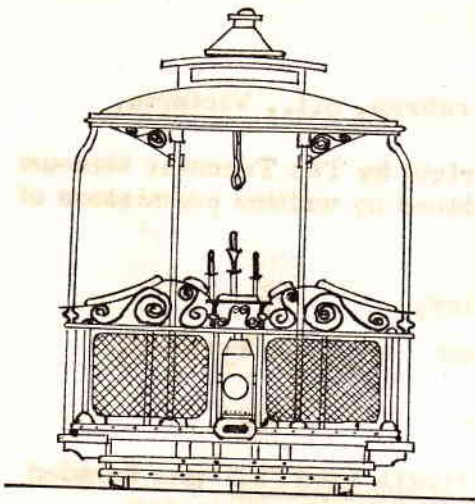


RUNNING JOURNAL

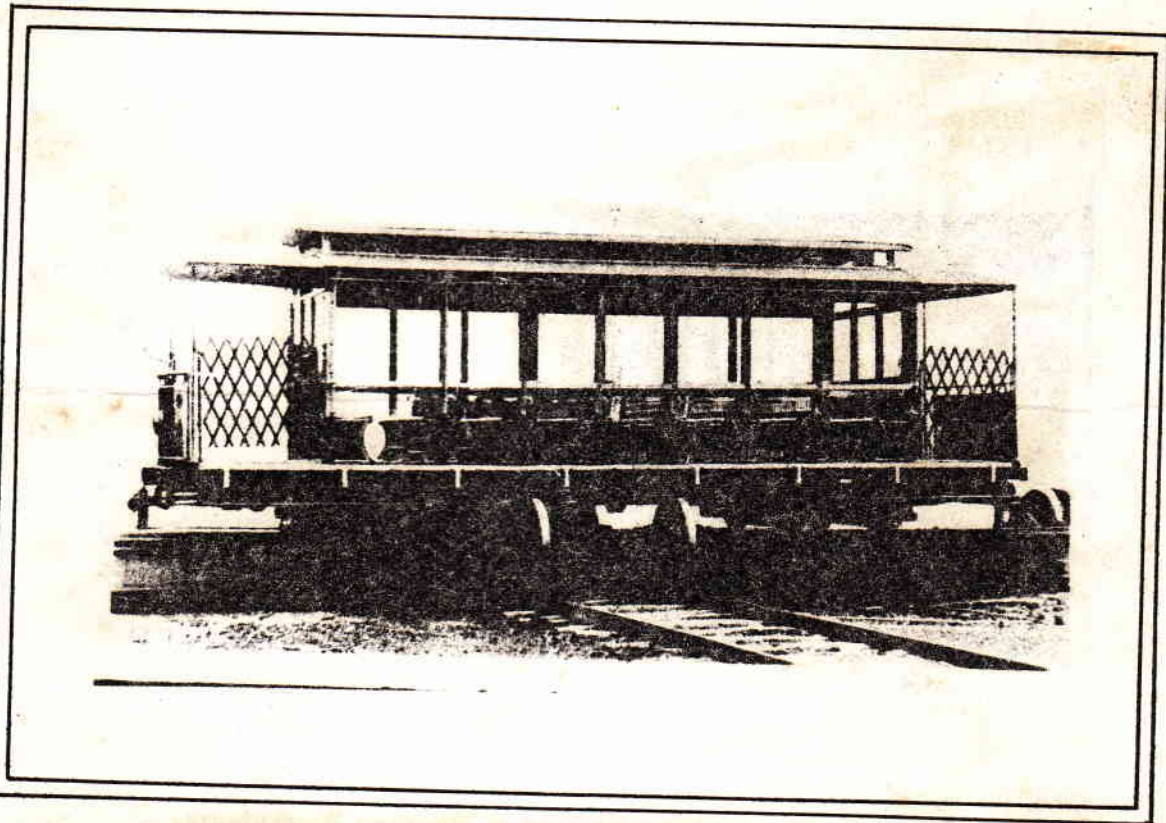


The Tramway Museum Society of Victoria Ltd.
Running Journal

VOLUME 3 NO 2 PRICE 12 Cents

OCTOBER, 1966

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Manufacturer's photograph of N.M.E.T.L.C.L. Open Toast Rack Tram.

