

The Tramway Museum Society of Victoria Ltd. The Running Journal.

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JULY, 1965.

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PERSONAL NOTES.

I know all members will join with me in expressing their deepest sympathy to member Rev. L. Marshall-Wood whose mother passed away on Tuesday 20th. April, 1965. Service held at the Church of St. Bede, Elwood, on 26th. April.

On Tuesday 15th. June, 1965, the marriage of Director - member A. G. Culpeffer-Cooke to Miss L. Bradley of Vermont, was celebrated at St. Peters Chapel, Melbourne Grammar School. Congratulations from all members.

RESEARCH GROUP.

The first meeting of the Research Group was held on the 9th. June, and was attended by 6 members. Those present were :- Rev. L. Marshall-Wood, who chaired the meeting, R.H. Prentice, K.S. Kings, J. Alfred, J. Wainwright and R.J.E. Fellows who was elected Secretary to the group. During a general discussion, points mentioned were; the great scope possible in this work, and the need for close co-operation between members.

RESEARCH GROUP. continued.

Rev. L. Marshall-Wood mentioned the importance of ethics in acknowledging references and observing copyrights - both are very important factors in work of this nature. The S. E. C. has now requested the Society to handle certain enquiries pertaining to tramcars and tramway history which are directed to the Commission. With this in mind, drafts of brief histories of the Bendigo and Ballarat systems have been prepared and Geelong will follow shortly. The first enquiry of this type has already been dealt with and members requiring information are requested to contact the Research Group NOT the S. E. C.

As the first project, it is hoped to publish a suitable pamphlet or booklet to commemorate the Golden Jubilee of the Melbourne, Brunswick and Coburg Tramway Trust in 1966. The 6 members present have undertaken sections of research on this project according to their capabilities and interests. The next meeting of the group will be held on Monday 2nd. August at a location to be decided. Interested members are asked to contact the Rev. L. Marshall-Wood at 412751.

SALES DEPARTMENT.

After some initial hesitation, the Board has decided that the Manager should appoint a member to handle sales of tramway publications, and associated items, in an effort to boost the finances of the Society. It is hoped shortly to have a range of books available, including tramway literature published by our member, J. Richardson (alias Traction Publications). These will comprise Destination Eaglehawk, Destination Valley, Destination Circular Quay, Australia's First Electric Tram, The Essendon Tramways and other titles as they become available.

Continuing on the subject of finance - Reclamation Officer Rodney Hudson has been unable to find a satisfactory outlet for sales of bulk waste paper and so this project has been abandoned. The amount of work involved is not justified by the small return possible, so Rodney is now looking even harder for scrap lead, brass, batteries, tyres etc. If you are having a junk cleanout and think you have something which may be saleable, please contact Rodney Hudson who will arrange for its quick removal.

CAR NEWS.

Our car news begins on rather a gloomy note. The fund announced last issue to finance the preservation of an ex-Geelong Pengelly car for our Museum is to date, far short of the amount needed to complete the first stage of the project. So far, £37:10:0. has been subscribed, however the transport quote alone for the job is £25 and more money will be required for the loading and unloading of the tram, so considerably more money is needed before we can consider any further action. An additional difficulty is that the original storage site planned for this car is no longer available so if any member can offer any suggestion as for an alternative site, please notify the Board urgently.

CAR NEWS continued.

As members were probably aware, it was hoped to obtain a cable grip car chassis from the grounds of Monash University with a view to its eventual display as a stationary exhibit to show the working of the cable grip and brake levers. Unfortunately due to transport problems, the removal of the chassis was delayed and when the arrangements were finalised, it was discovered that someone had removed it the day before. A short while later, a Melbourne newspaper carried an article on a dilapidated tramcar which had been discovered in Box Hill. The Society received requests from the M. & M. T. B. and The Public Library of Victoria to endeavour to identify this car. The Chairman visited the car with photos and proved it to be a cable grip car. The photos were necessary because it had been suggested that the tram was a horse car or even a Box Hill - Doncaster electric car. The owner of the block of land on which the car stood subsequently presented it to the Society provided it was removed within 48 hours. Examination showed that although the bodywork was in far worse condition than the cars demolished at Monash University last year, the chassis, wheels, axles, levers and pull rods were quite sound. With the aid of the contractor clearing the block (Mr. D.W. Triggs), the deadline was met and the vehicle was transported to Mr. Barry George's garage. Barry plans to do some cleaning and painting on the chassis which will be the first step towards its ultimate display in our Museum.

