

Geelong tramcar 28 was one of a batch of 20 delivered to Melbourne's Prahran and Malvern Tramways Trust in 1915. These were small 4-wheel 'California combination' cars, a standard design of the day with a central closed saloon and open platforms at each end. The wooden tram bodies were constructed by the Meadowbank Manufacturing Company in Sydney and were equipped with American (Brill and Westinghouse) electric and mechanical running gear.

In 1927, and now belonging to the Melbourne and Metropolitan Tramways Board, seven of the 20 (known then as 'J' class) cars were sold to the Melbourne Electric Supply Company for its Geelong operation, becoming nos 24-30. Recent track extensions meant that more trams were needed and the decision was made to purchase what had become surplus to requirements in Melbourne as a result of construction of their W class trams. Although 12 years old, these 'Meadowbank' trams had air brakes and sanding equipment, new for Geelong which soon adopted them for the rest of the fleet.

The MESCo's franchise expired in 1930 and the State Electricity Commission of Victoria took over the Geelong's power supply which included running the tramways. Significantly, the MESCo's manager in Geelong, Mr Jobbins, became the SEC's Engineer and Manager, Electric Supply and Tramways (and its Chairman in 1938). [He would have known exactly how to rehabilitate the Ballarat and Bendigo tramways]. The open ends of the Meadowbank cars were partially closed in 1931 to enable one-man operation. In 1935 the Port Adelaide tramways were closed and the SEC purchased its four Birney cars for use in Geelong as they already had two there. As a result, trams 27-30 were dispatched to Ballarat in 1936 to replace original cars there and the Birneys took the same numbers, 27-30. All six Birney cars were sent to Bendigo following the arrival of very second hand bogie cars in 1947-48.

In Geelong this car was numbered 25 until 1951 when, after a couple of spectacular derailments at the same location in Aphrasia Street a year apart (Fig 1, 1950), it was renumbered 28 in order to reassure the public that the car was different and safe to ride in. Cars 24 and 26 were refurbished in 1948-9 but not no 25 which retained its coloured route indicator lights, cream rocker panels and folding gates. The arrival of four more bogie cars in 1951 meant that the Meadowbank cars were spares, nos 24 and 26 having their last runs at the end of 1951. No 28 was used very occasionally (there are only two photographs I'm aware of taken where it is running in service between 1952 and its last run in November 1955, Fig.2).

The tramway system in Geelong was abandoned by the SEC in early 1956 and all the 4 wheel cars stripped of their mechanical and electrical components and sold (Fig.3). No.28 was purchased by Alan and Shirley Rees and went to their farm at Little River where it sat out in the open and all its internal fittings removed. Fortunately they protected the roof and kept some of the fittings in a large chicken house adjacent to the tram (Figs 4 and 5).

In 1983, Keith Kings, then President of the Tramway Museum Society of Victoria, advised me that the Rees' family's sons no longer wanted it as their bedroom and would prefer replacing it with a shed. I obliged and the swap was made, the tram arriving at our house in Canberra later that year (Fig.6). Since then I have acquired and restored (from an identical but near derelict Geelong tramcar 26) many of the internal fittings, or reconstructed them such that the car, with not much extra work, could be suitable for static display.

The tram is the only one left with the unusual Geelong seating arrangements and coloured destination lights, but perhaps its greater significance lies in the dubious honour, I think unique in Australia, of being renumbered in the light of adverse public perceptions.

Warrington Cameron
10/1/2026

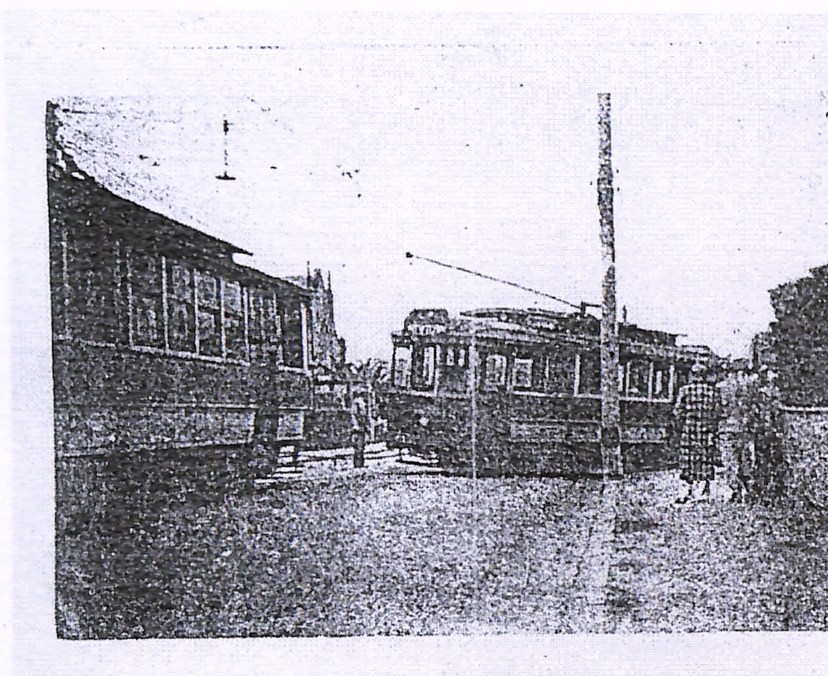
From: Cameron and Associates
<office@cameronandassociates.com.au>
To: neville.britton@btm.org.au <neville.britton@btm.org.au>
Date: Thursday, January 29, 2026 8:30:51 PM
Subject: Geelong Tram 28
Folder: Inbox/warren.doubleday@btm.org.au

Hi Neville and Warren

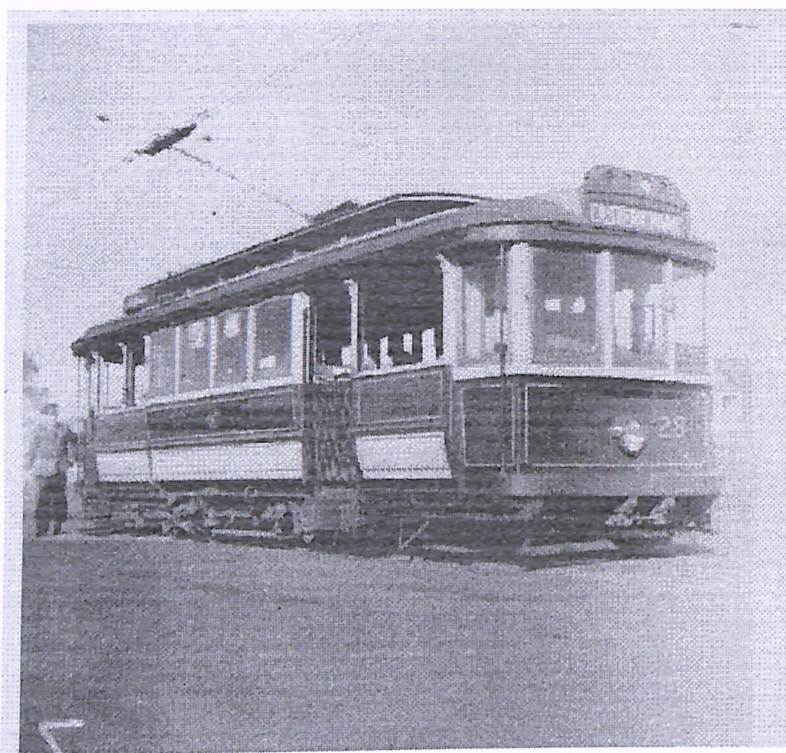
Improved version here hopefully with some of the kinks straightened out.
The figures I've attached (except no 3) are

