

JEWELLERY. & ENGRAVING.

Pte J D M'Lean 76068
2nd C. I. S. C.

Fiskerman's Bend.

John Buckland

~~S~~ STOBO

~~Kaloram~~ KALORAM A

VIC

Trooper Larsen

V 311408

17th Motor Reg.

Home Force.

Marrickville.

28
326
10.6.1

24
344
7.7.6
28
195
9.5.7
110

24
110
9

11.6.6
9.5.6
6.11.6

One steam tram motor ex N.S.W.T. now
N.S.W.R. at works depot Hawkesbury River

M&M.T.B. P.C.C. tram
was never ~~imported~~ imported out.
Menzies Govt wanted £17,000 duty

Peter Duckett wants
Any Western Australian photos
Adelaide drop centre
Any old Ballarat trams.

Mr H. McDowell, 206 White Horse Rd, Balwyn
copyright of Old Battery electric tram 1883.

published Weekend Mag. Argus. 17th Dec 1938.

The Argus & Australasian Limited
Illustrations Dept.

Box 244 B, G.P.O.
Melbourne C.I.

There was an electric tram in Melbourne in 1883, and this picture of it, taken at the corner of Toorak road and Chapel street, gains this week's £1/1/ prize for the best "Cameroddity" for Mr. Herbert McDowell, 206 White Horse road, Balwyn, who was a director of the historic Box Hill-Doncaster electric tramway company. Designed and built in Adelaide for experimental purposes, this curious vehicle was run on batteries and had flat wheels.



1 M & M.T.B

N^o 8. water working nearly everyday
at St Georges Road

M & M.T.B. N^o 4 scrubber car
was "G" class 96 or 63?

Eric Law has: 95^u taken Dec 1938.
103^w side view Jan 1938
25^s Dec 1937

Tyrrells } Photo N^o 1036. Rly Terminus, Sydney.
(of Sydney) } Sydney Station 1884.

Adelaide 2 double deck trams

N^o. 1227 Sydney cable tram, Alfred St Nth Sydney 1890
King St cable tram

King St cable " (front view)

Steam hauling el tram at Redfern station

Nth Sydney cable tram with Thomas Trees.

2 different photos. Central ^{Square} ~~Station~~ Steam & Electric.

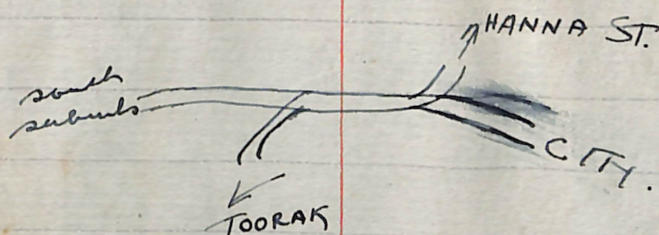
Perth Tramways.

N^o. 63. Stepless "I" class J.C. Bill & Co 1914

44' 0" overall, seated 52, overload 66.

Tare 16 tons.

M & M.T.B. is to rebuild the turnouts at Domain & St Kilda Rds
to Toorak and Hanna St in manganese steel (special works)



Baldwin Built 20 P 32 class N.S.W.
in 1905

V.R. Locomotives noticed at Wodonga in
13 Oct 1941. Nos 600, 861, 889, 992, 994, 997, 162, 164, 165, 167

V.R. The Garratt loco at Colac has been fitted
with a modified front & stovepipe chimney.
G 41.

Ex. S.A.R. "V" 143 0-4-4T at Millsbyn Vic.
Built by J. Martin & Co. Ltd. at Gawler S.A.
Sold to A.H. Russell, Melb. by S.A.R.

Cyls $9\frac{1}{2}$ " x 15" ; Drivers 3 ft. Wt 15 tons 13 cwt.
Traction effort 4,155 lbs.

S.A.R. "V" class 3' 6" gauge.
Rebuilt Islington 1913. now ~~at~~ at Millsbyn
Vic. (old Goodwood Timber Mills near Noojee).

S.A.R. 3' 6" gauge 2-6-0 N° 17 was class "W" built
by Beyer Peacock & Co in 1878, builders N° 1819. Into
service on 7-1879, after coming out from England
in the sailing ship "Dorford".

N° 17. was rebuilt in 9-1905 to "WX" class and of course
was reboilered after the explosion, being scrapped
in 8-1927.

All the narrow gauge S.A.R. locos, have the original
builders plate removed when they are rebuilt and
the Islington plate then affixed, so that one cannot find
any indication of the original date or builders of or
these rebuilt engines.

