



running JOURNAL

the tramway museum society of victoria inc newsletter

May/June 2006

New Series No.179

A 1864 E

A black and white photograph of a tram, number 427, on tracks. The tram is dark-colored with a white roof. The word 'ESSENDON' is visible on the front of the tram. The tram is positioned on a track that curves to the left. In the background, there are utility poles and wires. The overall scene is set in a rural or semi-rural area with some grass and trees visible.

1000

Years of Electric Trams
in Melbourne

A New Look Running Journal
Adelaide H 373 Arrives at Bylands
2006 – A Dual Tramway Centenary Year

running JOURNAL

Running Journal is the official newsletter of the Tramway Museum Society of Victoria Incorporated. Opinions expressed in Running Journal are not necessarily those of the Editor or the Board of the Tramway Museum Society of Victoria.

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Articles & Photographs

Contributions to Running Journal are welcome. Articles & photographs can either be sent via email or by Aust Post to the Editor

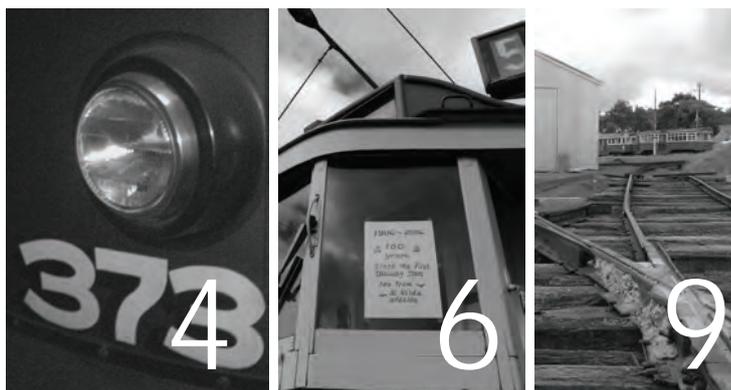
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8th June 2006, H 373 touches down at Bylands after its long trip from Adelaide. **John Walker**

Front Cover: W1 427 enjoying the afternoon sun on a lovely summers day. Jan 2006 **William Fedor**

Editorial

I'd like to welcome you all to the new look running **Journal**. I'd also like to thank Graham Jordan for his hard work and dedication in the many years editing and producing rJ, considering it can be extremely difficult to produce a newsletter without the appropriate support this is required, especially if it's been politely requested.

So what's with the new design you ask? Well after looking at earlier versions of rJ, I thought it would be a perfect idea to return back to magazine style format for the newsletter. I must apologise for the lateness, but I did want to make this first new issue extra special for the members and I am a little bit rusty in using Publisher for newsletters but I managed to get it done. It can also be extremely difficult to produce a newsletter without adequate articles, but I'm hoping that I will receive a better reaction from members in future issues to come.

It always helps to have a fresh creative approach to tackle projects such as rJ, and to ensure that we manage to keep your attention with the comings and goings of the museum. The museum is currently going through a stage where we need you as the member the most. With over forty years of history involved with this society and just under that for our Bylands site, every little bit helps. I'm not the type of person that would want to preach till the cows come home, but as a young member as many of the original members once were, it is important that we preserve what we have to offer for future generations to enrich their lives and teach them.

rJ is a perfect medium that can easily provide this by documenting all our achievements and preserve what we have all learnt and accomplished.

We're not just here for ourselves, but for all people with a passion for learning about trams and their past and present.

Tram Services Suspended

The TMSV Board of Management met on the 25th of May to discuss the course of action required following a release of a report regarding the condition of the overhead at the museum.

Some areas were noted as requiring attention, and it was decided that the most effective method to address these issues was to temporarily suspend operations, simplifying the remediation program.

