

RUNNING BACK

If it's about something that runs on rails, **RUNNING BACK** is where you run it



A scene from Steven Spielberg's "The Pacific" (Channel 7)



A CarGoTram freighter in Dresden. Melbourne next?



Chairman Doug welcomes 667 back to MTM Bylands

Plenty to look into and start thinking about in "Running Back" this month.

A scene (top) from Steven Spielberg's "The Pacific", recently seen on Ch 7, poses all manner of questions for Melburnians.

Would the station have looked this good back in WW2? What a fine-looking structure it is.



The picture above shows Station, trams and buses, all still familiar to us, in 1946.

Flinders St Station was designed in the UK and there has been a persistent rumour that the design was intended for the Chhatrapati Shivaji Terminus in Mumbai. It has never been confirmed, of course.

The CarGo Tram (centre) carries parts across Dresden for Volkswagen. The 5-segment trams run every 60 minutes and were built by Schalker Eisenhütte Maschinenfabrik GmbH in Gelsenkirchen. The idea is terrific as it keeps plenty of trucks off the roads. Service started in 2001.

Any chance such an idea could catch on in Melbourne?

Finally, home at rustic MTM Bylands, our star tram comes firmly back down to earth (bottom) after its career in films.



INSIDE: Melbourne does Memphis

RUNNING JOURNAL



NEWS FROM VICTORIA'S ORIGINAL & BIGGEST TRAMWAY HERITAGE CENTRE

NO. 199 / 2010 \$2*

NEXT STOP KILMORE?



How do you see the future of MTM? Let us know.

On page 7 you'll find a discussion of some of the issues relating to operating a service in Kilmore. This includes the twin questions of visibility for us and the benefits to Kilmore of such an eye-catching tourist attraction.

What's your view?

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**NEW POSTAL ADDRESS:
SEE PAGE 2 FOR DETAILS**



SHIRE COUNCILLOR PRAISES MTM BYLANDS

Sunday 25th April. Trevor Tobias, Mitchell Shire Councillor, paid a return visit to MTM Bylands.

During a lengthy visit, Councillor Tobias quizzed the team on duty about a wide range of topics relating to the Museum's future.

Running Journal is pleased to report that Trevor was impressed by the progress now becoming apparent at MTM.

He was also clearly happy that the future of such a potentially important tourist attraction is looking so positive.

"What a difference from the last time I was here," he said as he left.

GOT TRAMWAY NEWS TO SHARE?
PLEASE EMAIL IT TO
journal@tramway.org.au

RUNNING JOURNAL is a publication of Melbourne Tramway Museum, 330 Union Lane, Bylands Victoria 3762.

Melbourne Tramway Museum is a registered business name of the Tramway Museum Society of Victoria Inc., PO Box 976, Ringwood VIC 3134, Australia ABN 12 739 015 600

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BYLANDS BLITZ

As part of the Big Clean-up at MTM Bylands, the windscreen, dash, apron and part of the roof from Adelaide's H371 have been transformed by an enthusiastic working group into our Visitor Reception and Sales Area.

The unit will also form the basis of a portable promotional display for the Museum, the first booking for which is the **Mitchell Shire Tourism Expo** at Wellington Square Shopping Centre at Wallan for the three-day weekend from Friday 7th May. Support welcome.



PCC 980 ONE STEP NEARER REHAB

Seen in the picture below in earlier days at Bylands, PCC car 980 may have taken a first, hesitant step closer to rehabilitation.

This unique vehicle could soon have the use of a set of PCC trucks which has been recently relocated to the Exhibition Shed.

Work will be starting in the coming weeks on their cosmetic restoration.

Interestingly, whilst the trucks came from Belgium where they were used under a PCC car, they were, in fact, built in the USA by the Clark Equipment Company, better known as manufacturers of Michigan Fork Lifts and earthmoving equipment.

Whilst the trucks are unlikely to be able to provide motive power, having proper PCC trucks under 980 will be a great move forward.

Incidentally, the picture below was found on Flickr, to which it had been uploaded by an enthusiast called zed.fitzhume and was part of a selection of over 15,000 photos of trams from around the globe. Members might like to visit the site at the following address: <http://www.flickr.com/photos/24447011@N02/4271028473/in/pool-ttc>

We acknowledge zed.fitzhume and invite him to join TMSV, if not already a member.



