

THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LIMITED
Registered Office - 332 Flinders St., Melbourne

59th. Special Tour

Sunday, 13th January, 1974

Saturday, 8th June, 1957 saw the first and last special tour in the two Birney trams owned by the M.& M.T.B., run by the Australian Electric Traction Association. The two cars had been withdrawn and stored when the "All Night" tram services ceased four months previously (together with all the other single truck cars used for these runs). Shortly after the tour, No.217 was donated to the A.E.T.A. for preservation (passing to this Society on 31/8/63) and No.218 went to the Victorian School for Deaf Children at Burwood, as a playroom. Today, over sixteen years later, the tour that was not expected to happen really takes place! Through the kindness and co-operation of the M.& M.T.B. and the officers of the Traffic and Running Sheds Departments, we have permission to drive No.217, splendidly restored to its original 1924 condition, out of Malvern Depot "yard limits", into Glenferrie Road and along the reserved track of Dandenong Road to Chapel Street. Several return trips will then be run to the Orrong Road crossover, subsequently returning to Malvern Depot. Veteran L Class No.104 will accompany No.217 during the runs and act as a "Transport car" along the shuttle route, and will also be available for any overload which may occur to or from Malvern Depot.

Fares for today's tour have been set higher than usual. Undoubtedly this will be the "opportunity of a lifetime", and all proceeds will go towards the cost of transporting the Society's trams to the museum site at Bylands. Part of the cost of the tour is a Public Liability insurance policy required by the M.& M.T.B. to cover it against claims resulting from accidents with motor vehicles. Strangely, the initial reason for trying to get No.217 out of Malvern Depot was to take it to a scenic location for an official photograph as step one in producing the Society's second colour post-card. A professional photographer will be present to carry out this duty.

<u>STATISTICS</u>	<u>No.217</u>	<u>No.104</u>
Builder	J.G.Brill Co.	James Moore and Sons
Tare	8.2 tons	17.5 tons
Motors	2x25 hp. GE264	4x40 hp. GE247A
Trucks	Brill 79E1	Brill 77E
Wheel Base	8'0"	5'11 $\frac{1}{2}$ "
Length	28'0"	45'6"
Seats	30	48
Controllers	GE K63G	GE K35AA2
Painted Green (ex brown)	6/1927	5/1931
Class	X	L
In Service	9/6/1924	3/6/1921

No.218 varied slightly from No.217, having been built by the St.Louis Car Co.. Both cars were imported from the U.S.A. in "knocked down" condition and were assembled at the rear of Malvern Depot - where No.217 has been stored since 1957. They entered service on the Power Street shuttle line, and received Bow Collectors on 19/9/1924 instead of their twin trolley poles. They later went to Glenhuntly Depot and worked on the Point Ormond shuttle and the "All Night" runs. No.217 was at Footscray Depot from 16/1/1956 to 11/4/1957 when it returned to Preston Workshops for storage. The Birney cars are dealt with in greater detail in the October 1967 issue of Running Journal.

The Society trusts that you have an exceptionally pleasant journey this morning and make the most of the opportunity! The wide plantations in Dandenong Road should provide ample space for photographers to operate clear of motor traffic. Nevertheless, please be careful of motor traffic - Dandenong Road is a 'race track'! As usual, "SAFETY FIRST". The Society Sales Department will operate in No.104 during the morning.

K.S.Kings.
7/1/1974.