Boiler explosion 14/2/1914 at Mt Gambier

N. S. W. Private loco.

0-4-2 type N° 2.

Hoy Hoy quarry & was used on narrow gauge track between the quarry & the railway siding on the N.S.W. main Northern line

The 0-4-0 loco Concord is one of a number of works locomotives in the employ of the Australian Gaslight Company at their Northlake gasworks.

72, by the way, is the boiler number & not the loco number.

FIRST CABLE TRAMS

Photo
No.

T 154

The Richmond cable tram (Flinders St)

First cable tramcar run on 10th - 11 - 1885.

Only one tramcar was run, but a number of dummies on which engineers will practise for a few days, were run over the whole length of the line. The service was opened to the public about a fortnight later.

Photo
No.

T 29.

Ballarat Tramways.

Cr. J. M. Barker, then Mayor of the city, driving the first electric tram. With him are the late MR. B. Deakin, manager of the Electric Supply Co. and Major General R. E. Williams
18 August 1905.

Photo
No.

T 124

Adelaide Municipal Tramways Trust.

First electric trams on March 9th 1909.
Mrs Price (Premier's wife) driving N°1. with MR. W. G. T. Goodman the chief engineer of the ~~Municipal~~ Trust at her side. It carried the Chairman of the Trust, the Ministers of the Crown, and mayors of suburban municipalities. Gaily decorated with red, white & Blue and asparagus fern.
Followed by 13 other trams, with 600 passengers, it swings on to the Norwood line & reaches Gun's Road in 35 minutes. There trolley poles are reversed & the journey back to the depot is accomplished in fast time, 25 m.p.h. being reached.

Adelaide's first horse trams
9 - 12 - 1878.

Photo
N° 156

Ballarat N° 24 ex M & M.T.B N° 108.

Crashed into tree after being hit by motor truck at the corner of Drummond & Dana Streets. Tram crashed into tree on East side on Drummond St South. It was the 8 AM. tram for Sebastopol. 1-12-41

Driver Young unhurt. Tram had to be pulled out of tree by a road roller & another tram.

Powelltown Tramways.

First loco. which for some reason was referred to as ^{first} N° 3. 0-4-2 saddle tank built by Ken Stewart B/no 539 of 1901.

Outside cyls 5" x 12.

driving wheels 24, trailing wheels 9"

total wheelbase 8 ft. total weight 4 tons.

boiler pressure 130 lbs. traction effort 1300 lbs.

See Bulletin Sept. 1940.

Ray Pearson negs.

S.A.R. N° 607 pacific at Wobesley.

" 607 on local freight, leaving Wobesley for Serviceton hauling 3 lounge & passenger van.

S.A.R. 721 "720" class blowing steam } Serviceton
" 721 "720" class 2-8-4 }

" 225 4-8-0 "T" class at Wobesley (heavy N. Gauge goods loco. showing some water tanks, all N. Gauge loco's show this tank on tanks, some are bogie type.

S.A.R. N° 67. 2-6-0 freight "Y" class (narrow gauge) Wobesley

" Rail motor (fast mail) en route to Mt Gambier showing some narrow gauge cattle trucks beside it.

211 16

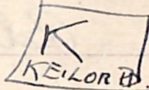
Old Govt Rly.

B18 $\frac{1}{2}$ N°843 has had the A.C.F.I. feed-water heater removed.

K. Rogers, saw in April ¹⁹⁴² 16 coaches hauled by B18 $\frac{1}{2}$ N°904. The max. number of coaches being 13. Also saw 6 first class sleeping cars & mail train van hauled by a tank loco on a suburban train. While the Nth coast mail train left Brisbane with 4 suburban cars included in its make up.

Ray Pearson's scrap book:-

It shows a Northcote Horse Tram, The Zoo horse tram, an electric car with Municipal Tramways on side, also a couple of cable cars with old writing on them, and an open toast rack Nth Melb.

El. Tramways. with big  on the front. Believe N° is 214.

Jefflin Type Trams:-

				Odan 1926			
N°.	21	Prakhan & Malvern N.T.	became Hawthorn 21	& M.M.T.B. 127	now Adelaide	191	
"	22	"	"	22	" 128	"	192
"	23	"	"	23	" 129	"	193
"	24	"	"	24	" 130	"	194.

The old steam tram depot (Parramatta - Castle Hill) was at Northmead. There used to be a turntable there.