ANY OLD IRON? NEW ON BOARD

The next time you look around MTM you'll very likely notice quite a few things are missing, gone in the Big Blitz in late April.

Scrap metal, other rubbish and Bylands' old Junkyard 101 status.

Thanks to everybody who turned up and put in so much hard yakka.

Running Journal Editor, Tony Miles, has joined the TMSV Board. Tony brings years of experience in tourism advertising in London and Melbourne. He helped tiny Air Jamaica knock British Airways off a key Caribbean route, had a hand in British Caledonian becoming Britain's joint flag carrier and helped launch SeaCar Tasmania's pioneering wave-piercing catamaran services across Bass Strait.



One letter ...

Congratulations on your rebranding and in particular the new look *Running Journal* which we received recently.

A big step up from the old format and some great information and stories.

This should get the message out that TMSV is alive, well and going places!

We are looking forward to the next edition.

Dave Hinman

Secretary, Tramway Historical Society, Christchurch, New Zealand

... and a thought for the month

Running Journal was made aware of comments by another member who had expressed, with what might have been sarcasm, his disappointment at the late arrival of our last two issues.

He was also somewhat less than enthusiastic about the 'glossy' new look, the lack of news about museum events and the fact that events had become historic before their announcement in *RJ*.

We like to think that we've made *Running Journal* livelier, more interesting, wider-ranging and more newsworthy.

We agree that timeliness is next to ... well, next to impossible. Please remember that many contributors have jobs and commitments which make deadlines hard to keep. Sorry.

As far as TMSV, MTM Bylands and other local content is concerned, you'll find plenty in this issue.

And don't forget to check the website - www.tramway.org.au - to stay up-to-date on dates, etc..

The *Journal* welcomes contributions - brickbats as well as bouquets - from all our members. Pictures, articles, letters and comments, cheers and groans are *all* gratefully received.

Ed.

SEND YOUR LETTERS TO:
journal@tramway.org.au

KILMORE BY NEXT EASTER?

A few weeks ago the local paper told us that the Shire Council is mustard keen to get tourism back on the map in Kilmore.

And it was never marked 'classified' that the Tramway Museum Society and MTM Bylands are very keen to lift their profiles and get their product better known.

In fact, we'd love to have a tram running again in Hudson Park by Easter next year. (To save you looking it up, Good Friday is 22nd April.

That's less than a year from what some have to call 'this point in time'. And one

big workload for members.

But it's the ideal win-win package.

Kilmore gets a unique new attraction in the shape of an historic horse tram (where else would you see

- let alone ride

- one of those anywhere else that's this close to Melbourne?).

And TMSV's aged tram gets out a bit more.

Of course there's the little matter of accreditation and business plans and approvals and laying tracks and fixing sheds and finding horses

... But hey, it's not even winter yet!

Editor



HELP US BRING THE TRAMS BACK TO KILMORE



COPIES OF THE BROCHURE AND APPLICATION FORM [above] AVAILABLE AT MTM BYLANDS or www.tramway.org.au



100 YEARS OF THE PRAHRAN & MALVERN

Yet another milestone in Melbourne's amazing tramway history



At the beginning of the last century the communities of Prahran and Malvern were expanding fast and better transport was seen to be an urgent need.

In 1907 the Prahran and Malvern Tramways Trust Act led to what was to become Melbourne's single most extensive tramway undertaking.

According to documents in the Public Record Office, a body corporate known as the Prahran and Malvern Tramways Trust was 'created for the purpose of constructing and operating certain electric tramways in the municipalities of Prahran and Malvern.'

In 1910, the Trust was reconstituted to include representatives of the Councils of St Kilda and Caulfield. The Trust consisted of five members, one each from the four constituent councils and the Chairman.

The first lines were opened on May 30, 1910: from Charles Street Prahran to Tooronga Road via High Street and the other from High Street to Burke Road via Glenferrie and

Wattletree Roads.

Kew and Hawthorn joined the network in 1913 but in February 1920 the Trust was dissolved and control of the 90-tram, 56 km network passed to the Melbourne and Metropolitan Tramways Board.