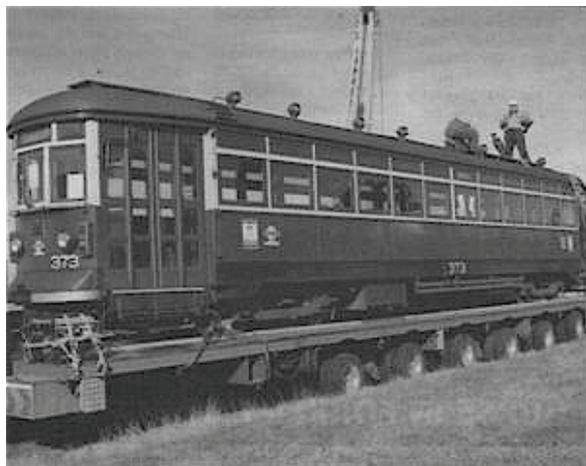
The museum will remain open to the public, but as a static display only, with no vehicles

being permitted to be moved for external display.

All rostered staff will still be required as per their rostered shifts, however the position of Driver will be altered to allow for that person/s to act as a Museum Guide for the period of the suspension.

Given that winter is historically a period where museum patronage is reduced, this is not expected to materially impact on society revenue. It is expected that electric operations will resume by spring and should not affect the operation of the next Trams in the Twilight in 2007.

Adelaide tram arrives



Adelaide H Class tram No. 373 arrived intact at the Bylands Tramway Museum on Thursday.

There was jubilation among the Tramway Museum Society of Victoria stalwarts as a big road transporter negotiated Union Lane with the distinctive tram aboard.

No. 373 was taken straight out of service on the Glenelg line for the trip to Bylands. It is the first of the old Adelaide trams on the line to leave South Australia fully operational for preservation interstate.

The society purchased the tram late last year, adding to its extensive fleet at Bylands.

The H Class trams originally entered service in Adelaide in 1929 and continued to serve the South Australian public for 77 years.

Two large cranes were used to lift the tram into position at the museum.

Tramways Museum Society of Victoria secretary, Graham Jordan, said the tram will need minor modifications to enable it to suit the operational requirements at Bylands.

As reported in last week's Free Press, electric trams are not running at present at Bylands.

However the museum is still open for tourists on Sundays with plenty of interesting trams, equipment and memorabilia to interest all ages.

Kilmore Free Press



Top left: New Home: the Adelaide H Class tram just after its arrival at Bylands

Top right: They're pleased: TMSV secretary Graham Jordan (left) and vice president Andrew Hall in front of the Adelaide Tram

Both photos Kilmore Free Press

The Society and the Board would like to thank TransAdelaide and the staff at Glengowrie Depot for all their time, assistance & support with H 373

Help wanted!

Keen person wishing to assist in developing TMSV rail safety accreditation regime. Interest in tram operational procedures, strong analytical abilities and reasonable knowledge of Microsoft Word required.

Opportunity to work in shaping future structure of TMSV activities. Your opportunity to change the way we do things.

Contact Russell Jones 0425 829 295 or russell.jones@tmsv.org.au

the night before twilight

915

WEST VIRGINIA RAIL ST



It was the day before the big event and we had to make sure that the lighting would be sufficient to light up the trams at the southern terminus.

The night was perfect and the atmosphere electric. As the lights of the Exhibition Shed and No. 1 shed were switched on and the display lights were placed into position and gradually switched on, the result was just magical. It is an opportunity that hasn't happen at the museum, but for the first time we knew we would be able to achieve the result that would be expected.

Top: The guinea pig W2 644 at Southern Terminus.

Middle: Inside 644 at Southern Terminus

Bottom: X1 467 Inside Tram Shed No. 2

Background: W2 644 at Southern Terminus.

All photos William Fedor



2006 A Dual Tramway Year

Keith Kings



feature

The year 1906 saw the establishment of the first electric tramways in Melbourne's suburbs. The pioneer electric tramway in Australia had operated from 1889 to 1896 between Box Hill and Doncaster, but, in that period, Box Hill was really a nearby country town, with the tramway running north through the orchards and farms to Doncaster – a remarkable achievement.