MEETINGS.

Members will be notified shortly of the date and venue for this years Annual General meeting. The Board hopes it will be possible to hold the meeting before August 31st. but this will be subject to certain business being completed in time.

Members enjoyed a most entertaining evening on Tuesday 11th. May, when an extraordinary General Meeting was held at the Old Court Room, Malvern Town Hall. Mr. D. Tatan (Controller of Stores - M. & M. T. B.) and Mr. H. Simkins (Assistant Controller of Stores - M. & M. T. B.) recalled vividly the years they spent working on Melbourne's cable tramway system. Many amusing incidents and characters were mentioned and members were able to regain a little of the atmosphere which prevailed in Melbourne up until the end of the cable tramways.

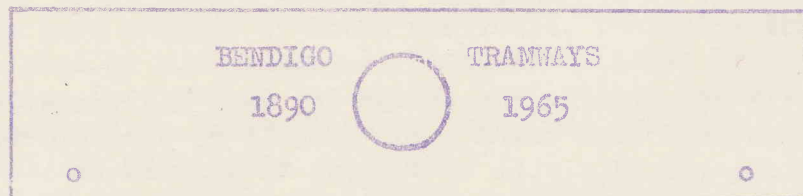
Director J.W. Wainwright has pointed out that extraordinary general meetings can quite legitimately be conducted as pure social functions. This will save the expense of notifying members by formal circular (together with proxy forms) that a meeting is to be held and will also allow formalities such as recording of minutes etc, to be dispensed with. This has been done because to date very little business has been transacted at these meetings. It follows, of course, that should any business arise, then a formal meeting will be called, otherwise Members will be notified in "R.J." when the next meeting is to be held and its date and proposed program.

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TOURS.

The last tour this Society conducted was an all day outing, held on the 10th. April, 1965, to Bendigo to commemorate 75 years of tramway operation in that City. The party travelled to and from Bendigo in a Melbourne and Metropolitan Tramways Board bus - an A.E.C., Regal Mark 3, No. 579. A feature of the day was, that it was not necessary to rush through the tram tour at Bendigo, in order to allow members and friends to have an evening meal prior to travelling back to Melbourne by, say, a special rail motor or carriage attached, indeed, as you will read later on, the departure from Bendigo by bus was at 7.15 p.m. This is much later than could have been arranged with the Railways and in consequence, the tour of the tramway went quite smoothly and easily - without any flurry or hurry - everybody was relaxed including the Organiser and his aide!

The bus left Melbourne at 8.30 a.m. and arrived in Bendigo (97 miles away) at 12.00 Midday after two stops - one at Gisborne and the other at Harcourt - each lasting 15 minutes. After lunch, the party boarded the bus and were driven to the Tram Depot, where by courtesy of the S.E.C., the bus was parked until the conclusion of the tram tour. The tram used was Birney No. 28, recently overhauled and painted and to which, the S.E.C., had affixed signs on both the exterior and interior of the tram. Each apron had a sign reading :-



and above the motorman's window at each end, a sign 75 YEARS was attached. The sides had two signs - 1890 1965. The wording was in red against a white background. Inside the tram, on the advertising panels; one side had photographs - supplied by Acting Senior Traffic Inspector B.W.B. MILLER - depicting the growth of the tramways from the Battery tram, through the Steam tram days to the present overhead electric system. The panel on the other side held a sign reading :-

The State Electricity Commission of Victoria
and The Tramway Museum Society of Victoria
Commemorate

75 Years of Tramways in Bendigo.

The party boarded the tram promptly at 1.30 p.m. and under the control of the Motorman (Mr. G. JAMES) left the depot and stopped in Arnold Street where some official photographs were taken, and then proceeded to Charing Cross, the hub of Bendigo. The tram, as it glided along Pall Mall, was the cynosure of the eyes of the people of Bendigo.

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TOURS. continued.

From Charing Cross, the tram travelled to Quarry Hill terminus and after some photos had been taken by members, the tram tour was then scheduled to proceed to Eaglehawk. At Charing Cross, the redecking of the roadway over the Bendigo Creek had been taking place by degrees, and we were indeed fortunate, that rails had been placed in position which allowed the Special to cross the last section of the redecking (tram services were maintained by 5 bogie cars isolated on the Eaglehawk side of the works, as required). The Manager, Northern Branch, S.E.C., Mr. A.C. SANDON boarded the tram at this point for Eaglehawk and return. At Eaglehawk, after Newspaper photos had been taken, we were accorded a Civic Reception by the Mayor of Eaglehawk, (Cr. A. ROY). On the completion of the speeches and afternoon tea, members inspected the display of the Bendigo Historical Society.

