

Ph 53 671708

71 NOV 2013

4 Mitchell Court DARLEY VIC 3940

Geelong Advertiser has
a photo of 24 leaving,
as the 'first car sold.'

Dear Warrington,

Many thanks for your letter and photos to hand

I offer the following,

The photo of 28 was taken @ 11AM on Thursday 12-1-56 being the first
car sold followed by 26 and 26 later. 28 is being propelled by the Scrubber
as the anchor car to haul up 28 whilst the lifting jacks are being erected
to prepare 28 for loading en route to Mr Rees of Little River. The head lights
on 28 were removed late 4/55 and replaced damaged lenses of 31 and 33. If you
visit Bgo today inspect Bgo 4 at the No 1 kind! 22 was the last car to leave

Thursday the 27-9-56 @ 12PM

We often wondered why 24 (in A1 cond) 26 and 28 never went to Bgo as
they were cond exactly to the Bgo layout, as at that time Cars Bgo 13, 14, 18
should have been scrapped due to their poor cond.

Yours
Bob.

P/S We now located a rare photo of S155 in Footscray 1943
S155 is today on a property @ BARNHURST VIC. It took me 30 years to
collect a photo of all the MSMTB S class viz 154-171. The S class
were wonderful old cars, I first drove S171 in 1951

Bob →

Dear Warrington,

Many thanks for your welcome parcel, photos and letter. 24 was the last of the "Meadow Banks" to be overhauled complete with aluminum side panels all round, and the removal of the belt rail, it's a wonder that 24, 26, 28, did not go to Bendigo, to replace 13, 12, 14 as these cars "ex Geelong" had the Bendigo seating layout. The accident damage to 28 was caused by low wheels, which were replaced by spare wheels from stock, and due to excessive wear of the loop in 17 Phrasica St, resulted in the track girth having to grind out and fill the corrugations in the loop, using a most unusual technique, the filling the corrugations with arc-welding, using molten copper, which proved its worth right up to the end, and a few years later till the track was lifted. The filling appeared as thus over the entire loop

rail head OOOOOO ← Flangeway. The uproar in the Geelong Pde was so great, the SEC renumbered 25 as 28 to take the glare out of bad press. Strangely enough 28 remained in service till 11/55 along with fresh paint and fleet numbers on both aprons. I do have the PVP of Roger Greenwood video on Geelong Trams. Re Bill Scott's book the photo accidental on page 178, 33 should read 32, lower photo. 25 derailed twice in 1 week!! at the same location. According to the late Bob Prestve, the shade side of the fleet number was Ricketts Blue.

P T O →

14 FEB 2012

Feb

29/3/48 was
a Monday.

2

The photo of No 2 and 23 at the Railway Station was the
29-3-48, photo taken at the conclusion of the tour @ 5PM. The leap year
provides us with the exact calendar dates of all routes, check your
March Calendar, Could you kindly ask Vic Solomons, a photo request
for my archive, I have photo of every M&MTB S class cars, nos 154-171.
I'm searching for photo of Footscray S class No 155, I do have 1
copy of the late Wat Joad coll. of S155 in 1943 turning into Gordon St
from Ballarat Rd, but the apron appears to be accident damaged, a
really good photo of S155 elsewhere Footscray, 1949-50 would be ideal
To get so far it has taken me 50 years of searching to fill fill my
archival and photo research of the S class. I lucked out recently when
Ken Flood of Lاونceston, located and donated the only known photo of
S 167 in Holden St, newly painted in 1949, that was my day vocation, all the
S class except 157 and 164 survived post 1953, 157 was the last to be
sold '55 to the Fyans Rd Quarry in Beech, with Dog Car 30. The Ballarat
branch was offered 30 in 1953, to their chagrin, when 37 was accident
damaged in 1954 and written off, Ballarat needed the day, 30 was offered
as a special deal by the M&MTB for £100, ie the cost of repairing
37 was estimated @ £100!!