Monday, May 7th, saw public service commence from the St. Kilda railway station on the line to Elwood, Brighton and Brighton Beach. The Victorian Railways were given the job of operating the line, with the official opening being on 5th May and trials and training commencing on 30th April. As the 7th May was a Sunday this year, it was felt that this was the appropriate day to commemorate the centenary. At Bylands, we arrange to operate a tram with a suitable placard on it. The placard was drafted by David Frost, a long time resident of the Brighton area, a society member, and a keen historian of both this line and the Sandringham line. By happy coincidence, David was rostered Motorman for the day. Unfortunately we did not have a conductor available that day, so a sliding door tram had to be used – SW2 644 “did the honours”.

Before the trip commenced, an “official” photograph was taken in front of 644 of some members and visitors, and our salute to history made with a return trip to the Northern terminus. Two other placards were also kindly produced by Dean Filgate on his computer. One is in colour and has been placed on the Kiosk notice board and its twin (in black and white) is on our ex- V.R. Elwood tram no. 34 in No. 1 tram shed. David Frost has also written a brief history of the line, which he has delivered to local Historical Societies meetings. The text is being printed at present and will be available shortly in booklet format. rJ will keep members advised with it is available.

You will probably remember that we operated a special tram at 12.20pm on Sunday, 12th September 2004, at the suggestion of the Association of Tourist Railways, to commemorate the 150th anniversary of the first

train from Flinders Street station to Sandridge (Port Melbourne) station, and w3 667 was used on that trip. The second half of the year will mark the centenary of the electric tram lines from Flemington Bridge to North Essendon and Saltwater (Maribyrnong) River. The official opening took place on 11th October, 1906 and we understand that Yarra Trams will be commemorating this occasion. Our Society will also mark the event, but, as the 11th falls on a Wednesday this year, we will have to decide if we will run a commemorative tram on the 8th or the 15th of that month.



Top Left: Metlink issue tickets commemorating 100 Years Electric Trams.

Left: Bylands 7th May, the gathering, commemorating the anniversary. **William Fedor**
Top: St. Kilda—Brighton Beach Opening Ceremony. **from The Brighton Electric Line, L Marshall-Wood**

Middle: W2 644 with Handwritten sign for 100 years commemoration. **William Fedor**

Bottom: Essendon Tram Depot 1906. **from The Essendon Tramways, J Richardson**

melbourne scene



Top: A row of W's at Southbank Depot. April 2006. **Paul Jordan**

Middle: Karachi W 11 (Z 81) on Docklands Esplanade on a City Circle service. March 2006. **William Fedor**

Bottom Left: C3032 taken looking South from the terminus in Gilbert Rd at Regent St on Route 112. May 2006. **Mal Rowe**

Bottom Right: D2 5016 on Victoria Parade heading into town. February 2006. **William Fedor**

Melbourne Scene is here to show you the everyday play of trams in our fair city of Melbourne. With the vast assortment of activities, liveries and advertisements on our trams. This will be the best place to capture as many as we can. Be as creative as you want to be if you'd like to contribute.



museum muses

Next Working Bee

Saturday 1st July 2006

10 am

Overhead & Track

It is imperative that as many members as possible attend this vital work party. BBQ Lunch will also be provided.

> for more details > Andrew Hall

Ph : 9574 2665

7 W

Work on this tram is travelling slowly but surely. Half of the tank has been sanded back to receive some undercoat.

Number one end waits to receive its top coat of safety yellow paint. The grill around the resistor's has been metal primed.

Hopefully the tram should be completed by the next Trams in the Twilight. Fingers crossed and hope all goes well.

Fire fighting equipment serviced

In early May, students from the Kangaroo Flat Secondary College CFA Youth Crew again visited the Museum to assist in the servicing of our fire hose reels and extinguishers. CFA Youth Crew operates under the banner of the State Government's Advance Youth Development Program. In this program, students involve themselves in community projects and learn about volunteering. The Kangaroo Flat program works closely with Country Fire Authority volunteers from the Kangaroo Flat and Maiden Gully Brigades. Attending with the students were four Maiden Gully firefighters who are accredited Fire Equipment Maintenance Technicians. These volunteers instructed the students and supervised the work. A total of 73 units were serviced with all water extinguishers being refilled. Students enjoyed exploring the two depots, the comprehensive information in the Display Shed and a tram ride to complete the day. The photo shows students cooking lunch in front of Z class No 5.