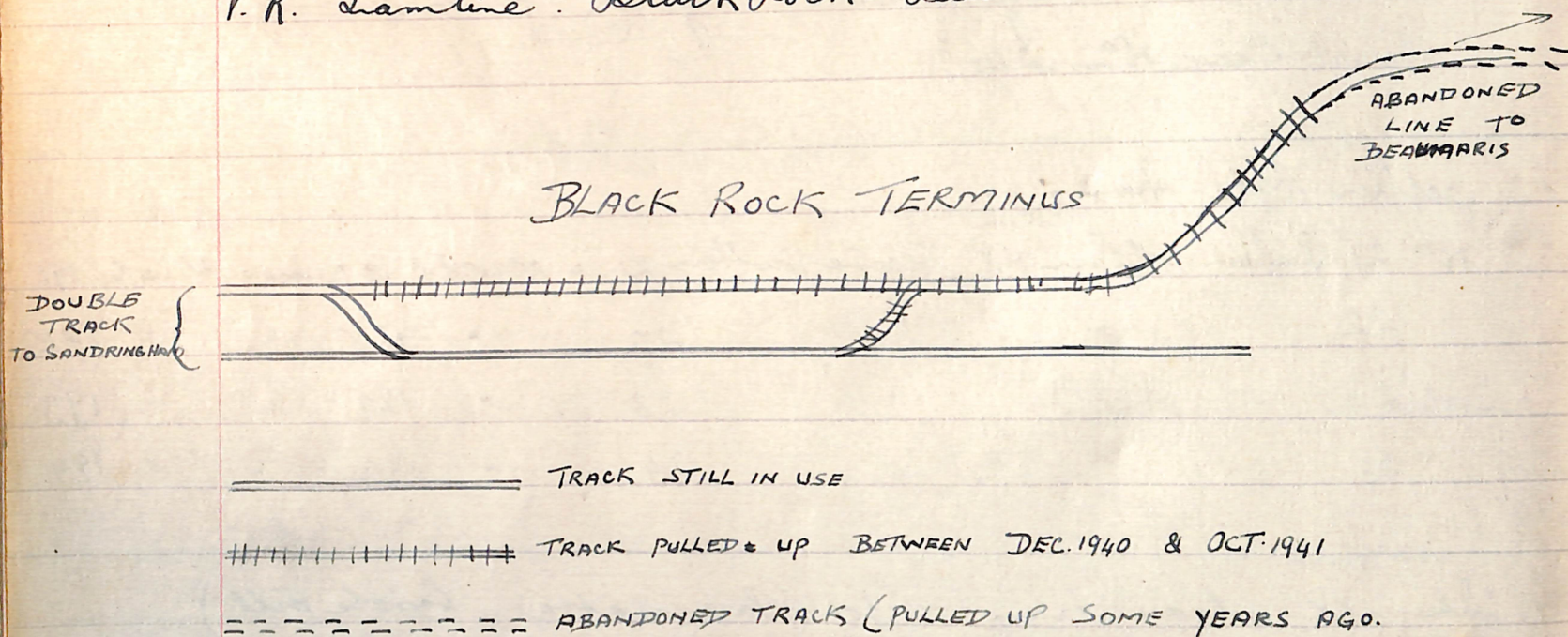
M.M.T.B "T" class trams. Malvern 177, 179, 180, 181, 182. } Nov. 1941
 Glenhuntly 178

Cars N° 178 & 179 have been rebuilt with folding doors, amplifiers and leather seats.

Hawthorn Tramways (Horse)

The tram shed & stables ^{near} were at the corner of Auburn & Riversdale Rds. (now a motor Garage)
The trams run from Auburn Rd via Riversdale Rd, Power St, Burwood Rd to Hawthorn Bridge.
They connected ^{with} the Richmond cable trams from the city. There were no conductors on the old trams & the driver had a metal box with a glass top behind him with an opening into the car.
Passengers put either tickets or cash into this box on entering the tram (from the rear end)
The drivers were very good & used to wait for regular passengers, outside their homes & ringing the bell furiously if they were late.

V.R. Lamline. Black Rock - Beaumaris



N. S. W. Tramways

The disused line at Ryde, this was a single track branching off the main Ryde line at Ryde P.O. and ran to Ryde station, a distance of about a mile. There were no crossing loops, one car, an "N" class usually maintaining a shuttle service between the P.O. and the station. Line was closed about 1933 or 1934. At Ryde station, the line had a connection with the railway line, and trams from Nth Sydney or ~~Newcastle~~ going to Randwick Workshops used to go on to the railway line via connection at St Leonards (now also pulled up) and hauled by tramway steam motors, via Hornsby to Ryde station, and then onto tram line there, and so to Randwick.