1. A photocopy of a picture that didn't appear in the *Geelong Advertiser*.
First derailment 1950.
2. One of the 2 photos, original negative from Bob Lilburn. The other I saw
as a cutting from the *Advertiser* in the tram hard copy book at the Geelong
Heritage Centre. It was pointing out how antiquated Geelong's trams system
was, possibly 1954 but checkable.
3. The stripping photo at the depot that you have Warren
4. Photo by Leon Manny 1959
5. Photo possibly by Bob Prentice (a guess), Warren has the date
6. Arrival at our house in Canberra. Warren has a less fuzzy slide of
this

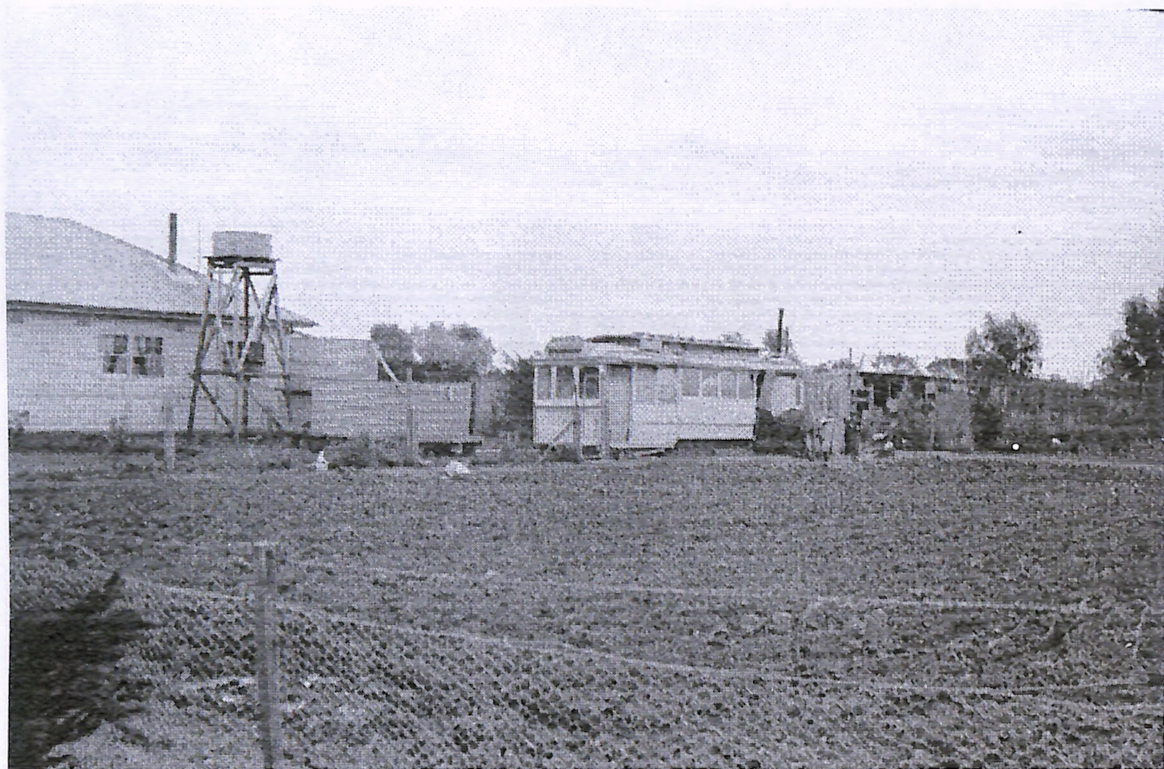
Again, thank you both for your help in different ways getting no 28 almost
up to speed,
Warrington