New Members

We welcome the following new members to the TMSV:

Mal Rowe (Rejoined)	No. 91
Paul Constantinidis	No. 611
Kym Smith	No. 612
Peter Bruce	No. 613
L Mitchell	No. 614

museum muses



X2 680

Work is progressing well. The ceiling has been completely stripped and has already received two coats of lacquer.

The GreenCorps crew are currently working on the body of the tram sanding and stripping the paint and applying a fresh coat of paint on the aprons and around the windows whilst work continues on the lower half of the body.

Seating has also been removed to initiate any repairs required prior to being repolished and placed back into the tram.

All the doors and lower windows have been removed to be stripped, repaired and repainted before being reinstalled into the tram. It is anticipated that this work will be complete by the time the GreensCorp's crew finish in August.

Y1 612

Having made her first passenger carrying service at Trams in the Twilight in February, there were still a few important issues that had to be resolved to ensure that Y1 612 could return to revenue service at the museum.

Works had to be completed to install windscreens wipers and bell cords and to fix and modify any air leaks that had crept up over time. Graham Jordan and Corey Robertson were responsible for ensuring that everything would go well.

On Sunday the 14th of May, Y1 612 made her first official run in revenue service, driven by Graham Jordan and trainee driver Michael Fedor. The tram performed exceptionally well and will provide yet another example of a Melbourne tram operating at the museum for the public to view and experience.

Y1 612 also ran on the 21st of May and was driven by David Frost. The tram proves itself well on the cold and windy Winter days at Bylands.

Above: X2 680 showing centre section of ceiling with first coat of lacquer.

Below: Y1 612 on the 21st of May in revenue service

Both photos William Fedor



Visit Yarra Tram's
100 Years of Electric Trams in
Melbourne website at
www.100yearstrams.com.au

reflections

Running Journal : Volume 6 No. 2
October to November 1969

Feature Article

The Sandringham Tramway – By Arthur Stone

Reminiscences and meditations from Arthur's youth about the Sandringham Tramway.

Just an ordinary tram service? To some people perhaps, but to me and many others it was as much of our lives as eating and sleeping. In cold statistics – it was a short suburban tram service. Isolated from all others but unlike its sister service (St Kilda to Brighton) the gauge was set at 4'8 1/2" and not the railways 5'3". This was done with an eye to future connection to the main city systems. The line was controlled and operated by the Victorian Railways Commissioners.



What else was covered

- Editorial by Andrew Howlett
- Tour Report – Sunday 10th August 1969
A combined tram and bus outing was held on Sunday, 10th August, 1969. The excursion traversed some of the eastern suburbs and south-eastern routes in W5 class tramcar No. 727, couple with a lunch stop at Malvern Depot to inspect the work on the museums cars, a brief visit to North Fitzroy Bus Garage and workshops to exchange 727 for Mark IV bus 621 which took the party to Carlton Control and return to North Fitzroy.
- Work Parties
HTT No. 8 has received most of our attention. Doug Prosser & co. have been working on the No. 1 end drivers bulkhead panels and will be replacing them soon. The drop-end ceiling has been sanded and stained but several coats of "clear" will be required before this is finished.
- TMSV Site News
Negotiations are now underway for the leasing of a site to the north of Melbourne. Our 17th application for land looks as though it will be the lucky one. It is hoped that a firm statement can be made in the next issue of Running Journal

the tramway museum society of victoria inc.



help us
teach them to
learn about
our trams

volunteer your time

There are many things you can do to help teach others to appreciate the history behind our trams. Do your part to help maintain the operations of our museum to the public.

> track work > tram maintenance & restoration > tram driving > conductor > kiosk attendants > gardening > marketing

Show your support

> more info contact the secretary

(03) 9798 6035

Tramway
Bylands
Heritage
Centre