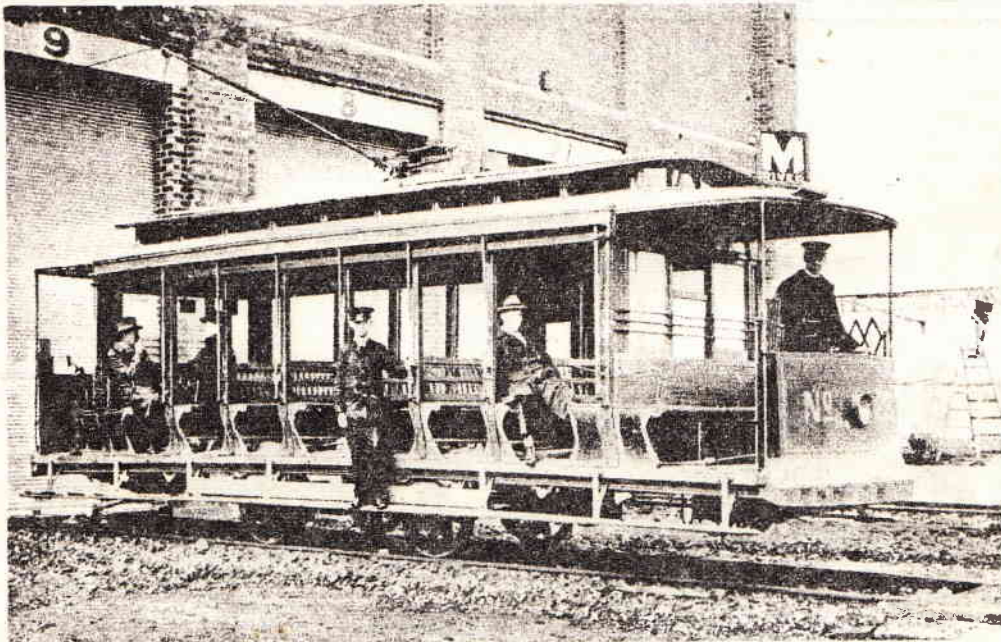
Registered Office of the Society: 141 High Street, Prahran, S.1., Victoria.

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EDITOR - John T. Rawnsley,

EDITORIAL STAFF. R.H. Prentice - K.S. Kings - D.J. Prosser.

THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LIMITED was founded in 1963 as a non-profit organisation, and incorporated under the Victorian Companies Act 1961. It was set up as an independent organisation to specialise in the acquisition and preservation of tramway vehicles and ancillary items for Museum purposes only; it is not allied with any other organisation, group or institution, (although if given the opportunity, will act in Victoria on behalf of any other organisation); it does not wish to engage in any controversy; neither endorses or opposes any causes. An operating Tramway Museum is our object !



Ex. North Melbourne Tram photographed at Preston Workshops.

W.M.E.T.S.C.L. Photograph.
M. & M. T. B.

A Brief History of . . . THE NORTH MELBOURNE ELECTRIC TRAMWAYS
AND LIGHTING COMPANY LIMITED.

By K.S. Kings.

The area involved in this brief article is situated north west of the centre of Melbourne, being from two to six miles distant. During most of the latter half of the last century, the transport serving the district consisted of the Victorian Railways' main country line to Bendigo (with a branch line to the Agricultural Society's Showgrounds at Flemington, and the adjacent Racecourse), horse cabs and some horse omnibuses. Although known generally as "Essendon", it consists of Flemington, Ascot Vale, Moonee Ponds and Essendon. Towards the close of the last century, the population of this area was increasing quite steadily, as suburban housing devoured the farmlands, and can be illustrated by the population of Essendon (the outermost of the abovementioned districts):- 1897 - 13,000 people; 1906 - 20,000 people. The outcome was the inevitable agitation for improved transport facilities, which were coupled with the usual counter-arguments, delays, appeals, "back-biting", accusations, etc., all taking place over a considerable period of time, before any positive action could be taken.

Finally, the Cabinet of the recently appointed Premier of Victoria Mr. (later Sir) T. Bent, approved the application by a Mr. Morgan to instal electric tramways in the area, on 29th March, 1904, and a poll of ratepayers overwhelmingly voted in favour of the proposals on 29th July, 1904, by 2874 votes to 146. The concession was transferred by Mr. Morgan to The North Melbourne Electric Tramways and Lighting Company Limited, which had been formed for the purpose of constructing the proposed tramways, and to supply electricity in the area. Land was purchased on the east side of Mount Alexander Road, Ascot Vale, upon which to erect offices, car barn and power house, and the foundation stone for the latter was laid by the Mayors of Essendon and Flemington on 24th May, 1905. A month later, the Premier laid the first rail at the west end of Racecourse Road, amidst due ceremony and followed by appropriate festivities.

Under the terms of the agreement, the promoter was to construct certain tramways in the two municipalities and operate them for 30 years, and supply electricity in the area, and at the end of the period the whole scheme was to become the absolute property of the municipalities, the only payment due being for the freehold lands involved. Other clauses in the agreement allowed the municipalities to acquire the undertaking, if they so desired, in 1916 (when the Melbourne cable tramway system lease expired), and at 20 and 25 years, at valuation. The promoter agreed to run the trams at least every 20 minutes at eight miles per hour, with an adult fare of 2d. for the full journey and children at half fare. Workmen's tickets, at half rates, were to be issued in the morning and evening. The Promoter also agreed to maintain at least sixteen feet of the roadway in the middle of all the streets traversed by the tramways, for the full thirty years.