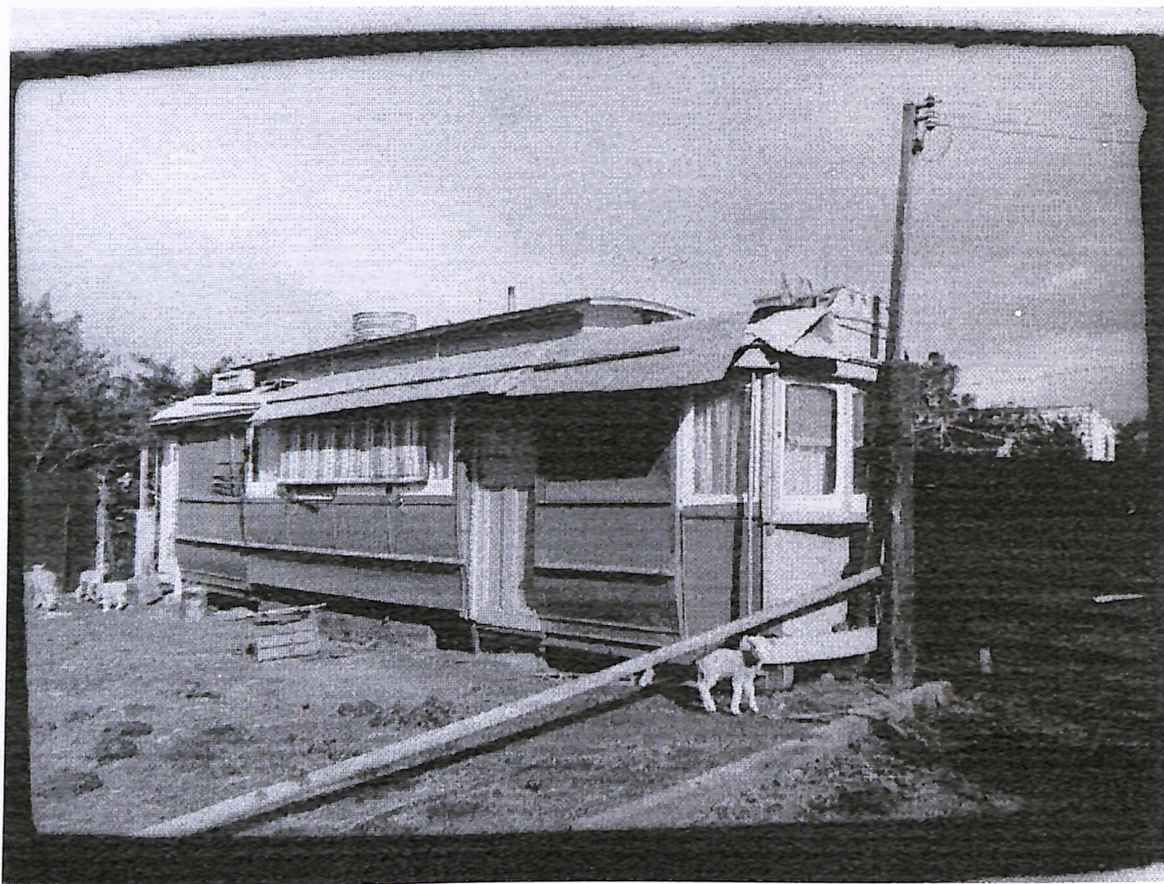
Geelong 25 derailed, 1950



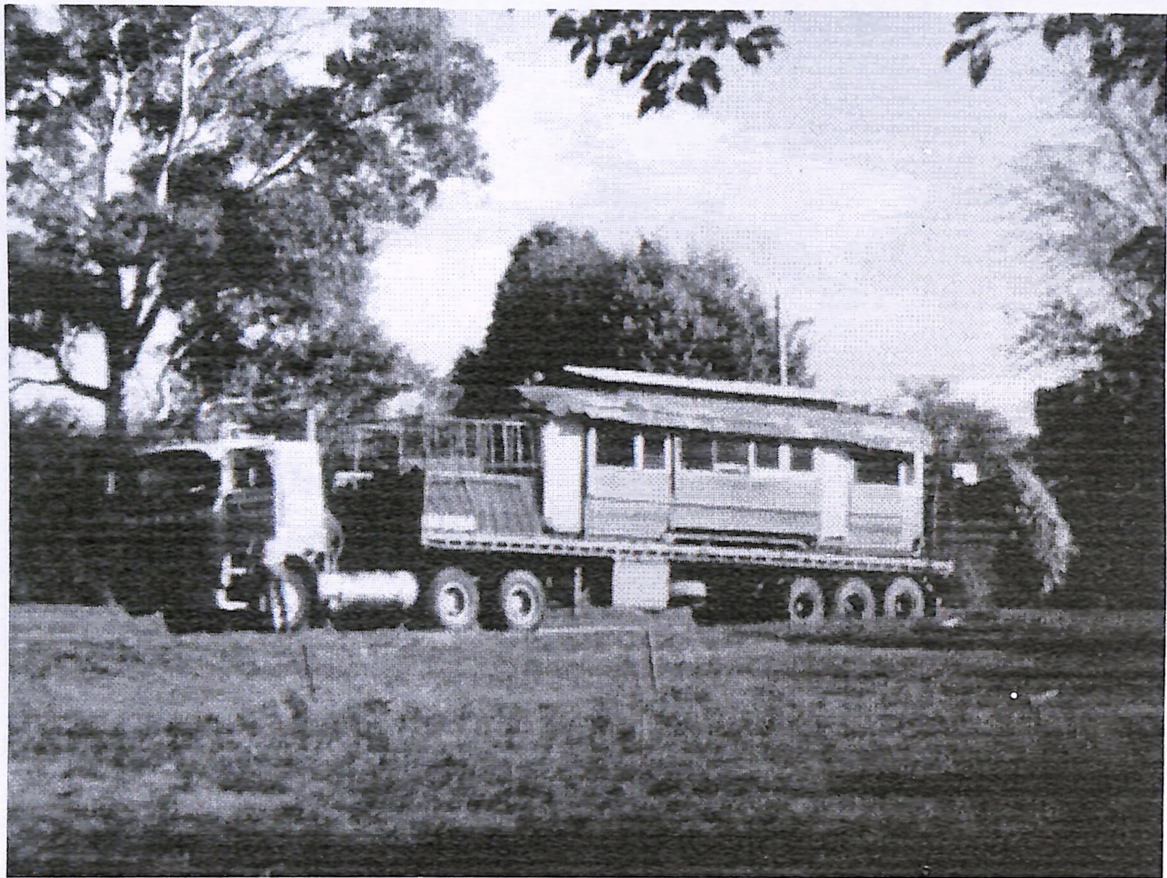
Geelong 28 Eastern Park



Geelong 28 – Manny



Geelong 28 at Rees Farm



Geelong 28 arriving in Canberra

Sent 5/4/22
in TW May 2022

The Geelong Tramways in the early Company days

Warrington Cameron

The phone rang one day in the summer of 1991. It was Keith Kings, then Chair of the Tramway Museum Society of Victoria (TMSV), asking whether I would be interested in acquiring one of Geelong's original trams that was at a farm on the Bellarine Peninsula. After a quick visit to meet him there I said "yes". The tram, No.2, been under cover for most of its 35 years, as had been No.9 which had gone to the TMSV several years earlier. No.2 soon arrived in Canberra, the plan being for it to become our children's cubby house. Having spent most of my first 18 years living in that great Geelong tramway street in Newtown, Retreat Road, I felt confident to proceed with sprucing it up a little. But things got out of hand as you'll see.

The Geelong Tramways were opened with great fanfare in March 1912. Five years earlier The Electric Lighting and Traction Company of Australia, suppliers of Geelong's and some of Melbourne's power, had proposed a tramway scheme with lines to be built from the Railway Station and Moorabool Street wharf through the Town of Geelong and Boroughs of West Geelong, and Newtown and Chilwell to termini at the Barwon Bridge, Church Street and West Melbourne Road (now Shannon Avenue) respectively. The scheme was formally approved by an Order in Council in October 1909 with the proviso that the South line could not be constructed until the consent of the Victoria Railways Commissioners was obtained. It was finally opened in December 1913. The story behind what led to this and other delays prior to 1912 in bringing trams to Geelong makes for interesting reading elsewhere¹.

The Company, in the meantime renamed The Melbourne Electric Supply Company (MESCo), was granted a 30 year lease, free of charge but at its own financial risk. Each tramcar had to be fitted with three brakes: "a wheel handbrake, a slipper of track brake gripping the rails and a rheostatic electric emergency brake"². Cars were to travel no faster than 15 mph. The only other safety measure that was specified applied to turns into and out of Pleasant Street, Newtown. Cars were required to stop before both of the turns and conductors, after having obtained a full view of traffic in Pleasant Street, were to signal the driver as to whether it was safe to proceed. It is little wonder that the Newtown line was rerouted with only one right angle turn via an extension of Aphrasia Street eastwards two years later. [Fig.1]

The Company proposed to run eight cars of the combination type, "in consequence of the very variable climatic conditions of Australia [and] have found such favour throughout the country,"³ with an unspecified number of open cross-bench trailers to cope with "rushes of traffic" and two buses for a sparsely settled route to the Eastern Cemetery. In the end the Company ordered seven tramcars, four trailers and three buses.

It became obvious by August of 1912 that more trams would be needed, so the Company ordered a further three combination cars from their builder Duncan & Fraser of Adelaide who at that time must have been rather busy building trams to five different designs for the Prahran & Malvern Tramways Trust (P&MTT). Delivery was delayed and the three new trams did not enter service until early 1915. As an interim measure the Company decided to motorise two of the trailers, rebranding them, with deference to the southern Victorian climate, as 'summer cars', numbered out of sequence as 11 and 12, in time for service on the new South line. Amazingly, all ten of the combination cars lasted until the close of the single generation system in 1956, each with over a million miles to its credit. The trailers and summer cars were dismantled in 1928.

¹ TW April 1976, TW April 1981, TW Feb 1999, *Last Tram at 11* (Bill Scott, 2008), *Fares Please*, Oct and Dec 2021, and newspapers of the day, especially the *Geelong Advertiser* and *Geelong Times*.

² Later there was the following assurance: "nervous passengers can sit back in peace feeling that accidents with a bolting car are a practical impossibility. [compared with horse travel!] *Geelong Advertiser* 15/3/1912.

³ *Geelong Advertiser*, 15/7/1907. The saloon type car pictured four days earlier in *News of the Week* magazine (see *Last Tram at 11*, p.149) was not referred to again.

Using trailers presents difficulties at the termini. With a single track, a loop just before the terminus is the simplest solution, as can be just made out in an old photograph of the South terminus. The trailer is left in the loop, the tram goes ahead and does a double reverse to pick up the trailer. A double track or 'Y' layout⁴ at the terminus could have worked only if the trailer were pushed onto the adjacent track, or by allowing gravity to do the job. The latter was definitely not the case for the uphill Newtown terminus! Where double track led to the terminus (after 1914 to the Wharf and Station), a crossover before the final single track stub would have been the likely solution - other than relying on muscly conductors on those fortunately level termini to manoeuvre the trailers.