The Newcastle trams were sent over the main ^{railway} Northern line to ~~Ryde~~ Ryde + then over the tram track to Randwick.

M.T.B. "L" class "Balloons" ex Prahran + Malvern M.T. P. + M M.T. has a large number of cars. No 200 was the highest number. ^{built especially for M.T.B.} ~~that~~

North Melbourne have about 30 cars, half "U" saloon + half "V" open cars.

Geelong Tramways. January 22nd 1943
The seven original trams with which the Geelong electric tramway system was inaugurated on March 14th 1912, are still in commission.

At December 31st 1942 tram No 7 held the mileage record, having travelled 823,350 miles.

First loco to run in West Australia.
Built by James Hunt of Ballarat in 1870.
at Victoria Foundry present site of Stork Hotel in
Armstrong St. Loco named BALLARAT.

JAMES HUNT
MAKER
BALLARAT.

Builder's plates

Men shown: MR Fisher accountant, MR J. Hunt & Rep. from W.A. on loco, MR J. Robinson Draughtsman.

Mr W. Evans Foreman fitter & Mr J. Bellstone foreman Smith.

Brisbane has 402 trams. Oct. 1943.

Route mileage Sydney ~~142~~ $142\frac{1}{2}$ + 20 at Newcastle. Oct 1943

Mr Reid Chief of the Photographic Dept.
Railways Buildings
Spencer St
Melb. C.1

Photos

5 each

TPeach (1953)

J. H. Hooker, Secretary (VMRS The Coupling)
6. Huntingtower Road, Armidale S.E. 3.

Mr Fraser, Little Collins St, near Russell St.
has number of large glass negs of V.R. Station
of about 1900-1910.

Q.G.R. No 235A "AC16" in service
Oct 1943.

On Saturday last H220 came up on the "Albury" instead of the 8.45 am up fast goods from Wondonga and arrived on time; its speed limit was raised from 55 mph to 75 mph for this job, the CME and the Sup't of Loco' Running were on the footplate. Have no further details yet, as to future plans for this engine, but, 75 mph with 5'8" wheels, is some running and I doubt if 220 could get above 70 mph.

The crossing mentioned in the Tram article, is a railway siding on the east side of the North Geelong shunting yard, which crosses the main road (and the tramway) and leads to some factories it is a single line, which branches into three loops on the east side of the road. The crossing is about halfway between the station and the tram terminus.

Lithgow coal needs a different grate than Newcastle or Maitland coal and the grates of certain A and D engines have been altered to suit this type of coal, which gives a larger amount of white ash and also requires more air spaces in the grate, than Newcastle coal. The VR are having a bad time, using three different kinds of coal, all needing different grates and firebar spacing, if they could keep the engines with the different grates to the coal best suited to them, all would be well, but this does not work out in practice and then trouble occurs, trying to burn State coal in fireboxes altered to burn NSW coal, from either Lithgow or Newcastle.

You may like to know the following maximum speeds of VR locos, on straight track. A & S 70 mph; D1, 2, 3, 60 mph; H, 55 mph; C, X, & D4 (chimney first) 50 mph; K & N, 45 mph; E, R, T, Y, & D4 (Bunker first) 40 mph; Electric, 40 mph; Narrowgauge G & A, 20 mph Petrol Electric and Brill Rail Motors, 60 mph; Single and Double ended Rail Motors, 35 mph. OCT. 1943

Now do my best to supply the answers. Newport will be working on the erection of the new Garratts until next July, at least and then certain K's and X's will be handled, before any new H class are started. The frames for two more H class are at the works, have been since 220 was started, but, at present, steel for the boilers cannot be obtained. K 183 went into service on 9th of Sept', being the 44th engine of the class. 184 and 185 have to be completed yet to finish the order and a further 20 have been authorised; viz: 186 to 205. Certain material for the first 7, Nos 186-192 is

already in hand and these engines will be the first on the V.R. to have "Boxpok" coupled wheels. In addition X class 52 to 55, also remain to complete the present program. OCT. 1943

In future, no wagon with a greater axle load than 12 tons, is to run off the VR on to the Koondrook tramway, due to the weak state of the bridges on that line.

On the 8th of Feb' a head-on smash occurred at Murcheston East. K152 on an up special crashed into D3 671, at 1.30 am. The D3 was just backing part of its goods train into No 3 road, and the K rode up on the D3, in similar manner to what happened at the Lara smash. An "IB" wagon behind the D3 was smashed to bits, but all the rest of the rolling stock involved stayed on the rails. The Bendigo 30-ton crane was sent round via Wallan and traffic got going again at 8.30 am next morning, via No 3 road, while the other tracks were being put in order. Driver Howard of the D3, jumped off the footplate, but died an hour later, due to injuries to his chest, he had the bad luck to fall on a point lever.