P.T.O ➔

3

14 FEB 2019

All ~~the~~ c class were sold for £600 each to either of the 3 systems. The plan was for Gedong to receive 37, 38, 39, 40 and retain their same numbers, then when

37 was to bring loader PWS, the electrical shop foreman noted that 37 had a ^(comp) CP 27 (no way are they getting that he deceived)

so 38 went ahead and was re-numbered 37, as it had a DH16 compressor. Just why the Gedong Branch did not stick to plan I do not know. By the way 31, 35 all had CP 27 compressors, 36, DH16 as was Gedong 37-40, just some one PWS flexes their muscle.

How things happen Warrington !! Gedong never had any bogies with K36 controllers only B23D and B23F on the bogies. Do you

have any data on Bogies running to Eastern Park, 31 did run on all lines on trial, derailed 3 times on the West route due lack of lubrication on the bolsters and nearly came to grief on the UP at the corner of Meth Rd and Glenlith Ave, as the loading gauge was set for ST cars, it just stopped short of fouling the Butchers Shop veranda, so they had to back track 31 to North and leave it there till 11PM and the track crew was called out to unsprung the points Victoria St, then run back road to the X over in Glenlith Ave to Depot, thus resulting in new curves being laid at the corner so bogies would not foul the loading gauge
this took 6 months

Bob

PTO →

14 FEB 2012

K

14 FEB 2012

Geelong Buses to Eastern Park, 31 trial run, and 39 on a HETA chark 2-4-55, and 38 one day when they were short of ST.cars requiring a conductor.

Did you know that Ballerul was offered 31, 38 to their charwin in 1957 when they were short of buses. In which case 31, 38 should have been kept off the road on the last day. I rode 38 on the closing trip and it was badly vandalised, to my sorrow to see such a fine car

treated as so. The last 2 cars thru the paintshop were 18 2/55 and 39 8/55. Warring bn, one item missing from my records are the scrapping date of all Geelong Trams, so far my research reveals that 23 was the first ever 12/1-56, last to leave was 22 on the 27-9-56.

2 Geelong trams are said to exist ° P4 hilius namely 7 and 20 not traced as yet used as fishermans bus. 8 to Robinson ex the RC School in Geelong West to Wentworth investigated, not traced.

Def

P T O →

14 FEB 2012

The car scrapping dates are said to be located in the late

John Alfred coll in the Mitchell library in Sydney!, all access on my part has been denied! When next time contacting Vic Solomons,

re photo of M & MTB S155, could you request a portrait style

photo with no cars in the scene, enlarged to the same size and

format to the wonderful photos to hand, could you ask Vic if

a enquiry to AETM Adelaide if the D. Colquhoun coll would have

such a photo of S155 or any Footscray S. 154 155 166, a photo

appeared on the internet of a 1943 photo of S159 in Pilkington 11/5/05 MalRave
3rd Fitzroy

1943 in War time colours, and of the front of the No 2 shed @ Malvern taken

on a Sunday Morning with 2 S class cars possibly 165 and 159 (only

guessing) all efforts to trace has not succeeded. The first tram I ever

drive was to my delight was S171 to East View where I lived outside

41 Stop 45, @ 6.55AM one Sunday morning in 1951, my day vacation!!

P.T.O. →

P/S

Warrington, I have been a life long researcher into what happens to old trams after sale and disposal. My first find and interview, was the body of M8MTB No 100. At that time I was 13 and attending Swinburna Tec. My desk mate was Jeffrey Green of Cobden St View, he informed me of the presence of a tram, next door to his home in Cobden St, after school, that afternoon, to my delight, here was tram 100 used by a old lady as a sleep out. Since then I have been following up all the V&V trams and taking photos and all M8MTB disposals till the end of the W² class and single travel cars, also Ballarat & Bendigo

On your next trip down to Vic, could you kindly photograph the following:-

W5 737 at Kyabram, located at the front of a gun shop in town, I believe it went to Ky. about 5 years ago ex NWS.

Damian Tucker

ex Bendigo 470 located at Cobram, try BT for exact detail as to its known location, photograph & record date, with thanks.