For the first 12 years of operation adult 'through' fares were 3d for any distance along any tram or bus route between any of the four suburban termini and the railway station or wharf. Children under 12 were half fare. Pre-purchased 2d section tickets were available for shorter journeys; there were two sections on each of the four routes. In 1917 a penny section was introduced for travel between the station or wharf and Ryrie Street. Until 1924 all tickets were of relatively thick card, with destinations, except for East Geelong, shown as streets, and bell punched by conductors. [Fig 2].

The design of Geelong's 4-wheel California combination cars differed in several ways from that of the 120 supplied by Duncan & Fraser to Adelaide and Melbourne over the previous three years. The latter cars had drop ends and effectively were copies of two cars imported in prefabricated condition in 1906 from the J.G.Brill Company of Philadelphia for the Victorian Railways' Brighton line. The ten D&F cars had the standard 33in wheels but, unusually, an 8ft wheelbase. Straight sills meant higher steps but this was mitigated to some extent by the choice of a truck with lower top chords, and intending passengers were assured that "special efforts were made towards keeping the steps as low as possible"⁵ But not all that low: about 28in for the two steps into the cars compared with 25in for the drop end ones.

The timber in the Melbourne and Adelaide cars was mainly American White Ash and the reversible saloon seats and trucks were Brill's. The Geelong cars by contrast had straight sills, their structural timbers were Australian (Crow's ash and Silky Oak) and trucks of British origin. The cars were 12in taller than their American counterparts, in keeping with the higher overhead (British standard maximum 20ft compared with 18ft 6in in Melbourne).

It is no surprise that the MESCo ordered Brush trucks. Two private companies operated power plants in the Melbourne suburb of Richmond in the 1890s and, to expand their growing businesses, entered into a contract with the Brush Electrical Engineering Company of Loughborough, England for the purchase of their Melbourne undertakings in 1899. The now consolidated company named The Electric Lighting and Traction Company of Australia Limited and registered in London, built the power plant for Geelong in 1901 in Corio Terrace, with Brush alternators for the steam driven dynamos. The trams were equipped with Brush trucks and braking systems and British Westinghouse electrical equipment.

The narrower saloon sections may have influenced the Company's choice of tip-over seats: Hale and Kilburn compared with the slightly wider Brill "Winner" type⁶. [Fig.3] Other details were unusual in four wheel trams of the time, for example the saloon windows opened upwards, making them easier and safer for passengers to operate, the saloon doors were double and could be opened easily by pulling only one of the handles, and the backs of the transverse seats on the platforms were fixed rather than tip-over so that they then could have proper arm rests that also helped the less spritely passengers board and disembark.

⁴ *Trolley Wire*, April 1976. *History of the Geelong Electric Tramways* (Dave O'Neil, 1994)

⁵ *Geelong Advertiser*, 15/3/1912

⁶ two Hale and Kilburn seats were rescued from Malvern Depot in the 1960s by Keith Kings who told me he thought they came from Geelong's Duncan & Fraser cars. He was right: the unique pattern of screw holes matched those under the malthoid in Car 2.

The end destination boxes were equipped with four coloured 'night' lights by mid-1914, including one for the East route. When the car's lighting circuit was on all four globes were lit and, to display a particular one, the other three were covered by hinged metal doors between the globes and signal glass, opened and shut by simple mechanical devices identical to car bonnet openers. Setting the destination in a box mounted on the roof was a hazardous operation in those days as it meant putting one foot in a stirrup on the bumper and reaching up to the roof. With the new boxes Geelong solved this problem in a clever way: between a reel fastened to a vertical rod that turned mitre wheels in the box (changing the destination) was a tape that was kept taut by a sprung second reel. The position of each destination was marked on the tape and read against a vertical wire. Half way through the destination roll the tape wound back on itself so that there were two sets of destinations marked on the tape. That way an excessively strong spring was not needed in the second reel. [Fig. 4]

If you happen to have a tram in your backyard one thing to be decided early on is what colour to paint it. Until the 1990s Geelong's MESCo cars were thought to have been red like Victoria's other five electric tramway systems' cars were in 1912. Accordingly they were painted as such in the Cavalcade of Transport mural in Melbourne's Southern Cross station (1978) and in the later restoration of Birney car 15 in Bendigo. Keith Kings remained non-committal, quite rightly pointing out that "details of the MESCo livery are not available"⁷. I think they were, but in a subtle way.

On opening day the three tramcars first to enter each of Geelong's three municipalities were decorated profusely with paper flowers in different colours for each municipality. There was a fourth tram in the convoy which was set aside for the Company's official guests "embellished in green and yellow, ivy leaves and natural flowers"⁸ and driven by the resident engineer's sister. It would be fair to assume that green and yellow were MESCo's fleet colours. Supporting evidence lies in the colour of the Muranese glass windows in the clerestory. Those covered over by wood in the early years at the ends of the clerestory roof (because glass there cracked easily) are green, as all clerestory windows in Geelong's Duncan & Fraser cars were at the close. Finally, the colour of the paint applied over the white lead primer but under many layers of varnish and paint on the outside of the saloon partitions above the doors was identified as Olive Drab, a British Standard colour similar to Middle Bronze Green.

The yellow proved more of a challenge due to the tendency of yellows to fade. The lowest coat on the decorative panels at the front sides of the motorman's bulkhead turned out to be a rather dirty lemon shade. [Fig.5] The nearest colour to that was Solver's Lemon Chrome with a touch of red and brown tint. The green and yellow colours accord with a 1924 memorandum on painting the new Birney cars unearthed by Bill Scott (2008, p.165) ten years after I had begun to paint Geelong No.2. I think it very unlikely that the Birney cars would have been painted green to distinguish them from the Duncan & Fraser cars. Who would choose green windows for a red tram?

There were no colour photographs available of the fleet numbers. As luck would have it, my Grade 2 teacher, daughter of the designer of Geelong's unique neon bar traffic lights and custodian of retired tram No.26, put me in touch with Tal Searle, painter of Geelong's tramcars and destination rolls for many years. His elegant sketch provided the answer. [Fig 6]

When you read early newspaper articles about Geelong's tramways one thing particularly stands out: the confidence the MESCo placed in its engineer in charge, Gilbert Jobbins.[Fig.7] Appointed in 1904 at the age of 26, he was both the advocate for and person ultimately responsible at the

⁷ Destination Eaglehawk, p.39. and in later discussions.

⁸ *Geelong Times*, 15/3/12, and a slightly different description in the *Geelong Advertiser*: "the Company's car was a modest decoration in green and gold"

local level for the tramway scheme and its implementation down to the finest detail. Because of his expertise and interest, most likely it was he who chose those aspects of the design of the tramcars and infrastructure that made Geelong's system unique in Victoria. Clearly the Company's direct relationship with one of England's major suppliers of electrical equipment for industry was a considerable boon, one that the other Victorian tramway operators did not have.

I thank Roger Greenwood for his suggestions for improving the article.

FIGURES

Fig. 1. Car 1 turns from Pakington Street into Retreat Road, Newtown in June 1914. The new track going straight ahead in Pakington Street is laid on concrete stringers but around the corner in Aphrasia Street photographs show the new track being laid on wooden sleepers that gradually replaced the stringer construction over the following 10 years. Courtesy Geelong Heritage Centre.