8-2-1943

Car No	No	class	Description
1 - 20	20	A	S.T. Original combination
21 - 24	6	B	S.T. Comb (1st 6 built by P +
84 - 85			
86 - 91			
25 - 35	11	C	S.T. Comb (2nd 6 built by
36	1	D	D.T. Drop centre M.T. bogies
37 - 45	9	E	D.T. Centre entrance M.T. trucks
46 - 47	2	F	D.T. Drop centre M.T. bogies
48 - 53	6	G	D & F Summer Cars (S.T.)
54 - 63	10	H	S.T. straight sill closed centre
64 - 83			
64 - 83	20	J	S.T. 2nd combination (bow fascia)
92 - 100	9	K	S.T. Meadowbank Combination
101 - 106 (balloons)	6	L	S.T. straight sill combinations
107 - 116	10	M	D.T. P & M 4 motor bogies
127 - 130 (Zeppelin)	4	O	S.T. combinations
117 - 126	10	N	D.T. Drop centre M.T. bogies
127 - 130 Zeppelin	4	O built	D.T. Adelaide bogies M.T.
131 - 138	8	P	D.T. Drop centre M.T. bogies
139 - 150	12	Q	S.T. straight sill combinations
151 - 153	3	R	S.T. Preston straight sill
154 - 171	18	S	S.T. combinations
172 - 176	5	R	S.T. straight sill comb.
177 - 182	6	T	S.T. Radear comb.
183 - 189	7	M	S.T. combinations
190 - 201	12	Q	S.T. straight sill comb.
202 - 211	10	U	S.T. closed saloons
212 - 216	5	V	S.T. open car
217	1	X	S.T. Built all-steel safety
218	1	X	S.T. St Louis " "
219 - 418	380	W2	D.T. standard comb.
439 - 458			
480 - 609			
624 - 653			

	Wheel base	Trucks center	Remarks.
T.T.	6' 6"		
	do		ex P & M. T.T
P.M.T.T.	do		do.
	4' 0"	22' 4"	Ex P & M. }
	do	do	do } Now all
	do.	do.	do } "C" class
	6' 6"		original P & M summer car 26 + 37
	6' 6"		
	do		
	do		
	do		
	5' 1 1/2"	24' 6"	Ex P & M. (Last type to be built)
	7' 6"		
	4' 0"	23' 7"	ex Hawthorn Now "C" class
	do.	22' 0"	ex P & M & Hawthorn now Adelaide 191, 192, 193 & 194. in 1926.
	do	24' 7"	ex Hawthorn now C class
	7' 6"		
	7' 6"		153 late N°3 Preston
	7' 0"		ex Coburg. 1-12, 19-21, 22, 39, 23 & 24
	7' 6"		late 25-29 Preston
	12' 0"		6' 5" between King bolts. Late N°13-18 Coburg
	7' 6"		ex Hawthorn
	7' 6"		
			ex Brandon
			ex Brandon
	5' 3"	26 0"	
	5' 4"		

419-438	30	SW1	DT. sliding Door Comb
470-479	10	W1	D.T. combinations
459-460	10	X1	S.T. safety Pneumatic Doors
461-468			
469	1	Y	D.T. Bull all steel safety car
654-663	16	W3	DT. standard combination
664-669			
670-673	4	W4	D.T. " with wide curved ^{bodies} feet
674-679	6	X2	S.T. safety pneumatic doors
680-683	4	W4 CW5	DT. standard combination M.T. bogies
684-839	155	W5	DT. standard combinations
610-613	4 4	Y1	D.T. steel safety saloons
840-849	10	SW5	DT. sliding door combinations
850-877	27	SW6	DT " " "

Service car

1-2	2	-	S.T. Carborundum Grinders
3	1	A	S.T. Passenger combination
4-6	3	-	S.T. scrubber cars
7	1	-	D.T. 2000 gallon back Flushing car
8	1	-	S.T. 1000 " " "
11	1	-	S.T. Ballast motor
17	1	U	S.T. Freight car
18	1	-	S.T. Shunting motor Preston shops
19	1	U	S.T. Advertising car

5	5' 3"	26' 0"	late W1 Longitudinal seats
	5' 3.		
	9' 0"		
	5' 3"	24' 0"	ex Tourist car
	5' 9"	28' 0.	
	do	do.	
	10' 0"		Preston car
	4' 0"	28' 0.	
	5' 9"	28' 0."	
	5' 10"	22' 0"	
	5' 9"	28' 0	semi luxury car
	5' 9"	28' 0"	luxury car.