Malvern tram depot was opened in 1910 at Coldblo Road, Malvern. The depot is important not only to Melbourne but also nationally because it's large, intact, still operating and shows us something



significant about the formative years of electric tramways in this country. Finally, it's a strange and interesting example of Edwardian industrial

architecture.

The first thirteen trams were A-class single-truck drop-end California combination cars built in Adelaide by Duncan & Fraser, carried on Brill 21E trucks and painted in a chocolate and cream livery. They seated 36 and were disposed of between 1926 and 1931.

D&F continued building vehicles for the P&MTT until 1913, adding classes C to H (Class B, slightly heavier than the A's and with twin 50hp GE motors replacing the latter's 33hp WH205s, didn't take to the rails until 1916).



In 1915 P&MTT ceased their association with Duncan & Fraser and after a brief dalliance with Meadowbank Engineering in Sydney began producing their own vehicles at Coldblo Road Workshops, Malvern.

By the early 1920s Duncan & Fraser's last tram contracts had been fulfilled and the Kilkeny site was sold off to Holden Motor Bodies.

All of the P&MTT cars were initially absorbed into the M&MTB fleet. From the late 1920s until the 1950s single-truck and bogie vehicles were sold off to the provincial tramways in Geelong, Ballarat and Bendigo. Many survived intact until the end of these systems and a number are now in preservation at MTM Bylands and elsewhere.

The P&MTT was a worthy progenitor of what is now recognised as perhaps the world's leading tramway network.

And it all got rolling one hundred years ago on May 30th.



Christchurch's iconic central city tourist tramway has been operated by the Tramway Historical Society since 1995 using old trams from Christchurch, Dunedin and Melbourne.

Now the City Council is extending the line and more trams are needed. One is an old Invercargill tram, obtained by the Society for restoration many years ago.

This 1921 model Birney, No. 15 was one of six American Birney "Safety" trams imported in 1921 to augment the Invercargill service, begun in 1912 with ten "Boon" trams built in Christchurch.

At the time, women were not permitted to be tram drivers (motormen) or even conductors, so the Birneys were the first "one-man safety" trams in New Zealand, with no conductor to collect the fares and several safety features.

These included air-operated doors and steps, "dead man handles" and trolley retrievers.

The only other Birneys to reach New Zealand were three imported for the New Plymouth tramways about the same time as the Invercargill order.

For the next 30 years the Invercargill Birneys gave faithful service on the City's four tram routes - North and South Invercargill (linked as Route "A") and Waikiwi (shortened back to Gladstone in 1947) and Georgetown (linked as Route "B").

Then in the early 1950s when the trams were on their way out, being replaced by buses, No. 15, on 31 May 1952, was the last tram to South Invercargill. Just over 2 miles long, this was the southern-most tram line in the world.

It was also No. 15's last run, and on the way back from the terminus

the crowded tram was pulled apart by souvenir hunters. Here's how it was described at the time:- "Most of the passengers were young and they climbed aboard, armed with accordions, banjos and other musical instruments. It was not long before a battle for "possession" broke out on the tram.

Light bulbs, straps, bell cords, advertisements and anything else that could be pulled off the walls was souvenired. The driver's seat soon went missing. Even the fare box was taken, but this was returned to the tramways office next morning.

While the car was travelling down Grace Street a man jumped off a following truck and cut the cord holding the pole in position. The pole flew high in the air and was badly buckled when it hit overhead connections.

For the remainder of the journey the other pole had to be used, and this reduced the speed. Then, while it was stopped at Earn Street someone souvenired the control lever - and the tram was stranded for half an hour while another lever was sent out from the depot.

Dozens of packets of confetti appeared and Mr Waters [the motorman] was liberally doused, as were all aboard ... a large paper bag of flour was thrown through the door and exploded inside, showering all near the front of the car with a covering of flour.

Half an hour later the new lever was fitted but progress was slow on the journey back to the depot. Without lights the tram made its way to journey's end."

It was a fitting tribute to the last tram on the service," said Mr Waters, the motorman, surveying the tram in the depot. Replacement

equipment to make the tram go has been obtained from Australia, with some, notably the truck, having to be greatly modified to replicate the original.

