

# RUNNING BACK



Photo courtesy *Heritage Railway* magazine's "Beeching" special



Photo: Tony Miles



This is running way back.

At first glance, the vehicle in the top picture doesn't seem to have a lot to do with tramways.

But this is a reconstruction of the London Steam Carriage, the world's first self-propelled public service road vehicle. It ran between central London and the suburb of Paddington in 1802.

It was designed by Richard Trevithick, better-known, of course, for demonstrating a railway locomotive. Two years later.

Interesting to see the idea that led to all the many forms of self-propelled road transport we use today.

The next picture, a snap of the skeleton of a tram, recently came to light in the inevitable shoebox. I took the shot many years ago while visiting relis in the Wirral, a ferry-ride across the Mersey from Liverpool.

It has morphed into the beautiful double-deck horse tram, Birkenhead No 7 in the bottom picture.

On August 29 1860 an American, George Francis Train, established what he claimed to be the first street railway in Europe, (although some claim that Train knew that Liverpool and Paris had lines running.) Train's line was a mile and a bit long from Woodside Ferry on the Cheshire bank of the Mersey to Birkenhead Park, using cars assembled locally from American parts.

A couple of years later, Birkenhead achieved another tramway first when one of Train's partners, George Starbuck set up the first tramcar factory outside of the USA.

According to an online blog [freewebs.com/cheshirepeople](http://freewebs.com/cheshirepeople), the restored car no 7, seen here in the Woodside Ferry booking hall, has been removed to storage since October 2007 to make room for an item related to "U-Boat Story", a £5m exhibition that includes a WW2 German U-boat U-534.

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BYLANDS  
40 YEARS  
ON

# RUNNING JOURNAL



TRAMWAY MUSEUM  
SOCIETY OF VICTORIA

NEWS FROM VICTORIA'S ORIGINAL & BIGGEST TRAMWAY HERITAGE CENTRE

NO. 202 / 2011 \$2\*



## Veteran Car Club joins parade as popularity of MTM Bylands for club meetings grows.

Following the success of several car club visits this year we were approached in February by the events organizer of the VCCA (Vic) with a view to their members visiting Bylands for a tour and lunch.

This took place on Saturday July 16 and was attended by 29 veteran vehicles and 57 drivers and their passengers.

A group of MTM volunteers acted as guides and cooks and provided a seated BBQ lunch for the visitors. The event was rated a great success by all concerned.

Events such as these are popular with guests and a profitable fundraiser for the museum.

We have several more clubs planning visits in the Spring.

John Rawnsley

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NOT A MEMBER? JOIN US NOW! [www.tramway.org.au](http://www.tramway.org.au)

\*suggested donation for non-members

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# BYLANDS TO HOST KILMORE MENSHEDED?



The Menshed movement aims to provide social, cultural and creative spare time

activities in local communities.

There are groups all over Australia. At the Mitchell Tourist Expo MTM was put in touch with the Kilmore group with over 30 active members.

Needing more space, they are keenly considering leasing space in the Bristol building, initially on Thursday each week. We hope to have arrangements finalized very soon.

This will give us the opportunity to have the Bristol building overhauled at little cost and also give us a tenant who in due course may wish to assist in tramcar restoration and other improvements including landscaping. Several Men's Shed members will apply to become TMSV members.

**NEXT SOCIAL MEETING**  
7.30pm, Monday 5th September at Hawthorn Depot

**Brian Weedon talks Melbourne Horse Trams**

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Contact *Running Journal* at Melbourne's G class



MTM was again asked to take part in the Mitchell Shire Tourism Expo held at Wellington Square, Wallan during May. Last year, our presence was a great success. Several new members were recruited from the local community, awareness of our activities was raised and a lot of goodwill created. This year we used the apron and windscreen from a Y1/X2 car built specially for this purpose. We displayed photos and posters and distributed several hundred promotional brochures. Several key contacts made with the local community will serve us well in the future. We have also been invited by shopping centre management to stage a dedicated MTM/TMSV display at Wellington Square. More news of this soon. **John Rawnsley**

## HELP!

**Please come and help do some necessary work around the site any Sunday. Or any other day that suits. Or just come and help show off our trams and other items to our increasing numbers of**

**visitors. Bylands is a great place to meet folk with similar interests. Incidentally, you can often find special sale items (like hard-to-get books etc) at Bylands. We look forward to seeing you soon.**

## GREAT PROGRESS ON ACCREDITATION

At the March 2011 TMSV Board meeting it was resolved to form a group to begin work on regaining accreditation for our Bylands and Kilmore tramways.