The Company built two main tramway routes, commencing from a common terminus at Flemington Bridge, adjacent to the terminus of the North Melbourne cable tramway, two miles from Melbourne. The route was double track along Mount Alexander Road for almost $1\frac{3}{4}$ miles to Moonee Ponds Junction, where it

became single for the remainder of the route to Essendon, via Pascoe Vale Road, Fletcher Street and Mount Alexander Road, a further distance of almost two miles. The second route branched off the Mount Alexander Road route about $\frac{3}{8}$ mile from Flemington Bridge, and traversed Victoria Street, Racecourse Road, Epsom Road and Union Road in double track, a distance of approximately $2\frac{1}{4}$ miles. The route then turned into Maribyrnong Road in single track and ran another $\frac{1}{4}$ mile to the Maribyrnong (Saltwater) River. A short branch, $\frac{1}{4}$ mile long in single track, was also constructed in Puckle Street, Moonee Ponds, westwards off the first mentioned route. The total distance of thoroughfares traversed was thus approximately seven miles, and, as four miles of double track were involved, the total single track mileage was about 11. All the single track was laid with provision for duplication, with passing loops (placed at half-mile intervals) likewise. A long loop was provided at the Essendon Railway station, and the line passed underneath the main railway line a few yards further north, while there was a level crossing with the Flemington branch railway in Epsom Road, after passing under the main line at Newmarket station.

The track was laid to standard ($4'8\frac{1}{2}"$) gauge, with 90 lb. rail of British Standard Section No. 1 in 30 ft. lengths, jointed with standard fishplates. Electric continuity through the rails was ensured by pairs of protected copper bonds at each rail joint and inter-track and cross-track bonds every 80 yards. The gauge was maintained by tie-bars spaced at $7'6"$ centres, while the rails were carried on continuous longitudinal concrete stringers. The points and crossings were of specially toughened cast steel, with specially hardened insets. The roadway was completed by bluestone macadam. The track laying progressed at the rate of approximately $\frac{3}{4}$ mile per week.

The current collection was by fixed-head under-running trolley wheel from contact wire suspended from bracket arms on centre poles or span wire held by side poles. All the poles were of ironbark or grey box timber except those in Puckle Street and in the vicinity of that junction, these being of steel construction. The trolleywire was divided by insulators into sections every half-mile, in order that any breakdown or defect could be isolated and only a short length of route taken out of use. The Power House was an impressive brick structure with large cooling tower and very tall brick chimney at its rear. Babcock and Wilcox water-tube boilers, Browett and Lindley main engines, General Electric generators and British Thomson-Houston switch-gear comprised the main equipment, and enabled 550 volts d.c. to be supplied to the trolley wire. The Car Shed was also of brick construction, and was designed to accommodate 28 tramcars. One turn-out branched from the main line and diverged into six roads for the Shed trackage. Pit-space was provided for eight cars, while workshop facilities included space and equipment for painting, fitting, turning and smith-work. Storerooms were situated at the rear of the car-shed, while the adjacent office building (also of brick construction) housed the managerial staff and mess rooms for the crews.

The rolling stock commissioned by the Company comprised 25 units. Tramcar Nos. 1 to 10 were end-loading eight-window saloon motors, Nos. 11 - 15 were open cross-bench motors, and Nos. 51 - 60 were open cross-bench trailers. All were carried on four-wheel trucks, those under the motor cars being Brill 21E type with $7'0"$ wheel base. The 15 motor cars were constructed by the J.G. Brill Co., Philadelphia, U.S.A., and assembled locally by the Adelaide firm of Duncan and

Fraser, who also built the ten trailer cars. The saloon cars seated 32 passengers, the "toastrack" motors 50 and the trailers 45. As far as is known, no service stock was ever on the roster, and these aforementioned 25 passenger cars were the only ones to serve the Company through its existence. It had previously been believed that the ten trailers had been numbered 16 to 25, but a recent discovery makes it appear almost certain that they were numbered 51 to 60.

The grand opening ceremony finally took place on Thursday, 11th October, 1906, with gala events, speeches and refreshments typical of the era. The following day the Company invited the school children of the district and many local personalities to ride the trams, and the service was thrown open to the general public on the Saturday. Sunday 14th provided almost an onslaught of passengers; and the cars were heavily loaded. The service soon settled down to routine working, and appears to have had a rather quiet life. The only known alteration to the trackage was made on 27th August, 1913, when the Flemington Bridge terminus was extended a short distance towards the city so that it was parallel to and a few yards north of the cable tram terminus.

The matter of Melbourne's public transport had been a growing problem to State Parliament and many local Councils for many years, and finally resulted in the formation of the Melbourne & Metropolitan Tramways Board to assume control of the several tramway Trusts and Companies. The Board took over the main cable tramway system on 1st November, 1919, and the other undertakings on 2nd February, 1920, except the North Melbourne Electric Tramways and Lighting Co. Ltd. and the Victorian Railways tramways. After negotiations, the North Melbourne Co. sold its tramway system to the M. & M.T.B. as from 1st August, 1922. (It also sold its power supply section to the then recently formed State Electricity Commission of Victoria).