Fig. 2. 3d. 'through' tickets: early bell punched card (left) and later 'nipped' paper ticket (right). The Newtown-West run had a special position on the tickets as Newtown did not have its own shopping centre. The buses were fully integrated with the tramways.
Below: 2d. pre-purchased 'section' ticket with details of the individual sections.

Fig. 3. Interiors of the Duncan and Fraser cars before and after conversion to one-man operation in 1935. Reconstructed car 2 (left) and a Keith Kings photograph at the depot in 1955 (right), courtesy Roger Greenwood.

Fig. 4. Left: Setting the end destination. Shows GARDEN S^T if wound in one direction and 'CITY' (with a little more turn) in the other.
Right: An interpretation of the destination roll in use from 1914 to 1922.

Fig. 5. Rubbed back floral motif on the wooden side panels of the motorman's bulkhead. These decorations were carried on all single truck cars with the exception of the Birneys until 1949-51.

Fig. 6. Sketch from which the numbers were painted on car 2's aprons.

Fig. 7. Photo from an article in the *Geelong Times*, 15/3/1912. State Library of Victoria.

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As early as 1915 the decision was made to electrify the East Geelong route⁹ but it could not be completed until 1923 until "steam train rail" (T-) manufactured in Australia was available as a substitute for grooved rail from America which, for the period immediately after the Great War became prohibitively expensive. The Company's resident Engineer-in-Charge, Mr Jobbins, dealt with enquiries from members of the public concerned that the stacked rails had no grooves by asserting that they "were more suitable as grooved rail is continually choked with street litter."¹⁰ A stub terminus was provided in Ryrie Street immediately east of Garden Street to cater for football crowds coming from Corio Oval, a healthy half mile walk away [Fig 5].

Twelve miles of track in two years' time! So proclaimed the local press in November 1922, quoting The Melbourne Electric Supply Company's manager in Geelong, Mr G G Jobbins¹¹. The 12 miles effectively doubled the route mileage existing at the time and included the electrification of the motor bus service to East Geelong. The program consisted of the extending the South route to Belmont, a new route to North Geelong and duplication of the tracks in Ryrie and Aberdeen Streets and a foreshadowed extension south along Pakington Street to Chilwell. New industries were being set up in Geelong, there was confidence in the air and the MESC had recently increased its power generation capacity 50-fold (and its potential revenue generation also).

There was to be a complete restructure of the route and fare system involving the creation of a Tramway Centre at intersection of Moorabool and Ryrie Streets and the introduction of fare sections radiating from there. Penny sections were announced to the delight of passengers and were claimed to be the first in Australia (Fig.7). This scheme was introduced in September 1924, along with two Birney Safety cars for the South and Newtown routes but with two variations otormen isolated and longitudinal seating.

Further, six new cars were to be ordered with longitudinal seats, and that people in the front and rear would be sheltered from the wind and rain. The original trailers did not survive the '20s: The truck from Car 11 was used for the new track cleaner that arrived as a trailer in 1924 and began service in 1926. No.12 and the two remaining trailers were dismantled in 1928 after the purchase of seven more combination cars from Melbourne.

Fig. Car 1 turns into ~~Rehman Rd~~ from Pakington St into Rehman Rd, Newtown in early 1914. The new track, laid on concrete stringers go straight ahead in Pakington St. ~~Just ahead~~ In Aphrasia St the new track is being laid on wooden sleepers ~~which~~ that gradually replaced the original stringer construction over the following 10 years.

Fig 2 3d 'through' tickets: ~~left: Early~~ Well punched card (left), ~~paper ticket~~ ^{later possibly 1924-7} ~~and 'nipped' paper (R)~~ below: 2d 'section' ticket with details of the ~~journey~~ ^{showing date} prepurchased

Fig 3: Interviews of ~~Car 2 restored Car 2~~ and the D&F cars before and after ~~conversion~~ ^{conversion} to one-man operation (Car 2 and Keith Kips photograph, 1955)

Fig 4

⁹ Ibid 25/8/1915

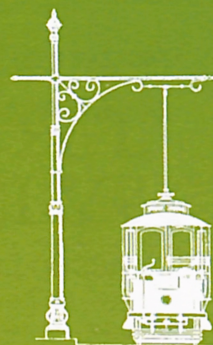
¹⁰ Ibid 8/4/1922. The track cleaner arrived as a trailer in 1924 and was finally put in service in May 1926.

¹¹ Geelong Advertiser,

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In this issue

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- The Manly Ferry 'Baragoola' 1922-1983
- Journey Back to Nostalgia

Geelong tram coming to Ballarat

FARES PLEASE!

April 2019

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News from the Ballarat Tramway Museum

The 2019 Floral Tram



The Mayor of Ballarat, Cr. Samantha McIntosh, launches the 2019 Floral Tram, with Pamela Waugh, Violet Jones, Alice Mong, Matilda Jones, Danika Waugh, and Sadie Jones. Photo: Lachlan Waugh

Inside:

The Geelong Tram

The President's Report

Vale Keith Kings

FARES PLEASE!

October 2020

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News from the Ballarat Tramway Museum