The special left Eaglehawk and returned to Charing Cross, where the Engineer and Manager of the S.E.C., Mr. K.L. MURRAY and Mrs. MURRAY boarded the tram for the rest of the tour; the tram was then scheduled to proceed to Golden Square terminus and thence to the North Bendigo terminus. On the return to the depot, the happy, relaxed party boarded the bus, which was driven into the heart of Bendigo, where everybody had an evening meal, and at 7.15 p.m. the bus left Bendigo for the return journey to Melbourne, arriving at 10:05 p.m. after a stop at Kyneton.

We desire to extend our thanks to the following :-

Mr. K.L. MURRAY. Engineer & Manager. S. E. C., and Mrs. Murray.

Mr. A.C. SANDON. Manager, Northern Branch, S. E. C., Bendigo.

Mr. B.W.B. MILLER. Acting Senior Traffic Inspector, Bendigo - for his organisation of the tram trip and events.

Mr. K. MAKEPEACE, Shed Foreman, Bendigo and his worthy staff.

Cr. A. ROY, Mayor of Eaglehawk, and Mrs. ROY.

The Committee of the Bendigo Historical Society.

Mr. H.W.G. WESTRUP, Bus Branch Engineer, M. & M. T. B.

Mr. R. DRUMMOND, Traffic Manager, M. & M. T. B.

Mr. R. WILLIAMS, Charter Officer, M. & M. T. B.

Traffic Inspector and Member, J.W. DOWEL and the members of the tours Committee of this Society.

and finally, Mr. K.S. KINGS for his presentation of historical notes.

The next tour to be conducted by the Society will be on Sunday, August 15th. at Ballarat. This tour will commemorate the 60th. anniversary of the opening of electric tramways in Ballarat on 18.8.1905. Members will be fully advised in a circular which accompanies this magazine.

SITE NEWS.

The Chairman, R.H. Prentice and D.J. Prosser, met recently with the Minister of Transport, Mr. R. Meagher, to discuss the aims and objects of the Society. The most important section of the discussion centred on our search for a Museum site. The Minister gave our representatives a very attentive hearing and has promised to consider the matter of Crown land which could be available and which would suit our needs.

GENERAL NEWS.

Two short lengths of rail have been salvaged from an abandoned coal mine where they formed section of an inclined haulage way. The rail is believed to have been used originally on the Beaumaris horse-tramway and is of identical cross-section to pieces of rail known to have come from the Beaumaris line.

The S.E.C. has donated to the Society, part of the decorations which were painted for the Bendigo tour mentioned elsewhere in this issue. We thank Mr. A.C. Sandow for his donation of this material to this Society.

The Manager has been authorised to inform members that the subscription rate for 1965 - 66 will remain at £2. Prompt payment would be appreciated as this will save much work, in contacting members.

The Society's first Loan is now closed as undersubscribed. Early subscriptions are now due for either repayment or conversion. Our second Loan of £500 is now open. Subscribers to No. 1 Loan will be advised in due course. All members are urged to subscribe to our No. 2 Loan to ensure that the £500 target is reached.

Following our appeal in the last issue for photos of our Museum cars, Messrs K.S. Kings and J. Alfred responded. R.H. Prentice is to follow this matter up and it is hoped that copies will soon be available. It is probable that business of this type will eventually be handled by the Sales Department.

The Board has instructed the Controllor of Archives to appoint a member to compile a complete record of the Society's activities since its inception. This is to ensure that in future years our Research Group does not have to spend time investigating past records of our own Society. This is not as ridiculous as it may first appear since many of the older established preservation groups etc, have now had to set up committees to investigate their earlier days in order to have a comprehensive record of functions, tours, projects etc.

Recently the Chairman has investigated the possibility of having "RUNNING JOURNAL" printed instead of duplicated as at present. A number of quotes were obtained and in one case, the price would have worked out at 5/- per copy for the small number required. It is obvious therefore that at this stage, printing is out of the question and will be so for some time to come. Thus until our circulation is much larger, we will continue with our present duplicated format.

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GENERAL NEWS. continued.

The Society now has a cover note for third party insurance. Members are asked to contact the Secretary if their vehicle is to be used on Company business. The cost for insurance is £ 1: 5: 0. + 1/6 Stamp duty = £ 1: 6: 6. per vehicle per year. The minimum amount the Society must pay for insurance is £10 per year, so we must insure 8 - 10 vehicles to make it worthwhile.