Although this brief history of the N.M.E.T. & L. Co. Ltd. has thus been brought to a close, a few words about subsequent events may be appropriate. The M. & M.T.B. numbered the motor cars 202 - 211 and 212 - 216, classes U and V, respectively, but withdrew the trailers in September, 1923, following a fatality in a runaway accident. The toastrack motors appear to have been soon withdrawn from passenger service, and used as works motors for varying periods. The saloon motors gave from a few years more passenger service up to about 16 years of such. Today, one former "toastrack" is in daily use as the systems' "Freight Car" (although well rebuilt), one of the saloon cars is its "spare", while the chassis and truck of one of the trailers provides the "foundations" for the ballast trailer. The Puckle Street line was closed on 12th January, 1924, but the other routes remain and have received a number of extensions over the years. Much of the original trackage has been relaid in the last decade, while the Showgrounds level crossing was rebuilt to a road/tram underpass in the middle 1920's. The Car Shed is now roads Nos. 13 - 18 of the present Essendon Depot.

Much of the information mentioned above has been gleaned from "The Coming of The Trams" (published in 1906), and "The Essendon Tramways", by J. Richardson, 1963. Readers are referred to the latter for information in greater detail of both the Company and Board periods. (Copies may be purchased from stock from the T.M.S.V. Sales Department).

ROLLING STOCK DATA for Tramcars of The North Melbourne Electric Tramway and Lighting Company Limited, after Acquisition by The Melbourne and Metropolitan Tramways Board on 1st August, 1922. (At August, 1923).

Believed ex Nth.Melb. No.	M. & M.T.B.		Body Builder	Type of Body	Seat	Track	Wheel Base	Length	Motors	Tare (Tons)	Con- troll- ers.
	Nos.	Class									
1 - 10	202-211	U	Brill. (D.&F.)	Closed Saloon	32	Brill 21E	7'0"	31'11½"	2x45hp GE.67	12.00	GE. K10
11-15	212-216	V	Brill (D.&F.)	Open Bench Car	50	Brill 21E	7'0"	31'10½"	2x45hp GE.67	10.33	GE. K10
51-60	-	-	D. & F.	Open Bench Car	50	D.&F. (?)	7'0"	28'9½"	-	?	-

Notes:- (1) Refer "R.J" 7/65 for additional notes on the original rolling stock, and a sketch of the saloon cars.

(2) All scrapped, except one of each type (as mentioned).

PUBLICATIONS RECEIVED.

In this issue we commence a new column named "Publications Received", including "Book Review".

TROLLEY WIRE

Magazine of the South Pacific Electric Railway, \$1.75 per annum or 25 cents per copy plus 4 cents for postage from Box 103, G.P.O., Sydney, N.S.W. This magazine contains excellent photographs of the Society's activities. Also published and it is most pleasing to note, their traffic returns.

THE CLANALDER SENNACHIE

This duplicated news-sheet is devoted to History, Anthropology, Folklore, Antiques, etc. Published by Clanalder Archives, Editor John J. Alderson, Havelock, Vic. Monthly publication, 10 cents per copy, or \$1.00 per year posted.

LIGHT RAILWAYS

Published four times a year by The Victorian Light Railway Research Society. No. 17 - Spring, 1966 issue is to hand. 20 pages for 20 cents or an annual subscription from June 1st, 1966 for 75 cents. This duplicated news-sheet features in the latest issue, News, Notes and Comments, Tramways of Wonthaggi District, approximate gradient profile of the Powelltown Tramway, the Cockatoo Horse Tramway and the Tarwin Meadows Milk Tramway, plus a supplement devoted to the Prospectus of the Rubicon Lumber and Tramway Company Proprietary Limited. See enclosed form for further details about this Society, and where their magazine can be obtained.

NEWS LETTER

PRESTON HISTORICAL SOCIETY

This duplicated news-letter publishes the activities and interests of the Preston Historical Society. Persons interested in joining this active Society are requested to write to the Secretary, Mr. J. C. Arrowsmith, 47 Gordon Grove, East Preston.

BOOK REVIEW

Maitland Tramway Ventures by R. Willson and K. McCarthy, published by the South Pacific Electric Railway Co-operative Society Ltd. This book was eagerly awaited by many people, due to the lack of published matter available dealing with Australia's smaller tramway systems.

The Maitland Steam Tramway is described in chapters covering early proposals, construction, extensions, routine operations and final closure. No detail has been omitted and the authors are to be commended on the research they have carried out in amassing such a collection of data. Photos also are excellent. Illustrations of tickets and destination rolls are included, together with full working timetables.

Unfortunately the book lacks real "readability" due to a complete absence of human interest. History consists largely of people and in this book they are totally absent. Despite this deficiency, Maitland Tramway Ventures must be recommended to the tramway historian as a valuable and comprehensive record of the system.