Austral Otis built

N^o4 ex 96 . N^o6. ex Colony 5' 13 1/2 original P.M.T.T. scrubber

Preston shops 1927

Preston shops 1934

ex Esendon "V. ilan

ex Esendon 2

ex Esendon U 205 converted 1937.

TRAM RECORD DAY REVENUE

A tram record was made in Brisbane this week—£7263 was one day's revenue.

It was collected on Monday. Previous highest figure was £7205. On Tuesday, in spite of the fact that there was no special function in the city, passengers carried were 331.3 per cent. greater than the corresponding day last year.

The general manager (Mr. S. L. Quinn) said that although the record revenue did not necessarily mean a record number of passengers, it showed the remarkable increase in traffic, and that people were shopping earlier in the week.

Releasing the tramway figures for the month ended October 13, the transport committee chairman (Ald. Roberts) said that more than half a million more passengers were now being carried weekly than a year ago.

In the last month 11,832,407 passengers were carried, an increase of 2,150,093 on the corresponding period of last year.

Revenue at £124,654 was £32,910 higher.

Bus passenger figures at 336,747 were 60,659 higher than the corresponding period of last year, while the revenue at £3417 was £589 higher.

STEAM TRAMS AT JOURNEY'S END

At the windswept, desolate Parramatta River wharf, Redbank, today the last episode in the history of the steam tram service that for 60 years carried picnic parties from the town to the river was played.

LOCOMOTIVES, cranes, rails, sleepers, sheds and tram cars were auctioned on the edge of the mangrove swamp that has claimed the once-gay ferry terminus.

Mr. H. Beresford, for 27 years in the tram service, said that after the sale there would be nothing left for him to do. He would have to go to Sydney, but he wouldn't like it.

The auctioneer, Mr. K. W. Huenerbein, reminded the shivering buyers that wood in sheds and on the trams would make splendid fires. He said he wanted the trams to have a good home.

When he came to the 3500 sleepers which went for £80, Mr. Huenerbein said: "If we advertised these in the papers at 6d each, all the mothers-in-law in the world would be down."

Five tram cars, stained glass and all, went to Mr. Jim Stride, of Glebe, for £45. He said it was a good bargain.

The three locomotives bought by Mr. Joseph Edwards, of Sydenham, for £375, will be reconditioned and sent to a Queensland sugar mill.

A hundred tons of rails bought by Abrahams and Wilson, boatbuilders, of Double Bay, for £10 5s a ton will be used as slips for boats.

Loco and other sheds fetched £247. Two heaps of coke were snapped up at £10.

ROLLING STOCK AT PARRAMATTA. WITH BUILDINGS.

Under favoured instructions from
SYDNEY FERRIES, LIMITED.
R. STRANGE PTY., LIMITED.

F. will sell at the Company's late Depot.
REDBANK—PARRAMATTA.
TO-DAY, MONDAY, 21st JUNE.

At 11 o'clock.

STEAM CRANE, by "Morison and Bearby,"
Four Motions, Travelling, Slewing, Gib Hoist,
and Lifting Gear. Two Cylinders, approx.
7½in dia. x 10in Stroke. Fitted with Priest-
man two-chain bucket grab. BOILER, Ver-
tical Cross Tube type, W.P. 80lb. Lattice
Steel 1½in approx. 27ft x 30in x 11in. Fric-
tion Drive First Motion Wheel 8in Second
Motion Wheel on Driving Barrel, 53in x 7½in
Chain Barrel 36in x 13in dia. Mounted on
Chassis 18ft 6in x 8ft x 10in, 24in dia. Steel
Wheels 5in Journals. Standard Gauge.

TWO STEAM TRAMWAY LOCOMOTIVES,
Standard Gauge, Fitted with mechanical
brakes, cylinders, 11in dia x 16in stroke.
Boilers, Locomotive Type, Copper Fire Boxes
working pressure 130lb.

ONE STEAM TRAMWAY LOCOMOTIVE,
Standard Gauge Cylinders, 10in dia. 14in
stroke. Fitted with mechanical brakes. Boiler
locomotive type, Copper Fire Box. Boiler needs
attention. (These Locos, and the Crane can
be loaded for transport on to Railway Wag-
gons on the Site.)