Bob

PTIO →

cont

6

14 FEB 2012

After Geelong closed, the following:

Trucks ex 31, 38 to Ballarat & Bendigo

All controller handles sent to Ballarat, to re-place dead man equipment on ST cars, I could identify whether the handles were from 1-10 cars opposed to 16-23, ie 1-10 were working house TIC
16-23 was MV.

Compressors as spares as reqd to both systems

Current Bendigo 7 ex Ballarat 19 was fitted, after entering service

o Bgo with a CP25 (Silenced as was all Geelong compressors, ie you did not hear the beat thru the tank.) next time in Bgo & T is in the shed, ask someone to turn the comp on, stand along side it, and it has the very distinctive Geelong acoustics! ideal for you Ne2.

o Bgo Geelong 33 received the motorman's air brake valve off scrapped Bgo 6. located o Myers Flat

Current Bgo 4 lost to Robinsons Trucks, to 26 when it was redeemed from the Eaglehawk Town Hall. I took the trust to task over this matter, swapping the trucks around, making ex Geelong 33 minus its original running gear to 26,

P.T.O. →

(cont)

7

ie this was the easy way out as G6 sounds like a
Gedong Doye, definitely not on with myself, I tried to
reason with them, and have Gedong 33 ARH4 have those
trucks replaced where they should be, they couldn't understand how
I was able to decipher the deception, but as soon as I saw G6
after it was redeemed from Fuar Wan Hall, I recognised the deception as
Gedong 33 had Robinsons stamped into the modelling on the journal
boxes, I was not apperated at all and asked to leave to which I
have never returned. Lab hope that IP4 is ever 'restored', they don't do
and place advertising on it, I have only researched all Gedong 330g since
1917 nothing exact detail and colour, from first arrival to 2nd re-prints
and it will be interesting to see what they come up with!!!

James
L

P.T.O



14 FEB 2012

Ph 053 671708

29-6-92

4 Mitchell Court
Bacchus Marsh
Vic 3340

Dear Warrington,

My sincere thanks for your letter and photo received today. Please find enclosed money order for 10 ~~00~~ dollars to cover costs. Regrettably I can offer no positive answer to your question re- earlier colours as original, one source said yellow box red but I cannot vouch for it.

Details N^o 2 Mileage 1068234

63 miles/day

Last day in service 20-1-56 to Belmont

You are to be commended on your project the restoration on 25 is first rate

Again my thanks

Robert

N^o 28 Mileage 672349

Last day in service 6-11-55 to Newtown

GREEN & LEMON CHROME as dist. 14.

Besides to me is very generous, all around, why are not true preservationists as I've often told them, why buy it all wrong.

P 053 671708

29-5-92

4 Mitchell Court
Bacchus Marsh
Vic 3340

Dear Warrington,

My sincere thanks for your most welcome letter, the photo of N^o 2, and your most commendable effort in restoring and preserving Seely's items.

Please find enclosed SAE, may I borrow for a period of about 2 to 3 weeks your colour negative of the photo you kindly sent me as I would like to have Kodak make some enlargements up to 13x18 cm glossy, also any other negatives you may have of the movement to Canberra, and of N^o 2 after unloading, also your earlier letter you kindly sent me 2 photos of 28 at your residence, one was of a view of 28 under the shelter shelter at your address, the other was a apron view of the original number after it was cut back with wet & dry, do you have the negatives of these 2 views I could borrow.

Can you give me the exact date the 2 went from Drysdale?
Seely N^{os} 1-10 would have been painted red, but as yet no substantial evidence has come to light. Berdys are definitely wrong painting 15 red as it entered tieffe in
DULUX BRONZE GREEN & LEMON CHROME as dist. 14.