Geelong No. 2 arrives in Ballarat



Photos: Alastair Reither



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GEELONG'S TRAMWAYS

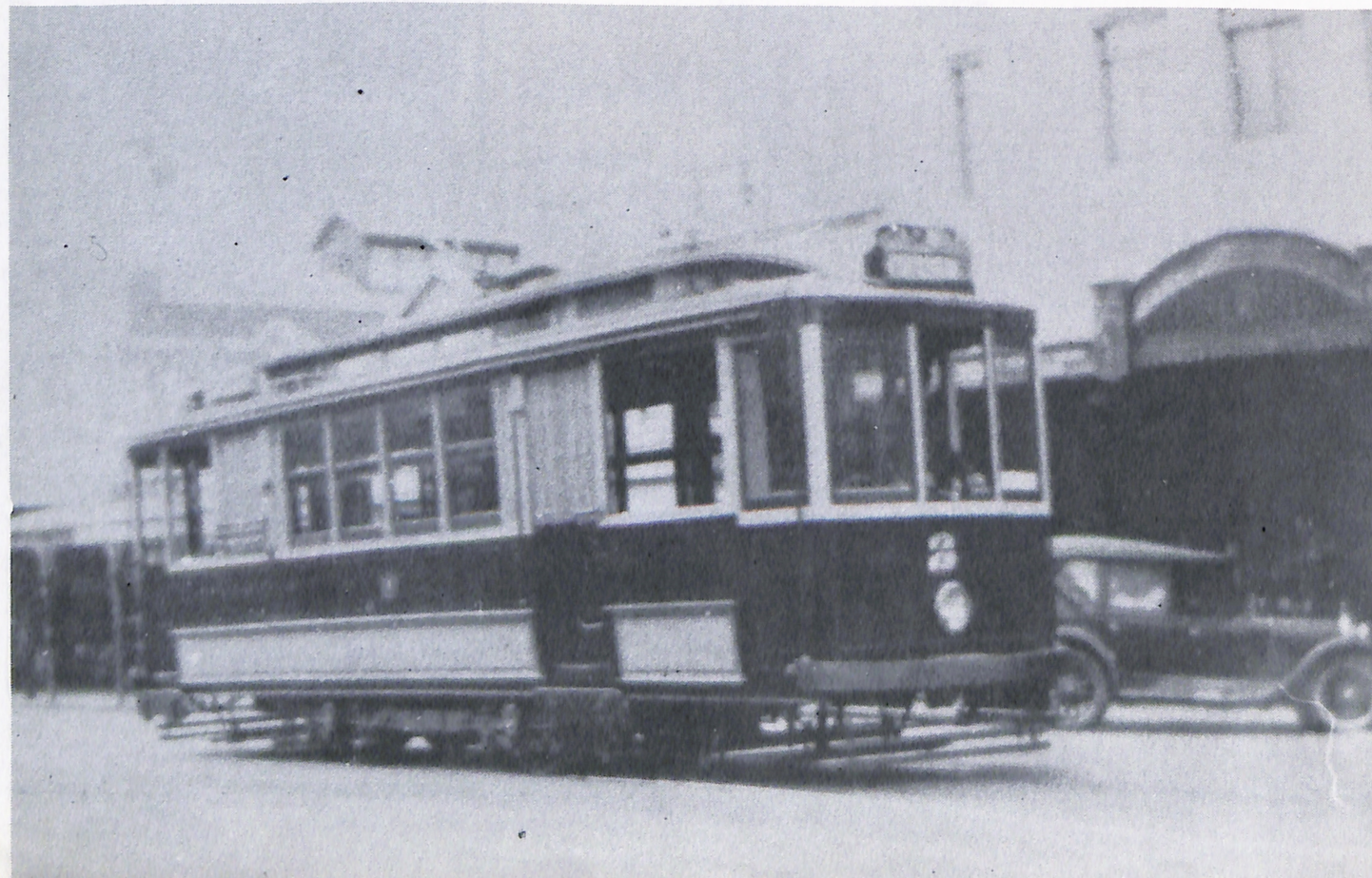
By John M. Moore

Branch Tramways Superintended 1952-6

The Melbourne Electric Supply Company began production and distribution of electricity in Geelong on May 3, 1901. Later in the same year street lighting was successfully introduced to replace the gas lighting which had been in operation since 1861. Public interest was so stimulated that by 1904 approaches were being made to the company regarding the possibility of introducing an electric tramway system.

The company was not happy at the prospect of setting up a system of electric traction for a population of approximately 25,000 people when advice from England and the Continent advocated that a minimum population of 50,000 was required to ensure the financial success of a tramway undertaking. At this time the people of Geelong were being transported from the city to the suburbs in double decker horse-drawn buses. In the winter time these vehicles, due to the very muddy conditions, were strewn with fresh smelling straw each day for the passengers' comfort. The majority of these vehicles at the turn of the century were operated by Cobb and Co., which is remembered for its famous coach services to the goldfields of Ballarat and Bendigo. Many stirring stories are recorded in the history of Victoria of their early conquests of the rough bush tracks, overcoming the obstacles of bushfires, floods, landslides and bushrangers.

Geelong No. 3 trundles through the City in its pre-war colour scheme.



Mr. Alexander Dawson, one of the principals of the original company, resigned as resident engineer and was succeeded on March 19, 1904, by Mr. G. G. Jobbins. Mr. Jobbins soon established himself as one of Geelong's leading citizens, and was elected to the council of the Geelong Chamber of Commerce in 1905. The quality of his 23 years' management of the Geelong Electricity supply and tramways throughout practically the whole period of its pioneering and development days, is to be measured by the high standard and excellent shape of these undertakings when they eventually came under the control of the State Electricity Commission in 1930. Mr. Jobbins capped off a brilliant career by eventually becoming the Engineer and Manager of Electricity Supply Department, Melbourne, and finally Chairman of the State Electricity Commission of Victoria.

In 1907 the company became party to a preliminary agreement with the Geelong municipalities, Town of Geelong, Boroughs of Newtown and Chilwell, Geelong West and the Shire of South Barwon. This was signed on January 27, 1907. Application was then made to the Government under regulations provided under "Construction of Tramways Amendment Act, 1883, Act 47 Victoria No. 786 Section 51, and of the Tramways Act,

1890". As this particular Act had been designed to suit the special requirements of the Melbourne cable trams, it took several months for the necessary alterations of the engineering features to be suitably amended and included.

On May 29, 1907, Messrs. Harwood and Pincott, Solicitors for the Council, had drawn up an agreement which provided for a £200 deposit of good faith with a further guarantee of £300 that work on the new tramway system would be commenced by the M.E.S. Company and run uninterrupted so that within a period of 2½ years, the trams would commence running to the satisfaction of the councils concerned. The period of franchise granted was 30 years.

This original document was signed by the Mayor of Geelong, T. E. Bostock; Mayor of Newtown and Chilwell, H. Blomfield-Brown; Mayor of Geelong West, Robert W. Dalton; and the President of the South Barwon Shire, A. G. White, with their respective Town Clerks.

The local newspapers featured the contents of the agreement on June 15, 1907, a summary of the most important clauses being:

Cars would proceed between West Geelong or Newtown to the station or wharf to deal with Rail or Boat traffic.

RAY PEARSON

A service would be in operation on all routes from 7.00 a.m. to 11.00 p.m. and a minimum service of 15 minutes would be maintained during the busiest part of the day, thus giving from Station or Wharf a 5 min. headway or 12 cars per hour, in addition to the pioneer service which would be run by buses on East Geelong.

Through fare 3d. with transfers, two penny, and penny half-penny sections. Children half fare, with at least one working man's car to run before 7.30 a.m., a threepenny ticket entitling bearer to a return journey over the same route at any time during the day. The tram routes shall be brilliantly lit by arc lamps similar to Melbourne tramways.

The tram rails will be laid on concrete as at Bendigo and Ballarat. The road surface between the rails and for 18 inches each side to be maintained by the Company.

Subsequently the principal agreement was signed on July 27, 1908, with amendments and variations on July 27, 1909, May 25, 1910, and March 6, 1910.

The newspapers started a controversy fed by a certain section of the public which advocated petrol buses, and offers soon came from individuals who were prepared to operate them. This controversy reached a climax in 1909 when to put the case completely to the community the M.E.S. Company commissioned Messrs. Henwood and Dancey, printers, to publish a 29-page brochure containing the facts motor buses versus the electric tramways in which the company (which by this time had all preparations made to introduce a tramway system) declared itself in favour of the electric trams.

Work on the tracks commenced in 1911 and orders for seven trams given to Messrs. Duncan and Fraser, South Australia. These were single truck type, Duncan and Fraser body on Brush trucks with Metro-Vickers electrical system. They arrived in Geelong by train in packages and were assembled at the Geelong depot; they were numbered from 1 to 7. Four trailers for these cars were purchased at the same time and numbered 1 to 4, these were attached to the trams at peak loading time and doubled the capacity of the loading.

The depot was laid out to accommodate these vehicles and tracks No. 1 and No. 2 were made, the trams being assembled on the west side against the brick wall of Blakiston's garage, which was at that time Walker's horse stables. Walker up to that time ran the service with horse drawn carriages to Newtown.