GENERAL NEWS:

As a result of Secretary Keith Kings' employers move to a new building, the Society was able to acquire very cheaply some items of surplus office furniture.

On Sat. and Sun. the 4th and 5th June, Bob Prentice, Keith Kings, Doug Prosser and John Fitzsimons again toured the countryside, this time locating and inspecting three more "Q" class cars (Nos. 140, 142 and 190), as well as some ex M. & M.T.B. buses. Further investigation still failed to locate the bogie cable trailer formerly at Tallygaroopna.

OVERSEAS NEWS:

Nearly five years ago a group of enthusiasts in England acquired an unusual tramcar body. It was a single deck California combination car built in 1917 by the United Electric Car Company in Preston, England, for the City of Manchester. Most of Manchester's trams were traditional double deckers, but single deck cars were used on one route only because of very low bridges. Problems were being encountered with this route, so it was closed in 1930 and replaced by buses. Most of the single deck cars were scrapped, including the

car in question, No. 765. After more than thirty years in the open it was rescued by T.M.S. (England) members and has been completely restored. Necessary work included:- Fabrication of new steel underframes, new trolley poles, controllers, headlights, in fact almost a complete new car. One point of interest to Victorian enthusiasts is that the Brill 22E bogies under the car were obtained from Ireland and had to be regauged from 5'3" to 4'8½" before being fitted. Motors and a number of other parts are still required, but it is hoped to have the car running in 1967.

TOURS.

SCENIC TOUR IN "L" CLASS, No. 103.

The party departed from South Melbourne Depot a few minutes late at 1.35 p.m. We travelled along Kingsway, Queensbridge and William Streets to Latrobe Street, turning right into Latrobe and so to the crossover outside the Library, shunted, and thence to the Elizabeth terminus at Flinders Street. After shunting we left for the crossover at the corner of Flemington and Racecourse Roads via North Melbourne. It was here in North Melbourne that we were the cause of a certain amount of consternation to a track repair gang who were engrossed in welding the rails at some curves. Their comments, whilst they cleared the track of various pieces of their apparatus were typically Australian - good natured of course! After clearing this check, we proceeded to the shunt without further incidents. On the way from the Northern limit of our outing, we were again the cause of track clearing by a welding gang, this time at the corner of Elizabeth and Victoria Streets. Continuing through the City via Swanston Street, we proceeded along St. Kilda Road to High Street, Prahran. It was up this last named thoroughfare that we turned en route for Malvern - Burke Road terminus. After a photo stop at Prahran Railway Station, we hummed merrily along towards our objective by turning South into Glenferrie Road and then East into Wattle Tree Road, thence to the Route 5 terminus. Whilst we were at this place, the opportunity to partake of refreshments was seized. All aboard .. and the special ran along Wattle Tree, Dandenong Road, Wellington Street to St. Kilda Junction. Receiving the signal to proceed across the Junction, we forged our way along Fitzroy Street and Esplanade to Luna Park. Here we traversed the connecting metals between Route 15 and the terminus of Routes 69 and 79. After more photographs, we travelled along Route 69 i.e. Carlisle Street and Balaclava Road, Hawthorn Road, and Glenferrie Road to Malvern Road, and it was at this intersection we cut into Route 7 to the terminus. Departing from Camberwell, the special travelled to Camberwell Junction, shunted, and ran to the City - Bourke Street Shunt via Riversdale Road, Power Street, Bridge Road, Flinders Street, into Spencer Street. After shunting, the car left for Albert Park Beach via Clarendon Street, South Melbourne Cricket Ground loop and Mills Street. The special returned to South Melbourne Depot via Mills Street, Clarendon and Park Streets and Kingsway. Whilst it was a pleasant outing, the attendance was very, very poor. The gentleman who has the little leather bag did not have a beaming smile on his face this trip.

THE EDITOR'S AND EDITORIAL COMMITTEE'S DILEMMA:

Getting out a Journal is no picnic.

If we print jokes people say we are silly.

If we don't they say we are too conservative.

If we clip things from other magazines, we are too lazy to write them ourselves.

If we don't we are stuck on our own stuff.

If we don't print every word of all contributions we don't appreciate genius.

If we do print them the columns are filled with junk.

If we make a change in the other fellow's article we are too critical.

If we don't we are blamed for poor editing.

Now, as like as not, someone will say:

We swiped this from some other source;

WE DID!

VICTORIAN LIGHT RAILWAY RESEARCH SOCIETY.

The above named Society is conducting a vigorous campaign for more members. The objects of the Society include promoting research into timber haulage, quarrying, mining and general industrial light railways. Persons who are interested in these light railways can either telephone Frank Stamford - 835873 - or Geoff Gardner - 833417 - for further particulars or fill in and forward the form enclosed with this issue of 'RUNNING JOURNAL'. A duplicated magazine is published four times a year.

JUST LIKE OTHER PASSENGERS.