Berdys to me is very gemmerly all around, they are not true preservationists as I've often told them, they have it all wrong.

h 03/337.4754

37 CLIFTON ST
WEST ESSENDON
VIC 3040 18-7-82

Dear Mr. Cameron,

I thank you sincerely for your letter
14-7-82 and for the info on the dates
of departure and arrival of 28. I have since I was very
young been a keen student of the Geelong Tramways
and now am going to give a lecture on
the Geelong Trams over radio station 3CR. Thank you
for your kind offer for a slide, you will be most
welcome and I look forward to seeing the slides. 28
was the car that went through the front fence of 38
Aphasia St. I do not have a photo of the accident
however the Geelong Advertiser may. Would you have any
photographs of Geelong Trams that I could add to
my archives, even if no neg available I can have
copy negatives made and new print photos. The
color between the windows was the same as the
cylinder panel to the best of my knowledge, the owner at
Little River may have painted it over. I will keep
your address and whereabouts confidential. 28 was
again involved in another accident 5/55 and again subsequently
repaired and returned to traffic. Ran till the 6-11-55 running
its last revenue trip to Newtown, its total
mileage in Geelong being 672349.
All the best for now and looking forward to meeting you
Yours sincerely
Robert.

45 Tasmania Circle
Forrest ACT 2603

8 February 1995

Dear Keith

It was good to see you again at Bylands recently and to be driven to lunch in your bus. It's an excellent restoration job. Congratulations!

You asked me to put on paper my thoughts about the original colour scheme of Geelong's trams. Currently, we are saying to the public via the Spencer St Station mural and Bendigo's No 15 that they were pillar-box red. I think Nos 1-12 were green.

Since you and Robert Green were official advisers to the artist who painted the mural, you would know the background behind why Geelong No 11 and 23 are depicted in red. Bobs Prentice and Lilburn both told me that Geelong trams were red; when I asked Bob L the reason, he said that he'd got that answer from one of the painters sometime in the fifties.

When I rubbed back original parts of Geelong Nos 2 and 3 ('Crow's Ash' apron upright on No 3, external parts of No 2 covered in the 1935 conversion), the bottom coloured coat was Olive Drab (BS 298), matched by Haymes Paints, Ballarat. It is significant that under this coat in both cases was white lead, the primer mentioned in specifications by tramcar purchasers around that time. The galvanised sheeting on the external lower sides of the saloon beside the double doors on Geelong Nos 2 and 3 also have Olive Drab as the first coat and a lineout in pale green and black with a yellow line inside which exactly matches the photo on p. 42 in *History of the Geelong Electric Tramways* and the excellent photo which I would like to have copied sometime in the TMSV archives of the front apron of No 11. Both photos would have been taken about 1913.

More evidence for green trams in Geelong is that the Muranese glass *in the front* of the clerestory and covered up by wood in 1913 or '14 is green. That suggests that all the clerestory windows were originally green, which they remained until 1956. Both Nos 26 and 28 (I've never seen No 24) had alternate red and green clerestory windows. I think they may all have been red once, like Adelaide's No 1, and the broken red ones replaced by green. In other words, and most logically, the colour of the clerestory glass was chosen by the builders to match the tram's external colour.

The green coats on No 28 from 1928 to final paint (probably in 1948) don't match Middle Bronze Green nor Deep Bronze Green nor Olive Drab; they're somewhere in between. SEC archives produced a letter dated 21/10/34 which referred to the colour as *Light Bronze Green* then go on to refer to the lineouts colours and positioning exactly as for cars 1-12. It's easy to see why the colours I've described on Nos 2 and 3 could be construed as the first SEC ones, assuming all the red had been burnt off

CEC 120

following transfer from MESCo to SEC. However No 28, originally P&MTT red, still has the red (and M&MTB chocolate) coats on which suggests that the Geelong paint shop did not have a history of burning off superseded colour schemes.

About ten years ago I asked Dennis O'Hoy how the MESCo logo design was drawn out on No 15 and he said it had been copied from what they had rubbed back on the tram's side. It was on a pillar-box red background. Later I asked why the number had been positioned above the headlight, certainly not what photos show from the twenties (but I've never seen any 'as new' ones) and he also said that was what they found on the lowermost coat. It is just possible that the Birneys were red for a short time and when the trolley retrievers were removed, they were painted green and with the number level with the headlight.

You may have noticed that apparently newly painted Geelong trams in photos are very much darker than more scratched (or dirty) ones beside them in the same photo. That suggests to me that the cars were painted a dark colour: I doubt whether pillar-box red would show this effect.