36 TRAMWAY CARGO TRUCKS, flat tops
drop sides, 12ft 8in x 6ft 6in, with 24in dia
Cast Steel Wheels.

12-leaf LOCO SPRINGS, 30in x 3½in.
Assorted FIRE BARS, BRAKE SHOES,
COIL TRUCK SPRINGS, Etc.

COKE RECLAIMING PLANT, comprising
Steel Bucket Elevator, 28in Centres x 16in
Buckets, with Screening, Separating and Mix-
ing Tanks, all mounted on Oregon Frame-
work. (This outfit is old, and will be sold
in one unit.)

100 TONS (Approx.) 40lb RAILS, in Sidings
and Track.

Approx. 25 TONS SCRAP RAILS, CHECK
RAILS, WROUGHT and SCRAP IRON.
3,000 (approx.) SLEEPERS, set in the
track.

BUILDINGS:

TRAMWAY WAITING SHED, 80ft x 5ft.
Weatherboard, with Skillion Roof.

VERANDAH, 127ft, Gable Roof, with 12ft
wide, 8 x 2 Hardwood Decking.

GALVANISED IRON TRAMSHED, 105ft x
38ft, with 13ft Walls.

LOCO SHED, 48ft x 28ft 6in, with 15ft
Walls, Gable with 7 Principals.

6 OLD TRAMWAY CARS, each with 2 sets
4-wheel BOGIES, Etc., Etc.

This Plant can be inspected at any time.
F. R. STRANGE PTY., LIMITED.

Licensed Auctioneers.
57, North George Street, Sydney.

THE SALE WILL BE HELD WET OR FINE.

The two tramway crossings at Flinders street and Collins street have been laid in for some time and they are second hand crossings, built up by welding where worn; the centre slot for a cable tram is still intact and the slots are filled in where the rails pass them. The slots are lined up only for one route and lie north and south, their filling up have given added strength to the east-west rails. The crossing site was dug out for a depth of about six feet down and a reinforced concrete base put in first.

For your convenience I am not stating reference numbers of all the Nth-sydney snaps that have been taken since I commenced on this big job and they are:-

1001ab to 1018ab the Chatswood line. 1019ab to 1030ab Sus/Bdge line.
1031ab to 1042ab the Neutral Bay line. 1043 to 1060ab the Cremorne line. 1061 to
1065ab the Mosman line. 1066ab to 1083ab the Balmoral line. 1084 to 1095 the
Athol line. 1096 to 1107ab the Taronga Zoo line. 1108ab to 1116ab Mosman line.
1117 and 1118ab, Lane Cove line. 1119 and 1120 not filled in yet as snaps to be
taken. 1121ab to 1140ab the Lane Cove Line. 1141ab to 1152 ab. Spit Line.

Neg No. 1110ab enclosed herewith, was taken at Mosman terminus, and shows four before departing on their journeys, including a Balmoral and Taronga Zoo tram unusual at this terminus, owing to the fact that this photo was taken whilst a orary service was being run in lieu of the Athol wharf line which was temporary pending for about two weeks during June last when Sydney Ferries Ltd were instal new ferry wharf. The road is as follows:- Trams on left hand side on the centre are R class No. 1843 Cremorne Jn. dest and on same track behind 1843 is O class No. 1276 Spit Road dest, only the pole can be seen of this car just behind 1861. On the western track or the right hand side of photo can be seen R class tram No. which shows Balmoral dest, and behind it is O class tram No. 1207 Taronga Zoo de The neg was snapped on the 26-6-1944 at 12.50 p.m. on F.6 fine weather. I think that this neg should form another interesting link to your collection.

The builders numbers of the Midland locos are as follows :-
Class "A" 2-8-2. all Kitson. 21-23, K5397 - 5399 of 1926.

24-6, K 5409-5411 of 1927, in service during 1928. 27-9, K 5429-5431 of 1928, in service 1930.

Class "B". (Note there were only 9 of these ^{4-4-0, Not 13} engines.) All built by Hawthorn Leslie. No 2 to 7, HL 2213-2218 of 1891. Nos 8 to 10. HL 2219-2221 of 1892.

Class "C". 4-6-2. All Kitson. Nos 14-16, K4878-4880 of 1911. Nos 17 & 18, K 4884 and 4885 of 1911.

Class "D". 4-8-0 Baldwin built with Plate frames. ^wBLC 53001 and 53002 of 1920.

(1). The double loading figures on the sides of VR open wagons are bound up with a very complicated scheme of mileage and loading rates for wheat and wool. Another reason for them, is that one is not allowed to order a 16 ton wagon for a 11 ton load. The higher figure refers to the maximum loading, while the lower figure refers to the lightest loading that the VR will allow one to place in such a wagon and thus keep up the ton-mile totals for wagon trips.