The group consists of Liam Davies, John Wayman, and John Rawnsley. Regular fortnightly meetings have been held and good progress is being made.

Our secretary John Wayman had dedicated much preliminary work to this project prior to the group forming and this has been of major assistance.

During July our secretary was contacted by Adrian Ponton, Registrar Tourist and Heritage Railways in the Public Transport Division of the Department of Transport who requested that he be brought up to date with our current position due to forthcoming changes in legislation.

Our Secretary and acting General Manager subsequently attended a meeting at Mr Ponton's office which was extremely productive in all regards.

During the course of the meeting we were informed of a seminar to be conducted the following week entitled "Tourist and Heritage Railways Regulations Update Summit." This was hosted by Mr Ponton and facilitated by safety consultants and staff from several State Government departments. I joined the Thurs 21<sup>st</sup> July session which was very well attended by over 20 representatives of the tourist railway and tramway sector. The seminar was of great assistance in our re-accreditation program and was also invaluable in networking with representatives from other groups.

We have been assured of assistance from the department whenever required in our drive for re-accreditation.

Further reports will follow as the process continues.

**John Rawnsley**

## MORE OF THOSE MAGNIFICENT MOTORS



Photos: John Wayman





# BYLANDS: FORTY YEARS ON



View from Union Lane, 1971

**2011 marks 40 years since the TMSV gained a lease for the site of Melbourne Tramway Museum at Bylands.**

The search for a site was a long one, with 16 previous applications having proved fruitless. Several important trams were stored in the open air, including X1 467 and X2 680 at Wantirna South, VR 34 on a

steep hillside propped up by a pile of railway sleepers and Geelong "Pengelley" 22 at a Bayswater bus depot

However, in late 1969 an approach to the Victorian Railways to lease part of the former Heathcote railway was looking hopeful. By December of that year Running Journal advised members that the



Robert Green & Doug Prosser, 2nd August 1969



Doug Prosser, Jim Rush, David Hinman, John Fitzsimons, Bob Prentice, Mal Rowe and Malcolm Lind

TMSV was very close to leasing Bylands. The Hon Laurie Floyd, MLA for Williamstown, had stepped to advocate on our behalf and it was doubtless his influence that swung the decision.

In August, an 'inspection party' had already given the site a good looking over. The picture above shows Doug Prosser, Jim Rush, David Hinman, John Fitzsimons, Bob Prentice, Mal Rowe and Malcolm Lind proudly claiming the site from the vantage point of the good platform.

In February 1970, the TMSV tendered for the purchase of the 'departmental residence' on the site and their bid of \$100 was successful. Negotiations about lease details dragged on throughout 1970, with a 'letter of occupancy' being granted in August 1970, but still no lease. In October 1970 the first trams arrived on site – two old cable trailer chassis just visible in the

1971 pic looking from Union Lane.

By mid-1971, the lease was finally in place – just in time for trams from Ballarat to arrive ... and eventually have a shed built around them.

Over the years the site has developed so that it is almost unrecognisable – a tribute to the efforts of many volunteers over many years. It is now held under freehold title by the TMSV – the only tram museum in Australia to have such a status.

TMSV members of the last 40 years – give yourselves a pat on the back!