There is a significant paraphrase in your 1976 *Trolley Wire* article, 'the Company car was green and gold', taken from a newspaper report of the opening day which referred to the Company's car with 'a modest decoration in green and gold; the uprights and windows picked out in columns of foliage studded with miniature sunflowers and Japanese marigolds.' We need an opinion on whether company colours were the rage in those days. I haven't been able to find a letterhead and therefore a decent representation of MESCo's logo and colours. My preferred interpretation is that the colours of the paper flowers were chosen to be in harmony with the tram's colours.

If my conclusion is correct about Geelong's colour scheme, the MM&MTB in the twenties could well have been as influenced by MESCo's green and gold as by the oft-quoted spring leaves in St Kilda Road.

Your comments would be most welcome.

Regards

DIRECTIONS FOR THE APPLICATION OF TRANSFERS.

SEC 1380

1. Thoroughly clean surface to which transfer is to be applied.
2. Split one corner of Duplex paper by holding between thumb and forefinger of one hand and rubbing with the other.
3. With a pad made from cotton wool wrapped in gauze, apply a thin even coat of Selex decal cement 200 and allow to stand until tacky or almost dry. (Cement is applied to the transfer face)
4. Wet surface where transfer is to be applied with a sponge (side of tram) place transfer in position and roll down firmly to remove all air bubbles, working from the centre to edges.
5. Remove backing paper by peeling off in sections from loosened corner, roll again, wet tissue with wet sponge and carefully peel off.
6. IMPORTANT. Wash thoroughly with sponge and clean water, allow to dry for 15 minutes (or slightly longer), then take cloth moistened with mineral turpentine and remove surplus cement from around transfer. Quickly wipe dry with a soft cloth.

SELEX DECAL P/L

-----oOo-----

The following items are recommended to use to apply transfer.


1. Sponges. - Normal household wettex is best.
2. Cotton wool and surgical gauze.
3. Small hard rubber roller.
4. Soft cloth. - I have found that Chux Superwipes are ideal. (NOTE) Wool or cotton fibre cloths are not recommended as fibres may stick to adhesive cement and are difficult to remove.

-----oOo-----

Points to remember.