If you were a tram conductor, how would you solve this problem? A lady asked: "If I pay my dog's fare will he be treated the same as other passengers and be allowed to occupy a seat?"

Our suggestion would be a polite answer, such as:

"Of course, madam. He will be treated the same as other passengers and can occupy a seat, provided he does not put his feet on it."

CAR NEWS.

After many, many months of work on the restoration of Birney car No. 217, the end is at last in sight. Since our last issue all the windows and sun blinds have been replaced, stripping of varnish from seat backs and bases has been completed and sanding and re-varnishing commenced while the seat frames themselves are also being repainted. Outside the car, the lugs on the axle boxes have been removed to allow replicas of the original Brill covers to be fitted.

Initial repainting has begun on XI class car No. 467. Members who will have some Saturdays free in the coming months and can wield a paintbrush are invited to contact Editor J. Rawnsley at 85-4648 for details.

On July 23rd a group consisting of members John Fitzsimons, Noel Gipps, Keith Kings and John Rawnsley, descended on a backyard at Bendigo where car No. 9 of the original group 1 - 12 was situated. This was one of the unusual straight-sill combination cars with two window saloon and was built in 1903 by Duncan and Fraser for the opening of the electric system. The owner plans to dismantle the cody, and so a number of both useful and interesting parts were removed, including a full set of seat slats, which will be valuable in the

restoration of our horse-car. The parts were returned to Melbourne by truck and are now stored.

The weekends of 10 - 11th and 17 - 18th of September saw the demolition of Q Class car No. 200. The car which had stood in the playground of a Kindergarten in Richmond since scrapping, was in excellent internal order and by courtesy of the authorities we removed controllers, seats, mouldings, internal wood panelling and side panels from the end saloons. These parts will ultimately be used if the Society acquires a Q Class car for preservation.

SITE NEWS.

On July 9th a site was inspected North-East of an outer suburb. This area looks to have a good potential and a preliminary application has been presented to the Council concerned for their consideration in the hope of obtaining a long-term lease. Follow-up is continuing and members will be kept informed of any progress.

CURRENT COLLECTION.

A new firm is operating in the Richmond area, - a notice was seen on the side of No. 200 last weekend - "Prentice the Wrecker is Here".

Abinger Street, Richmond again - Peter Stoneham with oxy bottles in tow asks "Where's the Commercial Bank?"

Keith Kings and Noel Gipps' cars will never be the same again after being used to move enormous piles of parts, while Doug Prosser rode in glory down Chapel Street perched atop a V.W. truck as we moved the side panels to storage.

CONGRATULATIONS:

Below is an extract from a letter received by Bob Prentice on 11/8/66 from member Arthur Stone:

"Many congratulations on the last two Running Journals. They are an absolute credit to you and all concerned. Everyone deserves a good pat on the back."

Now that the editorial staff have received their due praise they are finding the need of new headgear as the old ones no longer fit.

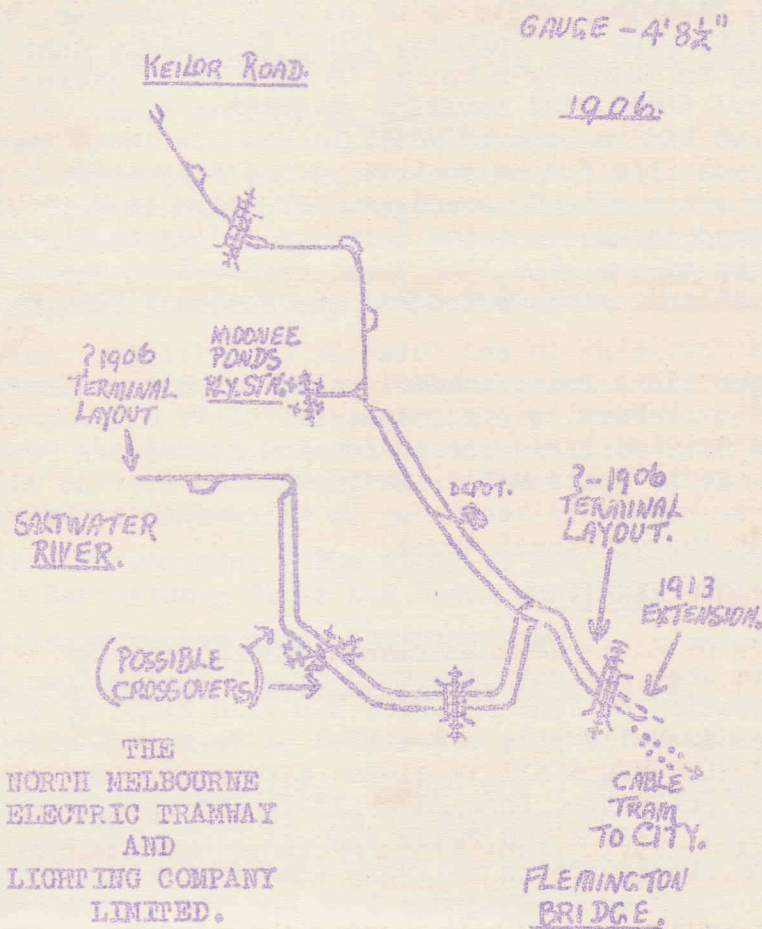
Thanks Arthur, we'll try to maintain the standard.