A RECORD SHUNT?

For the benefit of those who claim that Melbourne's tramways are completely standardised with no unusual workings, Secretary K.S. Kings reports the following incident :-

Date. 26th. April, 1965.

Time. 9.27 a.m.

Location. Corner of Flinders and Elizabeth Streets.

A 5 car shunt was in progress under the supervision of an Inspector. Heading from Flinders Street northwards, the cars standing on the East track in Elizabeth Street were Nos 247, 634, 745, 560, 263. The cars just fitted in to clear the crossover South of Flinders Lane.

Keith states that this is the first time he has ever seen a 5 car shunt here or anywhere. Can any member equal or beat this record?

BOOK REVIEW.

After reviewing several English books in past issues, it is pleasant this time to mention an Australian publication. It is "DESTINATION EAGLEHAWK"; compiled by K.S. Kings, edited by J. Richardson and published by Traction Publications.

This is the latest in the well known "DESTINATION" series and is definitely the best yet. It is printed on heavy gloss paper with 48 pages and 58 illustrations, many of historical importance.

The book is divided into three sections covering Ballarat, Bendigo and Geelong respectively. Each section begins with a short description of the system and is followed by a complete list of the electric fleets through the years. A short section is also devoted to various other means of traction employed - horse, steam, battery. The illustrations are generally of a very high standard and are extremely comprehensive. The only possible criticism I can make is that no maps of the systems are included which I think are very handy in a book of this type. This however, is a very slight omission and for 6/- "DESTINATION EAGLEHAWK" is a must for every tramway historian. It is pleasing to note that books published by Traction Publications are now on sale in the U.K. and U.S.A.

HISTORICAL NOTES.

NOTICE. (MALVERN, KEW & GLENHUNTLY DEPOTS) 26/2/25.
INTERSECTION OF BALACLAVA & HAWTHORN ROADS. BALACLAVA JUNCTION.

Right of way is to be given to Windsor and Brighton Cemetery cars, in either or both directions, which have arrived at the stop marks by the time the Conductor of the Darling Road or Victoria Bridge or Esplanade car has reached the intersection of the tracks to signal his car across.

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HISTORICAL NOTES. continued.

Cars must always be stopped at the building line, or near side of intersection, and the Conductor must go forward on to the centre of intersection, see that no other car has started, or been started, or been signalled to start, over the crossing or round curve, or has reached a position to claim right of way, and that the road is clear, and then signal his Motorman to come on.

The Motorman must before starting, look back and see that no passengers are getting on or off the car, and must also see for himself that the road is clear, and that no other car has started to cross over.

If, after starting, another car moves forward, all cars must be stopped at once, and every effort possible made to avoid a collision.

The Conductor must always be watchful, and do his utmost to assist the Motorman in making the crossing safely, or, if necessary, in stopping the car.

The speed over crossing must not exceed four miles per hour.

To signal car forward, the conductor must wave an arm by day, and a white handkerchief by night.

After receiving the signal to cross, and before starting to cross, the Motorman must give two strokes on foot gong.

On busy occasions a Signalman in uniform will be stationed at the crossing to signal cars, according to the above regulations, and when he is acting, the Conductors need not leave their cars for the purpose.

When the Signalman is attending he will use, for cars proceeding North or South, a white flag by day and a white light by night, and for cars proceeding East or West, a green flag by day and a green light by night.

When it is necessary to stop cars to prevent collisions, the Signalman will, in the day, drop his flag, and step across the track of the advancing car, holding up his hands, and will show a red light at night in the same position.

Motormen must watch sharply for any such warning signal, and stop at once, The Signalman will also sound a loud whistle to attract attention, and as a signal for all cars to stop instantly.

NOTICE. (MALVERN, KEW & GLENHUNGLY DEPOTS)

27/2/25.

JUNCTION OF DANDENONG & HAWTHORN ROADS.

Right of way is to be given to Windsor and Brighton Cemetery cars which have arrived at the stop marks by the time the Conductor of the Wattle Tree Road and Windsor, or Victoria Bridge, or Esplanade car has reached the intersection of the tracks to signal his car across.

Cars must always be stopped at the near side of intersection, and the Conductor must go forward on to the centre of intersection, see that no other car has started, or been signalled to start, over the crossing or round curve, or has reached a position to claim right of way, and that the road is clear, and then signal his Motorman to come on.