The Society would also be interested in any photographs featuring the Birney trams, and in particular interior shots as none of these have so far come to light. Photos are invaluable in helping to identify details essential for accurate restoration. One particular feature of these trams was the "farebox" into which passengers placed their cash or tickets. After the trams finished these fareboxes were used for some years in the replacement buses.

While the Society has been able to obtain an original farebox, the stripped nature of tram 15 and the lack of photographic evidence means that at this stage we are unsure of its exact location in the tram.

Heritage Tramway Trust chairman Dave Carr said the group was searching throughout New Zealand and Australia for parts and equipment. They want to hear from anyone who might have any fittings, or even photographs of the tram's interior. "We're hoping that after 60 years some of those people might have an attack of their conscience and donate them back."

Missing are interior fittings, signs, advertisements, destination rolls, the original passenger seats and the driver's seats, Mr Carr said.

While the trams were a standard design, each operator added their own touches so the group is keen for the renovation accurately to reflect the Invercargill model.

General Manager John Rawnsley recently visited Christchurch and has promised further information and photos of No 15's restoration in the next issue of *Running Journal*.

Any photos will be welcomed by Dave Hinman at the Tramway Historical Society, PO Box 1126, CHRISTCHURCH, New Zealand.

(Email: secretary@ferrymeadtramway.org.nz)



W IS FOR ...



The Melbourne end of Memphis, Tennessee

Photo courtesy Gomaco

How about ... "Wow!"?
It's amazing what can happen to a Melbourne tram once it crosses the Pacific. And especially north over the Equator.

For a start, it ceases being a tram. Up there, it's a trolley. Or should we call it a streetcar?

What's more, it can strut the streets of Memphis in shades that would be looked on as something shocking down here below the waist of the world. But heaven knows, anything goes way up there. (And blue is a colour we can all associate with Memphis, the home of Elvis, whose cover of Carl Perkins's *Blue Suede Shoes* is the version we all remember.)

Mind you, those cheeky yellow French guys (aka Citadis 302s) we've borrowed from Mulhouse certainly add a flash of *je ne sais quoi* cruising the Paris end of Collins Street.

But, traditional or not, car 455 looks

very elegant in its electric blue livery at the Melbourne end of Memphis, Tennessee. (And Car 553 has a touch of green in the picture down below). All thanks to Gomaco Trolley



Gomaco Corporation, a world leader in equipment for the concrete paving industry.

Gomaco has restored trams from all over the world, including no fewer than 71 Peter Witt cars from Milan. It also builds replicas, 18 of which are of Birney cars to run in Florida, Tennessee, North Carolina and Arkansas.

Four faithful reproductions of the 500 series car manufactured by J.G.Brill Company for the Portland Traction Company in the early 1900s are now operating in downtown Portland, Oregon.

Learn a lot more about Gomaco at www.gomacotrolley.com.