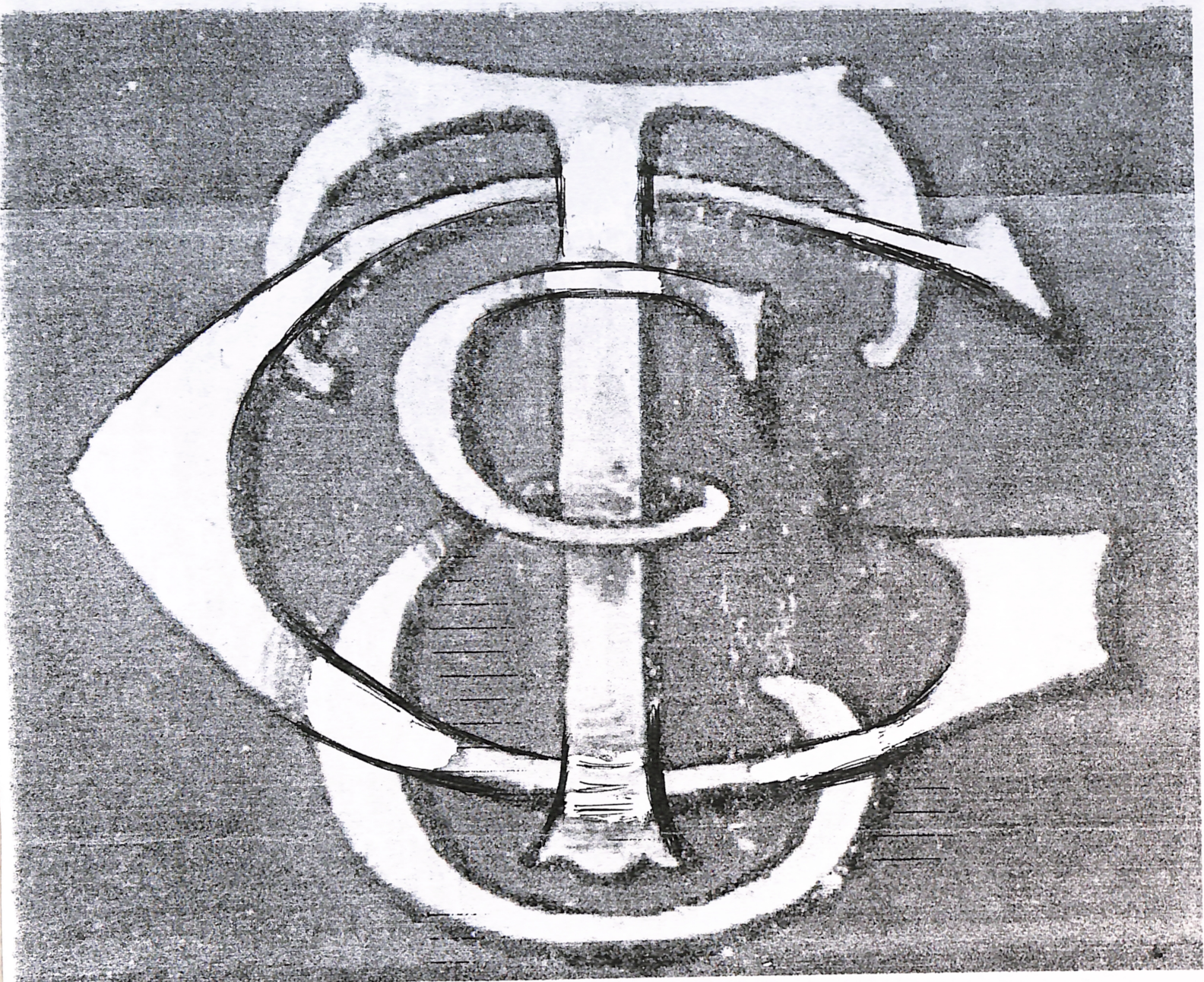
1. Once transfer is applied to surface it is virtually impossible to try to remove without damaging transfer. Ensure it is correctly placed.
2. Do not saturate surface where transfer is to be applied as the more water on the surface creates more air bubbles.
3. After removing backing paper it is suggested to lightly roll the tissue paper and transfer as some bubbles may not have completely disappeared.
4. When wetting tissue paper the transfer may wrinkle slightly. This is of no concern as when the transfer dries out it will shrink thus removing wrinkles.
5. Do not allow direct sunlight or intense heat onto transfers for several days otherwise they will dry out too rapidly and crack.
6. When cleaning with mineral terps, do not allow it onto transfer or too close to the edges of same as it may get under and dissolve the glue thus lifting transfer from surface.
7. When wetting backing paper and tissue paper do not saturate.

Graham Jordan.


Ballarat Tramways.

Geelong Electric
Tramways

Sept 1930 → ? 1934 ?