The Motorman must, before starting, look back and see that no passengers are getting on or off the car, and must also see for himself that the road is clear, and that no other car has started to cross over.

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HISTORICAL NOTES. continued.

If, after starting, another car moves forward, both cars must be stopped at once, and every effort possible made to avoid a collision.
The Conductor must always be watchful, and to do his utmost to assist the Motormen in making the crossing safely, or, if necessary, in stopping the car.
The speed over crossing or round curve must not exceed four miles per hour.
To signal car forward, the conductor must wave an arm by day, and a white handkerchief by night.
After receiving the signal to cross, and before starting to cross, the Motorman must give two strokes on foot gong.

NOTICE. (MALVERN & GLENHUNGLY DEPOTS) 10/3/25.

ASSISTANT CONDUCTORS ON WINDSOR.

Conductors assisting on Windsor must show on their Running Journals the number of cars, also route.

"C" will be understood as for Cemetery Car.
"W" " " " " " Wattle Tree Road.

NOTICE. 9/3/25.

Cars are not to be detained at Clocks waiting for time. On arrival Conductors must ring and car proceed at once.

The Motorman must regulate the running of his car as accurately as practicable, according to the time-table, so as to avoid extreme speed, or loss of time.

NOTICE. 12/3/25.

Motormen's Running Journals must be properly written up with the running times for each trip run.

The correctness of same is essential to obtain the mileage of each car's running.

NOTICE TO MOTORMEN. 14/3/25.

Complaints are again being received of cars running through Crossover at excessive speed on Glenferrie Road near Riversdale Road. Speed of cars over crossings must not exceed 4 miles per hour.

NOTICE. 26/5/25

Complaints are made that some cars are being driven at a high rate of speed over Victoria Street and Hawthorn Bridges.

Drivers are warned that speed of cars when passing over these Bridges must not exceed 4 miles per hour.

NOTICE. 10/6/25.

Conductors are to ring the Clock at Hawthorn Road Corner on Dandenong Road as follows :-

Wattle Tree Road Cnr Cars ring on the Os on the up journey.

Cemetery Cars " " " 5s " " " "

On the Down Trip ring on arrival.

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HISTORICAL NOTES. continued.

NOTICE TO MOTORMEN.

4/7/25.

Re Reconstruction Work on High Street.

Motormen must bring their cars to a stand before passing over points leading to temporary track. Speed of cars whilst passing over temporary track is not to exceed 6 miles per hour.

NOTICE TO MOTORMEN.

27/7/25.

The stop at Orrong Road on Balaclava Road will, in future, be compulsory.

NOTICE.

31/7/25.

On and after 3rd. August 1925 cars running on Burke Road and St. Kilda Road will show East Malvern instead of Burke Road. Side destination to show Wattle Tree Road.

NOTICE TO MOTORMEN.

11/8/25.

HIGH ST RECONSTRUCTION.

Cars must not exceed 4 miles per hour when crossing over through vehicular traffic near Joyce Street.

Motormen must be on the alert, ready to stop, and do all in their power to prevent accidents.

FROM

THE TRAMWAY AND RAILWAY WORLD.