Mr. Tilbury H. Thomas, who had tramway experience in Durban, South Africa, and was engaged with the North Melbourne Electric Light and Tramway Trust as Superintendent, transferred to Geelong in June, 1911, as Tramways Superintendent. He prepared the first roster for the West and Newtown services to run to Station or Wharf as required and also for the East bus service, which was run with Milnes-Daimler petrol buses, three of which had been imported direct from Germany. Mr. Thomas continued

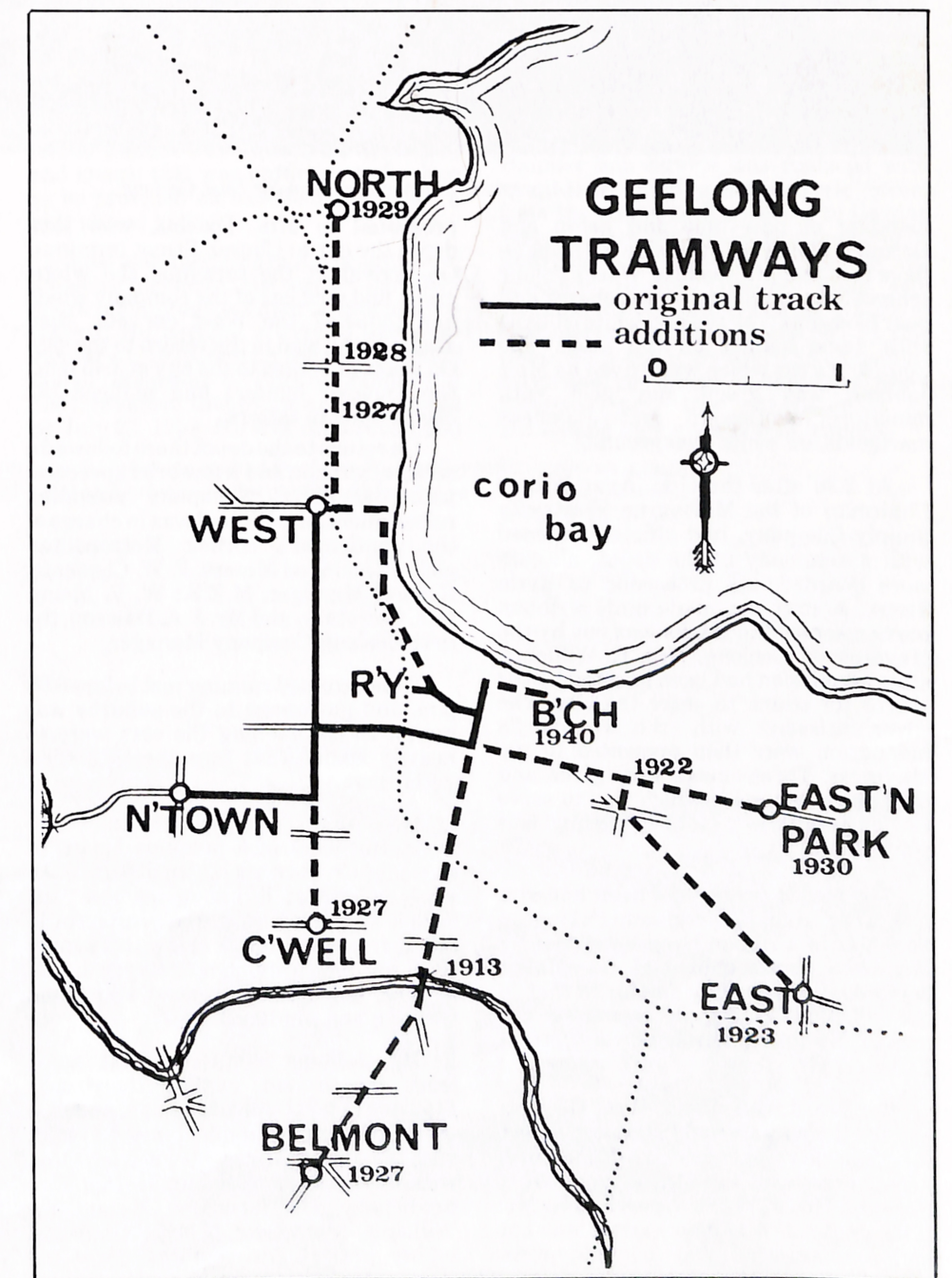
with the M.E.S. Company and remained in charge of tramways operations when the Commission took over the branch in 1930. He was transferred to Melbourne in 1936 as Tramway Superintendent of Geelong, Ballarat and Bendigo Tramways, and on retirement in 1950 his association with tramways had covered a period of 48 years. On retirement as Tramway Superintendent, he was succeeded by Mr. Mawby, who had previously been D.T.S. at Ballarat.

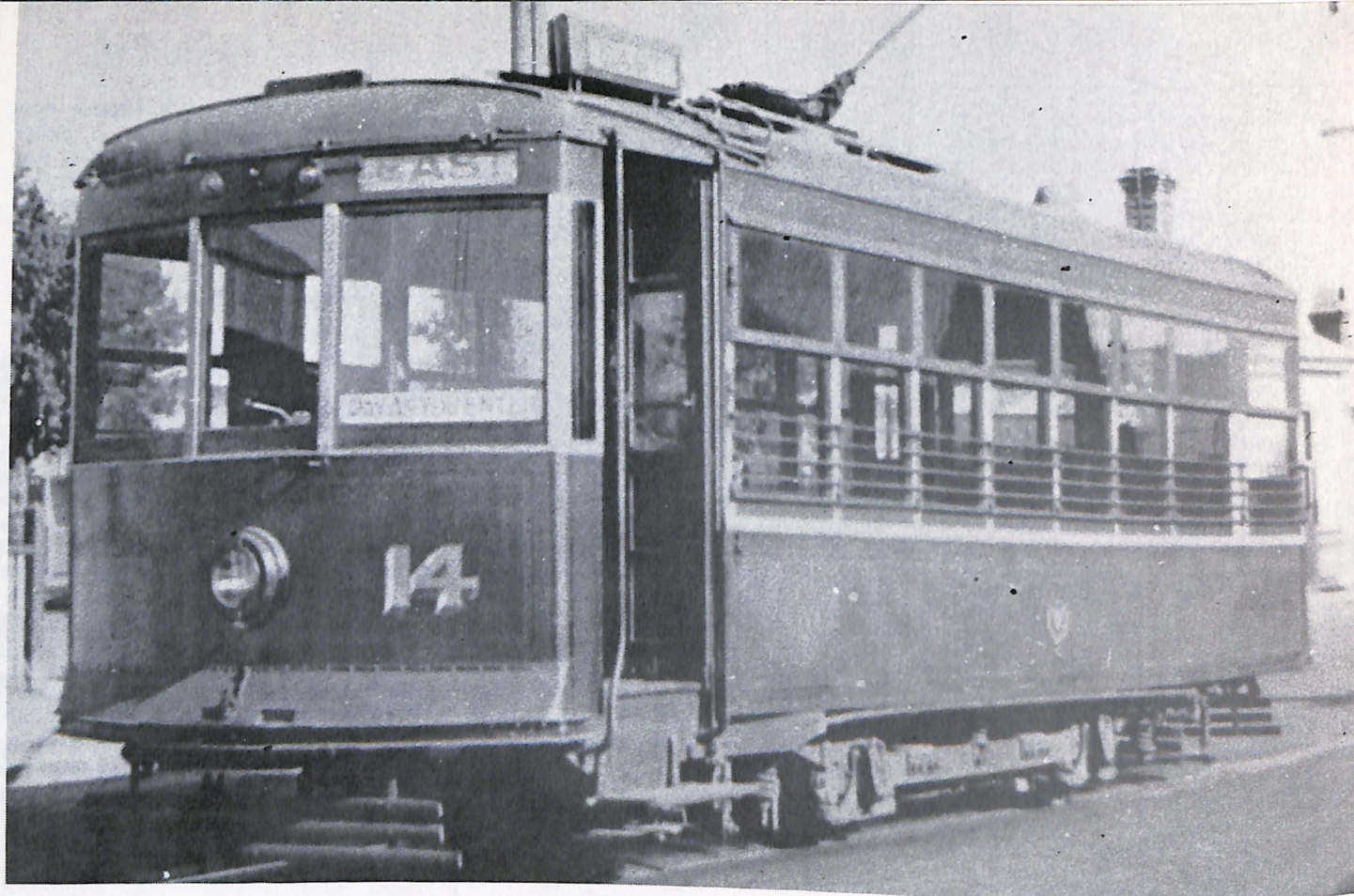
The cars were assembled and the trucks completed by January, 1912, and after trials had been made, all preparations were finalised to commence services. The tracks had been laid with 90lb. British standard grooved rail on concrete foundations. The overhead supply was provided at 550 V.D.C. through 3/0 S.W.G. grooved copper trolley wire which was supported by steel centre poles in the heart of the city, and by wooden span poles over the remaining part of the system. Track telephones provided a direct link to the depot and a £5

per year Commonwealth licence was necessary to operate them. A Baker electric lorry was purchased, which was operated by large batteries and used by the supervisors for many years on supervision and repair work. The chassis of this old vehicle was made into a trailer, still being used by the Distribution department, carrying oil for the transformer refills.