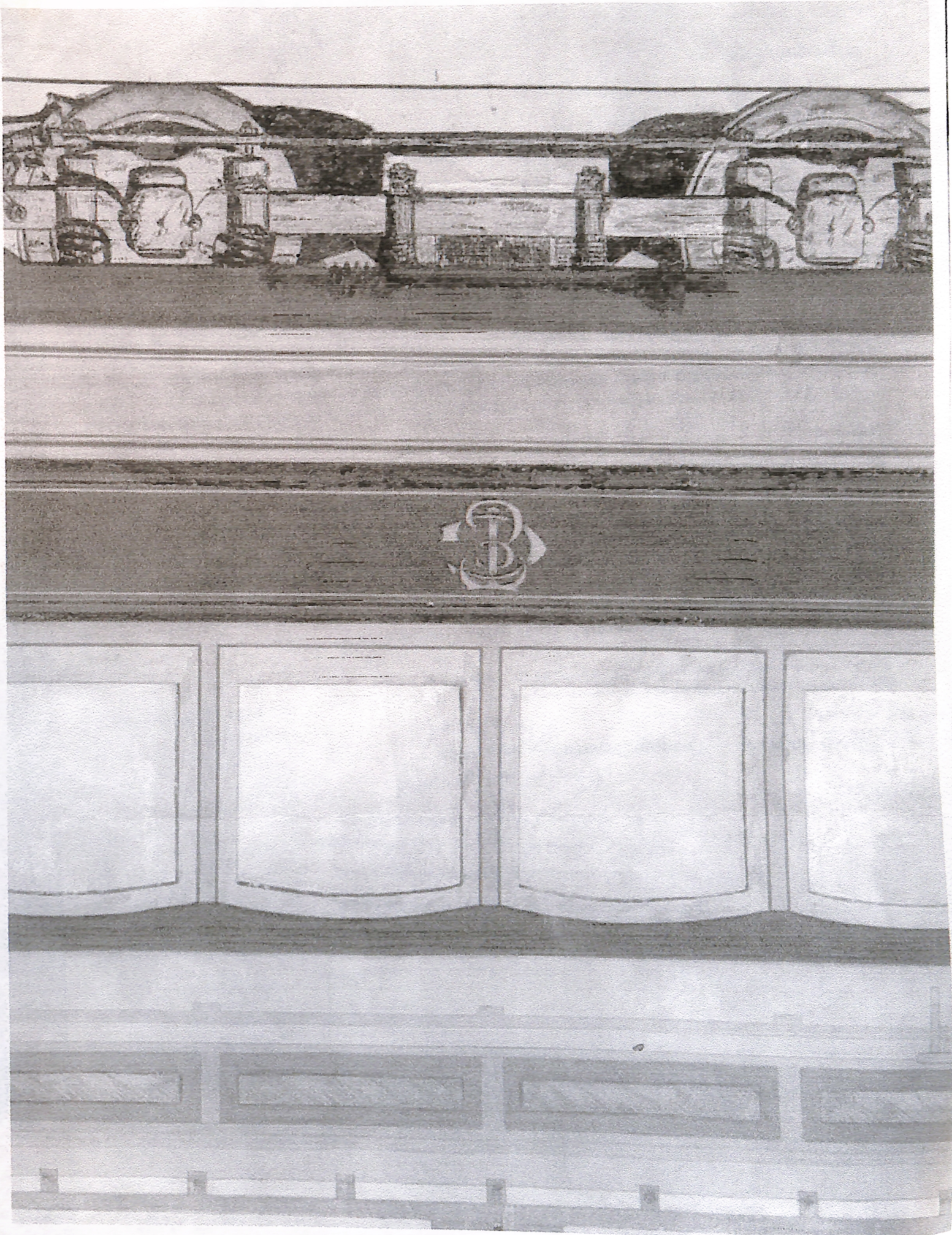


Warrington
How does this look to you with
shading of the letters?

Hugh

from a drawing held
at Bendigo





St
for
bun

29" to top of frame
currently 13" Diff 16"

45 Tasmania Circle
Forrest ACT 2603

Phone: 02 6295 2540

2 April 2003

Mr Howard Clark
Chairman
Sydney Tramway Museum
PO Box 103
Sutherland NSW 1499

Phone call Howard 30/3/03.
offer 2 trucks. € 7500
or 6000 w/out compressor

Dear Howard

Brill 21E Trucks

From our discussion on Monday, I understand the STM has arranged with the Brussels Tramway Museum to purchase from them surplus trucks no longer available here to facilitate the restoration of four wheel heritage tramcars in Australia.

As you know, I own two partly restored heritage trams, Geelong 2 (built 1912) and 28 (built 1915), both of which require trucks and electrical equipment to ensure their restoration to full working order. While I accept your museum may have other projects in mind for the use of these trucks, I confirm my willingness to provide a gift to STM of the equivalent of €7500 plus transport costs to assist with the purchase of one of the Brill 21E trucks, assuming STM sees merit in the restoration of one of my trams to running order for ultimate public benefit and operation by your museum or another recognised Australian tramway museum. My current preference is for the Geelong car because of its structural uniqueness and greater heritage value.

I realise that such a restoration project would compete with other projects within your museum and may therefore require utilising the workshop staff and facilities of another museum such as Bendigo Tramways. Funds additional to those for purchasing the truck would of course have to be raised to see the project to its conclusion.