Tony Miles 🍷

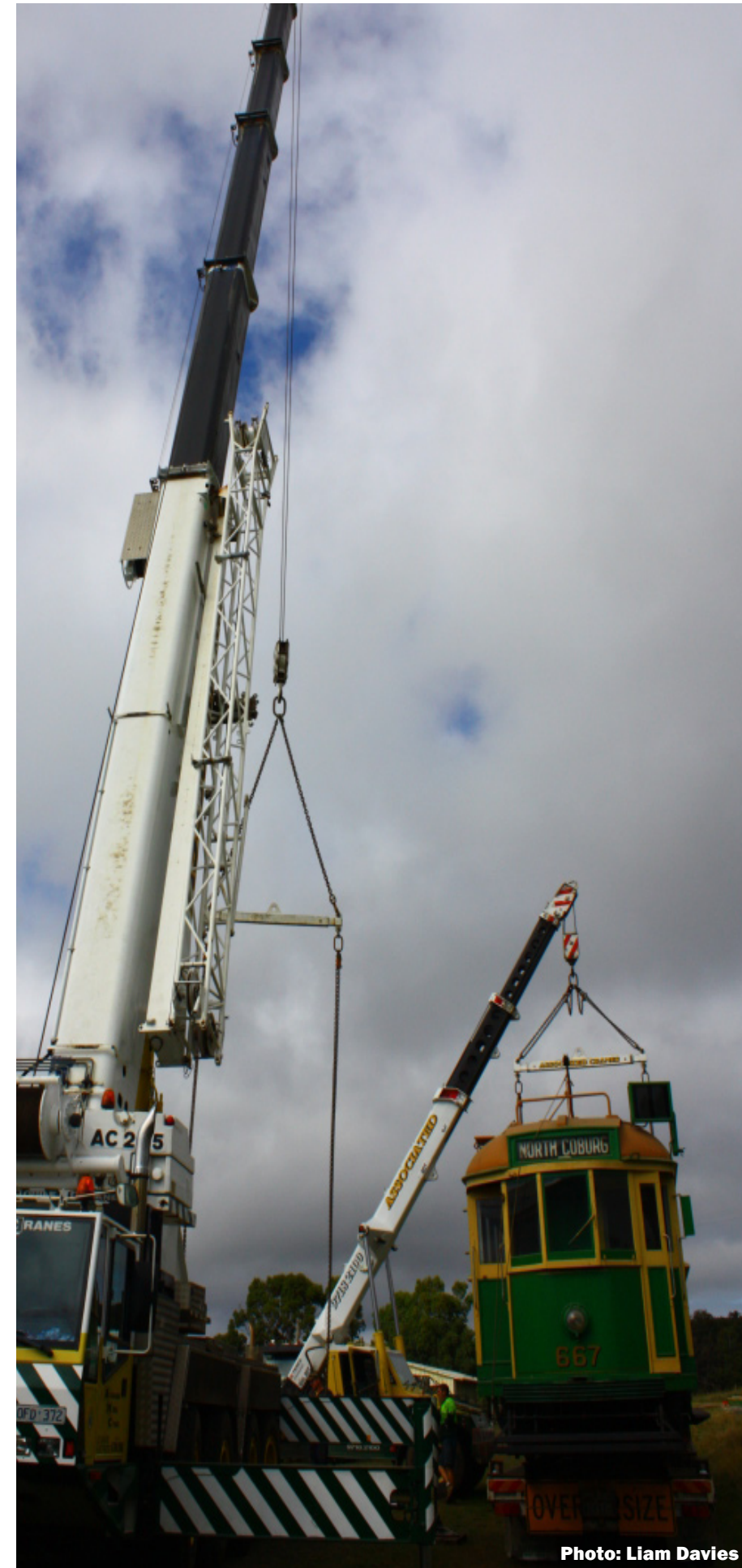
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Tell people about it



MELBOURNE TRAMWAY MUSEUM

W3 BACK FROM WW2



Things got moving at MTM Bylands on March 24th, when W3 667 was delivered back home after spending some years in Melbourne, during which time it participated in the filming of Steven Spielberg's TV series about WW2, "The Pacific" (Channel 7) in February 2008. (Clips can be seen on YouTube. Ed.)

Leaving Preston Workshop at about 9am, W3 667 arrived at 10am with towering cranes to place it on our tracks in tow. After a tight U-turn in the visitors' car park the lift operation was quick and seamless, with 667 lifted by two cranes, one supporting each truck. The truck then drove out from under 667 and the cranes lowered it onto our tracks, where she now sits gracefully.

As we had cranes at the Melbourne Tramway Museum, we seized the opportunity to move two Belgian PCC trucks to road two of the Exhibition Shed. The trucks - which were acquired from Sydney Tramway Museum - will now be cleaned and prepared to have M&MTB's prototype PCC 980, lifted atop them, marrying 980 with PCC trucks for the first time in almost 40 years. Aesthetic restoration work can then be performed on 980 inside the Exhibition Shed, and 667 will find a new home inside Shed Two.

W3 667 was built in 1934 during the Depression at Preston Workshops, in a run of only 16 cars. The W3 series was built on a tight budget with recycled running gear and a plywood roof. Despite the budget they were the first steel-framed trams built by the M&MTB. It has been with the Society since 1976 and was the first tram to operate under power at the Melbourne Tramway Museum.

Liam Davies 🍷

The TMSV would like to thank the people at Preston Workshop, Victorian Department of Transport, L Arthur Transport Services and Associated Mobile Cranes for their help.

Photo: Liam Davies