Mal Rowe



Geelong 22, Bayswater, August, 1969

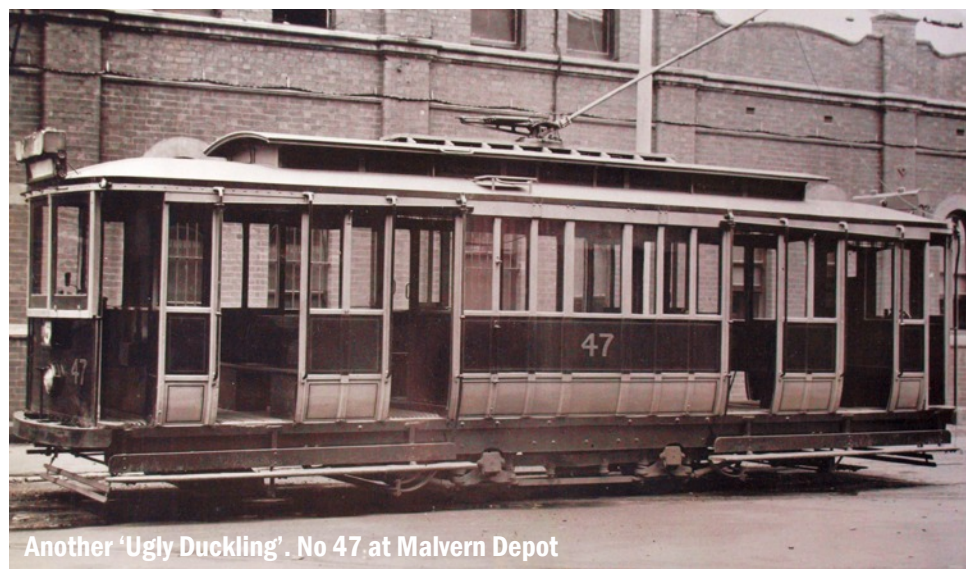


# TRAMORAMA

More pictures from Bylands' history book (See 'Bylands: Forty Years On' in the centrespread) . If you have pictures that you'd like to see in TRAMORAMA please email to [journal@tramway.org.au](mailto:journal@tramway.org.au)



K191 arrives at Bylands in July 1966



Another 'Ugly Duckling'. No 47 at Malvern Depot



K191 pauses at Bylands, July 1966



John Wayman's splendid panorama shows cars of two modes and many marques at Bylands on July 16th

# G CLASS ... THE UGLY DUCKLINGS.



143 in Holden Street, 1938

A favourite fairy tale tells of the 'ugly duckling' that grew to be a beautiful swan. Melbourne's ugly duckling trams were arguably the various types eventually designated as G class by the MMTB.

In contrast to the fairy tale, these trams remained ugly and unpopular for their entire service life.

The initial design of this type was the first Prahran & Malvern Tramways Trust 'open car' design. It was a straight sill cross bench car with full height panels at the seat ends and a clerestory roof. Two of these were built by Duncan Fraser in 1912 and the PMTT numbered them 46 and 47. The TMSV has the body of 46 at Bylands. In 1913, D&F built 6 more similar cars, with an arch roof. The need for open cars in Melbourne was limited to a small part of the year and the P&MTT ordered no more. These trams were later altered to have a closed centre saloon by closing off the centre doorway and making the seats in the centre saloon longitudinal.

A bit later in the P&MTT period they came up with another design that included the same basic layout as the modified open cars. Cars 92 to 100 were the same basic design but with the centre saloon built from new. These vehicles were ordered from James Moore & Co. - who had become the local supplier

for the P&MTT with an earlier order and who also built several other classes of Melbourne tram.

All these trams had the same basic design features of a long body (32' = 9.75metre) on a short wheelbase truck (6' 6" = 1.98metre). They

had a really bad ride and this coupled with high steps made them unpopular with passengers and crew.

At the same time as the P&MTT order, the Fitzroy Northcote and Preston Tramways Trust was looking for their first trams. They 'added on' to the P&MTT order with James Moore.

The MMTB had taken over before the FN&PTT commenced operations. Despite the unpopularity of the design, the MMTB built more of the design themselves. It is generally assumed that this was because the design was simple and cheap and new trams could be delivered very promptly at a time of critical shortages of trams.

The MMTB initially classified the various type of this design as F, G, K, Q and R classes, but by 1927 re-classified them all as G class. ('Destination City' uses the pre-1927 classifications).

Many of these trams were disposed of in 1930, when the W class trams were in traffic.

A few were retained and used on shuttle services and all-night services.

The MMTB offered them to the SEC, who needed trams for the reconstruction of the Ballarat and Bendigo systems. One was sent to each system. They were just as unpopular as in Melbourne and were seldom used. No more were purchased.

With the cessation of all-night tram services in 1957, the final few of these trams were retired in Melbourne. However, several were converted to works cars and three of these have survived in museums.

TMSV has 'sleeper transport car' No 15, and also has the car which was 'wheel transport car' No 16.

It is now re-converted to it's condition as a 1930s shuttle service tram as No 199.

Bendigo Tramways have scrubber 9W and use it as a scrubber.

**Mal Rowe**