(2) Line going off the up end of Mount Evelyn station yard to the right, was an extension to a storage yard for the State Rivers and Water Commission and the Metropolitan Water Commission during the construction of the Sylvan Dam.

Welcome Rest Centre

WEMBLEY HOUSE

RAILWAY SQUARE : : NEXT TO MARCUS CLARK'S : : SYDNEY

The old four wheel Tourist cars Nos. 759-740 which officially opened the extension from Gore Hill to Lane Cove on 13/3/1909, were later transferred to Rush Bay depot and remained there until replaced by the R and R1 type cars. These tow car were used as Excursion trams on Tuesdays and Thursdays Fare 1/- one tram leaving St. James for Bondi and Coogee, and the other for Watsons Bay and Bondi. leaving at 2-15 pm. on those days. The two water sprinklers allotted to Rush Bay depot were Nos 51w and 101w.

117	to Ballarat 11 1945	119	Leuling	1	33	183
118	At Brunswick depot March 1946	121	to G.	2	34	184
119	no details	125	Leuling	3	35	185
120	Brunswick depot 3/46	131		4	36	186
121	no detail	134		5	37	187
122	Brunswick depot 3/46	136		6	38	188
123	Bendigo 1945			7	39	189
124	Brunswick depot 3/46 to Ballarat					
125	no details					
126	Brunswick depot 3/46					
131	no details					
132	Ballarat 1945					
133	Brunswick depot 3/46 to Bendigo					
134	no details					
135	Brunswick depot 3/46					
136	no detail					
137	Brunswick depot 3/46. to Ballarat 22 1/1/47 at 8.30pm					
138	Bendigo 1945					

60
12
1/185
10 16 8

GEELONG BOGIE TRAMS

N^o 118 ex M.M.T.B. "C" class was Hawthorn Tramway
Just N^o 12 in service on 6-4-1916
Arrived Geelong by Yellow Express road trailer
on 14/1/47

First in service as N^o 31. on 12/5/47 on East-Philwell
route.

Melb mileage 702 691, sold 1-1947

Ex 122 M.M.T.B. 32 ex Hawthorn Tramway N^o 16, in service on
6-4-1916. Arrived Geelong on 9-9-47.
Numbered 32 at Geelong & went into service 12-11-47

Melb mileage 835,750, sold 4/47

N^o 120 ex M.M.T.B. 33 ex Hawthorn Tramway N^o 14, in service on
6-4-1916. Arrived Geelong on 16-9-47.
Renumbered N^o 33 at Geelong & went into service 15-1-48

Melb mileage 809,649, sold 4/47

N^o 126 ex M.M.T.B. "C" class ex Hawthorn Tramway N^o 20, in service on
6-4-1916. Arrived Geelong on 16-12-47
Renumbered N^o 34 at Geelong & went into service ?

Melb mileage 844 356, sold 12/47

N^o 119 ex M.M.T.B. "C" class ex Hawthorn Tramways N^o 13, in service
on 6-4-1916. Arrived Geelong on 5-1-48.
Renumbered N^o 35 at Geelong & went into service

Melb mileage 735,001, sold 1-48

26 ex M.M.T.B. "C" class, ex Prahan & Malvern T.T. N^o 26
in service on. Arrived Geelong
Renumbered 36 at Geelong & went into
service on 24/12/48

Melb mileage 782,596, sold 10-8-48

^{ex}
N° 38

ex M & M.T.B "C" class. ex P & M.T.T. N° 38

^{now}
37

arrived Geelong 1.30pm 24-4-51. Left Preston

shop 4pm 23-4-51

Geelong N° 37. running on 13/11/51

^{ex}
N° 37

Geelong N° 38 in Paint shop 13/11/51

^{now}

38

^{ex}
N° 39
^{now}
39

ex M & M.T.B. C 39 ex P & M.T.T. 39. Geelong's 39. running
on 13/11/51

N° 40

ex M & M.T.B. C 40 ex P & M.T.T. 40. Geelong 40 not completed
13/11/51

~~N° 25~~
N° 66

ex M & M.T.B. N° 66. ex P & M.T.T. 66. ~~renumbered~~ Geelong's N° 25
was renumbered 28 in last half of 1951 involved in
couple of smashes & to throw the press & other people off the scent
renumbered 28.

Newtown & Chilwell trams decorated with flags
during the weekend (1st & 2nd October 1949) in during
declaration of Newtown & Chilwell as a city.