I look forward to receiving your Board's confirmation of my proposal and hope that negotiations with Brussels are successful.

Kind regards

Warrington Cameron

Warrington Cameron

\$15K donation receipt #4318
with 2003 tax file

GEELONG No 2

This car was one of seven ordered by the Melbourne Electric Supply Company Limited that opened the Geelong tramway system in March 1912. The car bodies were manufactured by Duncan & Fraser of Adelaide and sent in packages by train to Geelong where they were assembled (along with 4 trailers) at the depot in Corio Terrace. The trucks were Brush 8ft wheelbase, probably with 33in wheels. The motors were probably MetroVickers and the controllers Westinghouse.

The cars were of straight sill California combination design but with two unusual features: from floor to ceiling they were 8in taller than contemporary cars (and the overhead wiring in Geelong about 18in higher than in other Victorian cities), and were stronger because of double pillars at the ends of the saloons. These 7 and the 3 built to the identical design in 1915 were still operating in 1956 when the system closed. Car 2 is quoted (Bob Lilburn) as having travelled 1,066,234 miles.

The cars were painted olive drab (deep olive-green) and yellow, with black lineouts edged with Winter Green and yellow pinstripe on the exterior panels. Rocker panels were yellow with an Indian Red double lineout and wooden panels at the outer edges of the motorman's cabins and between the double pillars on the sides of the tram carried floral motifs in Indian Red. Roofs were painted white. Front destination boxes received coloured light route indicators in 1915. Side destination boxes originally covered the rearmost clerestory windows.

In 1935, after the system had been taken over by the State Electricity Commission of Victoria, the car was one of the last two converted to one-man operation: tip-over seating was replaced by longitudinal seats in the saloon and by fixed seating with entry only beside the driver on the platform ends. The platforms were partly panelled. Folding metal gates and shortened steps were fitted to prevent side entry instead of a single sliding wooden rail. In 1950, the gates were replaced by hinged wooden doors.

After the system closed, the truck, folding steps, electrical and compressed air gear were removed and the car sold to Phil Shoppee, along with No 9, and transported to his farm on the Drysdale-Portarlington Road, about 10 miles east of Geelong. He used the cars mainly for feeding stock (heads through the saloon windows to get the feed stored where the seats once were). Fortunately, Phil built a large roof over both cars in the late 60s. About ten years later, Keith Kings chose car 9 as the better of the two and it is now preserved at Bylands with the TMSV. Car 2 came to Canberra in 1991 and is slowly being restored.

Assuming that the TMSV would eventually want to present No 9 in its final form, I decided to return car 2 to its 1915 -1929 state, viz. in MESC colours and with route indicators. My overall (and confidential) objective is to have the car operational by 2011, in time for its centenary. There are two options for a truck: a copy of Bendigo 17's Brush, or a modified Brill 21E, ideally from Brussels. The car would be easier for passengers to enter and leave if it had 26 1/2in or 28in wheels. I have two ex-W2 GE K35JJ controllers which may be rewired for 2-motor operation and a Brisbane trolley base and pole. All other equipment would have to be purchased from Bendigo.

Achieving running condition depends entirely on Bendigo's technical skills and of course pricing. It seems, currently at least, that availability of equipment is not an issue.

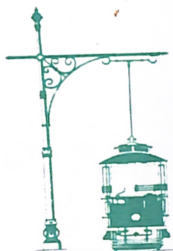


photo of truck in Brussels yard attached.

Sydney Tramway Museum

Princes Highway, Loftus, NSW
ABN 70 329 300 628

PO Box 103
Sutherland NSW 1499

Telephone: (02) 9542 3646
Fax: (02) 9545 3390

Operated by the South Pacific Electric Railway Co-operative Society Ltd.

2/6/03

Dear Warrington,
with compliments

Just a quick note to keep you up to date. The Brussels Museum people are taking steps to clean the tracks of road grime etc. with high pressure water so they get the chance to remove them. * I think July/Aug looks like a shipping date.

Kind regards

First in Australia — Tramway Preservation Since 1950
(* from the pile at the back of the old depot)

Howard