NEWS OF MEMBERS:

We offer our sincere sympathy to member Bernard Hurren, whose mother passed away on 9th September, 1966.

The Society extends sincere sympathy to member Keith Atkinson, whose father passed away on 15th September, 1966.

Member Arthur Stone and his wife Wendy, have adopted a son, Cameron Arthur - congratulations from all members.



S. P. E. R.'s. VICTORIAN WEEK-END.

Our Sydney contemporary, the South Pacific Electric Railway Co-operative Society Limited, have, in recent years, journeyed northwards to Brisbane over the Labor Day week-end in N. S. W., for a series of tours on the Brisbane tramway system. However, S. P. E. R. decided on a change for the 1966 trip - they would head south for tours on the Melbourne, Ballarat and Bendigo tramway systems. We regret to record that S. P. E. R. did not consult us about the details of their three days down here, and T. M. S. V. members were not officially invited to participate in the tours - until the "11th. hour".

S. P. E. R's. secretary wrote to us on 27th. September, which letter was received at 4.00 p.m. on Thursday, 29th. September, that they would be arriving early on Saturday morning, October 1st., giving brief details of the three days' tours, and inviting us to join them. With thus but one clear day in hand, we had no hope of advising members about the tours, nor would it have been possible for us to arrange anything special for the visitors, as their programme was already arranged. Needless to say, we would have been only too pleased to have met and talked with our Sydney contemporaries and shown them some of our cars, and thus reciprocated for their hospitality to some of our members who have been to the National Park Museum over the years.

The foregoing is not intended as criticism, but is a statement as a result of questions being asked locally as to why the T. M. S. V. did not arrange for its members to participate in S. P. E. R's. tours and why our tramcars were not available for inspection at Malvern Depot. We might add that we had a local Melbourne tram tour listed for the first week-end in October, and we were only too happy to allow this to lapse so that it would not clash with the visitors' tours.

MORE PUBLICATIONS RECEIVED.

THE BRIGHTON ELECTRIC LINE.

This week has seen the welcome appearance from Traction Publications of the 3rd. Edition of "THE BRIGHTON ELECTRIC LINE" by our member - the Reverend Leon Marshall-Wood, and listed as Tramway History series No. 141. "THE BRIGHTON ELECTRIC LINE" is almost a T. M. S. exclusive since Jack Richardson the publisher, Leon Marshall-Wood and three of the contributors:- Keith Kings, Jim Selette and Peter Duckett are all members.

Both the Victorian Railways tramway services are covered in detail:- the StKilda - Brighton 5' 3" gauge line and the Sandringham - Black Rock 4' 8" line together with a brief chapter on the Sandringham - Cheltenham horse tramway.

Apart from descriptions and histories of the systems, excellent maps, rolling stock roster and fare and ticket details are included. The Rev. Marshall-Wood has certainly recalled all the atmosphere of clattering around the beach at Brighton on a summer afternoon and many readers will be filled with nostalgia. The book consists of 40 pages, is printed on high quality art paper and contains two maps plus 57 photos - some old - some new - but all good. THE BRIGHTON ELECTRIC LINE IS HIGHLY RECOMMENDED and is available from the Society book service for 75 cents. See enclosed order form.

GREEN - OVER - RED.

The October, 1966 issue of this Journal features a photograph of "T" class diesel No. 373 on the front cover with an Editorial followed by Local News and Other News on pages 2 & 3. Double Line Block Signalling is discussed on pages 3 & 4, followed by an article about Victorian Railways Diesels, then the details of the "T" class shunter on pages 4, 5, 6 and 7.

A photo of "F" 202 is the other picture in this issue with details of British Buses printed on page 8. The magazine is printed by - what I am led to believe as - the offset process. 8 pages, each 6³/₄ x 8 inches. 5 cents per copy, or 6 (six) issues for 40 cents from Box 145, P. O., Box Hill.

TRAMWAY TOPICS.

The August issue of TRAMWAY TOPICS features Mail Box, In the Groove, Festival Tram, Tram Historical Notes, Christchurch Visit, etc. TRAMWAY TOPICS is the journal of the Wellington Tramway Museum Inc. and the Tramway Historical Society Inc. Over 40 pages (including 8 pages of small photographs of the activities of the Museum & Society) for 2/6 (N.Z.) is good value. The Editor is Mr. D. Wilkinson, 281 Naenae Road, LOWER HUTT, NEW ZEALAND.

SALES DEPARTMENT.

The Sales Department has the following books for sale, and copies may be obtained by sending your remittance with your order, or by purchasing "on the spot" at any meeting or tour (the Annual General Meeting will be held very soon).