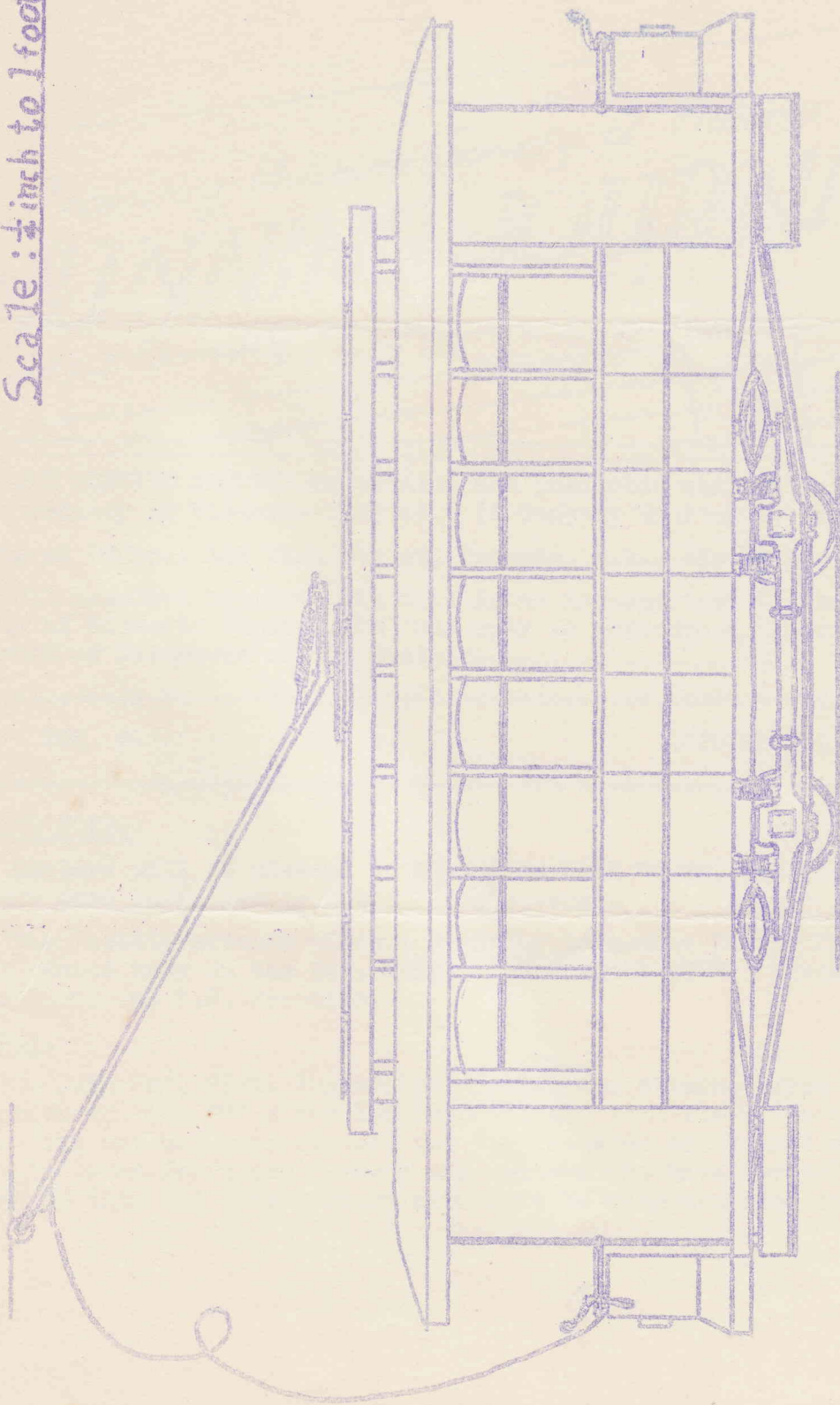
(December 6, 1906.)

NEW ROLLING STOCK FOR MELBOURNE.

An order was recently placed through Messrs. J.G. White and Company, Engineers for the North Melbourne Electric Tramway and Light Company, for open and closed cars. The cars were built at the works of the J.G. Brill Company, Philadelphia, and the shipment consisted of ten of the closed cars and five of the open. On the open car the platforms are longer than is usual. They are so constructed that ample space may be provided for those passengers who wish to stand, a majority of whom will be smokers. Aside from the feature mentioned, the cars are generally similar to cars used for summer travel in America. The chief dimensions follow: length over end posts, 21ft. 5/8in.; over crown pieces, 30ft. 9in.; width over sills, 6ft. 11 1/4 in.; height from floor to ceiling, 7ft. 8in.; size of side sills, 3 3/4 in. by 7in. The other type is the ordinary closed car met with on all American roads, the window system being of the drop-sash variety. The transverse seats are of cane and are of Brill manufacture. The chief dimensions of these closed cars are; length over end posts, 20ft. 8in.; over crown pieces, 30ft. 8in.; width over sills, 6ft. 8in.; height from floor to ceiling, 7ft. 11 1/4 in.; length of seats, 34in.; width of aisle, 21in. All the cars were mounted on the Brill No. 21-E single-truck with a wheel-base of 7ft. Each car is equipped with two motors (G.E. 201) of 40 h.p. capacity each. The interior finish is of ash and the mouldings are of carved oak. Accessories, such as angle-iron bumpers, sand boxes, radial drawbars, etc., were supplied by the Brill Company. The cars were built so they could be knocked down for export shipment.

A sketch of the saloon type of tram is on the opposite page.

Scale : 1/4 inch to 1 foot



NORTH MELBOURNE ELECTRIC TRAMWAY AND LIGHT COMPANY

SALOON TRAM.

Colour Scheme - Chocolate and deep green, black running gear.