick this appeal off: we now need another \$950 to reach our target of \$1050.

Back to the tour. 644 will depart South Melbourne Depot at 13.00 hrs (1 p.m.) travelling to Airport West and Carnegie, then to East Coburg and back to South Melbourne Depot. Convenience stops will be at Essendon and Glenhuntly Depots.

Fares: Adults \$10; Concession \$7.
Please pay on the day for this tour.

Golden Sunset Tour: Sunday 27th December 1987.

This tour will travel to Sandhurst Town near Bendigo, via Castlemaine and Bendigo for the first part of the day. We will have lunch at Sandhurst Town and then proceed to Maldon for a ride on the preserved 5'3" line there. Tea will be BBQ at Hepburn Springs (Mineral Springs) near Daylesford.

The tour departs Flinders Street Station at 9.00 hrs (9 a.m.) SHARP and returns to same at 22.00 (10 p.m.) approx. Transport will be MTA 'bus No 62 as the Authority will no longer permit No 850 outside the Melbourne Metropolitan area.

Arrangements for this tour are subject to change: read further information in the next "R.J."

NEW MEMBERS:

The Society extends a warm welcome to the following new members:-

- 455 Phillip Pearson
- 456 Jack Cranston
- 457 Steve Bucton
- 458 Matthew Austin
- 459 Aileen Jordan
- 460 Peter Leek
- 461 Tim Leek
- 462 Andrew Roy
- 463 Clifford Simmonds

We hope to see these members at the Museum's outings and activities.

BYLANDS

Hurren Shed extension

Work parties have been stepped up at Bylands in the last two months. Track work has been the order of the day. The centre road of the Hurren Shed extension has been laid, except for the last forty feet. The two outer roads are yet to be done. PCC 980 was the first car to enter the extension, doing so on Sunday August 16th.

Sunday 23rd August saw the first electric tram enter the depot under its own power: W2 643, under the control of our General Manager Andy Hall, entered the Hurren Shed at approx. 4 p.m. (per wandering lead).

The mainstay of the track work has, regrettably, been Andy Hall, David Leek and Andrew Roy, with occasional help from a few other members. All directors and members are cordially invited to be present and to take part in this project: work party dates are set out further down.

Keith Kings has been putting finishing touches to the iron work on the extension.

On Friday 28th August a quantity of sleepers was delivered to Bylands for the Hurren Shed and replacement down the line. Grading and levelling inside and outside the Hurren Shed took place on Sunday 30th August. Member Andrew Roy was able to obtain the loan of his brother's backhoe for this work to be carried out without cost.

Electrical Work

Our electrical contractor Doug McKnight from Ballarat has been authorised commence the first stage of power connection to the Hurren Shed. This entails digging the trench for the power cable and installation of an industrial switchboard in the shed, at the approximate cost of \$1500.

Work Party dates:

These are the forthcoming work party dates for Bylands. All members are asked to note these dates, and to attend. So how about it?
20th September; 18th October; 15th November; 20th December.

CAR NEWS

164: Works on this car at the Tramway Workshops are now well in hand. The stolen castings have been replaced, broken tip-over seat repaired and relevant electrical and mechanical repairs are now in hand. The Society wishes to thank Workshops Manager Les Jean and his staff for their assistance. Members should be aware that once 164 is completed, 180 and 217 are to follow.

16W: Len Millar is doing an excellent job in overhauling this well-known works tram and training vehicle. The car is now almost finished and will be based on No 1 Road when completed.

Geelong 40/Ballarat 43: APPEAL: It is sad to note that donations for the crantage and transport of this car have fallen well short of the target, and the car is due to be moved in the near future. It must be pointed out that the MTA Workshops are prepared to overhaul the trucks of this tram, completely at no cost to the Society, and therefore it's up to the members to co-operate by giving generously to this fund.

"Please !!!" In anticipation, "Thank You."

NEW POST OFFICE BOX:

Members are asked to note that the new P.O. Box number is P. O. Box 27, MALVERN 3144. All correspondence should now be directed to this Box. The Mail Exchange box will be closed from the end of March next year.

MEMBERSHIP RENEWALS:

These have been coming in at a steady pace. Those who have not yet renewed are asked to assist the Membership Officer by doing so as soon as possible.

Membership Cards will be forwarded with the next "Running Journal".

BOURKE STREET CABLE TRAM TRACK

This unique piece of historical steel, which survived so long as a reminder of bygone days, has finally succumbed to progress. The construction of the St Kilda and Port Melbourne light rail lines' connection with Bourke Street at Spencer Street necessitated the removal of the cable track. When the roadway was opened, the maze of tunnels which still survived under the Bourke Street tram terminus saw the light of day for the first time since construction nearly a hundred years ago. The MTA has kindly donated the cable track to the Society for display purposes. The "Herald" and "Age" newspapers ran several articles on the cable tram tracks and the Society. The Society gratefully acknowledges the assistance given by the Civil Branch at South Melbourne in obtaining and restoring the last known piece of cable track in Melbourne.

MELBOURNE'S TOURIST TRAMWAY

Tom Roper, Minister for Transport, and Kevin Shea, Managing Director of the MTA, launched the Tourist Tram Metpass for tourists at a function held at the Windsor Hotel for the travel industry. The tramway will be a joint operation of the MTA and the TMSV. The Society was represented by Messrs Andy Hall and Len Millar.

427 will launch the service, and will be housed at Hawthorn Depot. Further arrangements regarding the Tourist Tramway are still being discussed with the MTA. Members will be able to travel free upon production of their 1987/88 membership card.

NEXT "RUNNING JOURNAL"

Copy for the next issue should reach Editor Bob Prentice no later than 20th October 1987.

RHP/PAH/AES