- | | |
|---|------|
| Australia's First Electric Tram. The story of the Box Hill
Doncaster line. | 22c. |
| The Essendon Tramways. The story of the Flemington Bridge
to Maribyrnong River and Essendon lines. | 30c. |
| Destination Circular Quay. Sydney electric tramcars. | 40c. |
| Destination Valley. Brisbane electric tramcars. | 60c. |
| Destination Eaglehawk. Ballarat, Bendigo & Geelong tramcars. | 60c. |
| The Brighton Electric Line. JUST OUT - THIRD EDITION - REVISED,
ENLARGED, INCLUDES THE SANDRINGHAM TO BEAUMARIS ELECTRIC
LINE AND THE BEAUMARIS HORSE TRAMS, AS WELL AS THE ELWOOD
LINE | 75c. |
| The Puffing Billy Story. The story of Victoria's four narrow
gauge railways, especially the Gembrook line, and the
part the Puffing Billy Preservation Society has played in
its re-opening. | 30c. |
| By Tram to Papanui. The story of tramways in Christchurch,
N. Z. | 30c. |
| Welcome to Bendigo. A pictorial brochure of Bendigo's tramcars,
including four rare and historic views. | 20c. |

Readers will also be interested to know that we have entered into an arrangement with Traction Publications (our member Jack Richardson) whereby his large stock of books from overseas publishers is available to us for sale. Far too many titles appear on the current list to enable them to be detailed here, and anyone interested is asked to contact the Secretary. A wide range of U. K., European and American tramways, interurbans, railways and miscellaneous subjects is covered. Proceeds from the sales of these items help the Society's funds, so purchase your requirements from the Sales Department and help your Society's

SUMMARY OF MAN HOURS

YEAR 1/7/65 - 30/6/66 TOTAL 9/4/63 - 30/6/66

NAMES.	1965-66	1963-66
Prentice. R.H.	1,358 $\frac{1}{2}$	2,587 $\frac{1}{2}$
Beebe. A.L. *	55 $\frac{1}{2}$	137
Kings. K.S. *	630	1,762 $\frac{1}{2}$
Dowel. J.W.	83	213
Rogers. L.W.	50 $\frac{1}{2}$	473 $\frac{3}{4}$
Duckett. P.W.		7 $\frac{1}{2}$
Wainwright. J.W.	8	49
Stonoham. N.A. (Mrs)	5 $\frac{1}{2}$	58 $\frac{1}{2}$
Stonoham. P.A. *	102 $\frac{1}{2}$	371
Stanley. I.J. *	6	9 $\frac{1}{2}$
Gapps. N.H. *	286 $\frac{1}{2}$	1,215 $\frac{1}{2}$
Walker. K.J.		3
Prentice. H.J.	56	113
George. G.L. (Mrs.)	3	20
Hoffman. G.	6	6
Kings. C.S. *	11	38
Culpeffer-Cooke. A.G. *	8 $\frac{3}{4}$	15 $\frac{1}{2}$
Salotto. J.		6 $\frac{1}{2}$
Rawnsley. J.T.	100 $\frac{1}{2}$	133
Mercer. W.G. *	2	4
Craig. C.L.	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Alfred. J.		6 $\frac{1}{2}$
Jewett. D.F.	15	39
Beebe. L.I. (Mrs.) *	81 $\frac{1}{2}$	81 $\frac{1}{2}$
Johnstone. N.		6
Stanes. K.D.		9
Vine. S.J.	110	213 $\frac{1}{2}$
Heming. R.F. *	97 $\frac{1}{2}$	98 $\frac{3}{4}$
George. B.E.	30 $\frac{3}{4}$	186
Mellows. R.J. *	12 $\frac{1}{2}$	23 $\frac{3}{4}$
Hudson. R.L. *	59	128 $\frac{1}{2}$
McCartney. D. *	6	55 $\frac{1}{2}$
Presser. D.J. *	817 $\frac{1}{2}$	989 $\frac{1}{2}$
Pinner. K.R. * <i>off/on</i>	445 $\frac{1}{2}$	539 $\frac{1}{2}$
Dunn. M.L. * <i>off/on</i>	443	539 $\frac{1}{2}$
Hurren. B.R.	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Cleak. G. *	9	9
Pitssinons. J.R.	131 $\frac{1}{2}$	131 $\frac{1}{2}$
Andrews. C.	7	7
Bird. P.	5 $\frac{1}{2}$	5 $\frac{1}{2}$
Howlett. A.	15 $\frac{1}{2}$	15 $\frac{1}{2}$
Plummer. M.	31 $\frac{1}{2}$	31 $\frac{1}{2}$
	<u>3,102 hours</u>	<u>10,349 hours</u>

* These figures include adjustments of hours not booked and handed to the Secy by the time the hours were compiled last year; they vary from small to large.
 * An additional query remains to be settled for these members. K.S. Kings
 17/10/66.