For the official opening on 14th March, 1912, Geelong declared a gala day, shops liberated their staff, school children received a half holiday and the crowd which thronged the city was enormous (Geelong's population was about 25,000 at that time).

The four cars which made the circuit of the routes were gaily decorated by the respective official women's organisations from each Council. The Geelong city car carried the coat of arms and latticed streamers along the side; all ornamentation was made in artificial paper flowers. Newtown and Chilwell had





Birney No. 14 prepares to leave Newtown for East Geelong.

blending of pale blue and green and Borough names on each side with silken flags fore and aft. Geelong West's colour scheme was in red and white, cherry and pear blossoms with red and white ribbons with name badges on the sides. The Company's car which was driven by Miss Jobbins was green and gold with miniature sunflowers and Japanese marigolds, on white background.

At 2.30 after the Hon. Agar Wynne Chairman of the Melbourne Electricity Supply Company, had officially opened with a ceremony at the depot, all cars were boarded and proceeded to Ryrie Street. A stop was made until a ribbon barrier across the tracks was cut by the Mayoress of Geelong, Mrs. R. Williams, after permission had been granted by the Mayor for trams to enter the city. The silver scissors with the company's monogram were then presented to the Mayoress. Three cheers were given and the tramway service which was to serve Geelong faithfully for 44 years had commenced.

The Newtown car had been halted a few yards around the corner in Pakington Street until a ribbon barrier was cut by Mayoress Clutterbuck and the Mayor performed a ceremony similar to that in the city. Mrs. Clutterbuck then drove the car to Newtown terminus via Retreat Road.

Car No. 4, the official West Geelong car, led the way around Pakington Street junction where it proceeded to Villamanta Street driven by the Mayoress of West Geelong, Mrs. Dickins, supervised by Mr. G. G. Jobbins. A ribbon barrier was cut and the scissors and bouquet were

presented to Mrs. Dickins, who then drove the car to Church Street terminus. On arrival at the terminus the white, green and gold car of the company which had followed the West car out, then assumed the lead in the return to the city. On the cars' return to the city at 3.45 p.m., the souvenir hunters had reduced the decorations to tatters.

On return to the depot there followed a social afternoon and a few brief speeches, with the A.B.C. Company providing refreshment. Mr. Rintoul was in charge of the gentlemen's corner. Metropolitan visitors included Messrs. F. W. Clements, General Manager, M.E.S.; W. V. Mountain, Secretary, and Mr. J. A. Dawson, the first Geelong Company Manager.

Cars resumed running just before 6.00 p.m. and patronage to the suburbs was heavy. In the evening the cars were so heavily loaded that fare checkers were withdrawn.

Mr. Agar Wynne mentioned the wonderful work of a previous Mayor of Geelong, Cr. Bostock. he had performed what in cricket is known as the "hat trick", as during the three-year term in office, trams, sewerage and water supply were brought prominently forward, and he was, indeed, the greatest statesman Geelong had produced.

Mr. Jobbins mentioned that apart from the parent capital there was £150,000 in local share holdings, and that there were 2,000 applications for work with the company, many being from those wishing to settle in Geelong; he therefore predicted a great future for Geelong. Mr. Williams, Secretary of the Company, highly praised Mr. Jobbins' part and

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congratulated him on the successful opening of the tramway services.

The original staff comprised 10 motormen, 10 conductors and 2 bus drivers and Mr. T. Thomas, superintendent. Mr. W. White was elevated from Motorman to Traffic Inspector on May 22, 1912, and in 1936, when Mr. Thomas transferred to Melbourne office, S.E.C., as Tramways Superintendent, Mr. White became Superintendent in Geelong, a position he held until retiring on July 31, 1938. The two bus drivers, Will Hambling and Charles Stafford, were the drivers who opened up the East bus service from the Station or Wharf via Ryrie and Garden Streets to McKillop Street and Ormond Road corner; they were employed at one shilling per hour. This service, which commenced simultaneously with the West and Newtown tram service on Thursday, March 14, 1912, was run with the three Milnes-Daimler solid rubber tyre buses, which had been imported direct from Germany by the Company. Two buses were used in peak periods, one bus during the day. Meal reliefs were done by Mr. White, Inspector, from 11.00 a.m. to 12.00 and 5.00 to 6.00 p.m. The only incident of the opening day was provided by one of the buses striking an overhanging limb, slightly damaging the canopy.

An amusing story which happened later on is related regarding one of the drivers failing to return until 1.30 p.m. When Mr. White asked where he had been, he stated that he was at Richardson's auction buying a beautiful cow, then five minutes before the cow was auctioned he suddenly remembered he should have relieved the Inspector and did not wait to put a bid.

The buses ran several routes to determine where the best loading lay, and at one time ran along Malop Street. They continued in service until replaced by electric traction in 1922. The buses were very unpopular with the non-passenger public. The solid rubber tyres cut into the road surfaces, which were not sealed in those days; with noisy exhausts and accompanied by a pall of dust, they frightened every horse in the district. The eastern suburb was only sparsely settled in those days.

When the buses were dismantled the bodies fell to pieces and the chassis were sold to Blakiston and Company for trailers. The buses were housed where the coal yard elevators later were, and were filled twice a day when in service, a total of 104 miles daily being run and using 28 gallons of "Pratts" benzine, which came in 4 gallon tins requiring a store to be kept on hand; each tin was test weighed at 28lbs. Any deficiencies were claimed for.

After opposition from the Victorian Railways had been overcome, work commenced early in 1913 on the tracks along Moorabool Street to the north side of Barwon Bridge, engineering difficulties of crossing the railway tracks at Carr Street being finally overcome by the Company paying the Railways Department £15,000 towards the viaduct and embankment for the railway crossing.

At this stage a further six conductors, five motormen and one motor bus relief driver were employed ready for the opening of the service on December 11, 1913. A lot of track material had been on hand for this work, having been ordered in anticipation of further development.

Mr. Vic Phipps was employed as shedman in April, 1913, having had previous experience with the North Melbourne Electric Light and Tramway Trust; he graduated to Depot Foreman in 1915 and served in that capacity until retirement in 1953.

As the loading developed on the existing routes three more Duncan and Fraser cars similar to the first batch arrived and were assembled in the depot, being numbered 8, 9 and 10. Work commenced on trailers numbered 1 and 4 to convert them into open type (toast rack) cars; these when finished, were numbered 11 and 12. Two additional track roads, Nos. 3 and 4, were made in the depot to accommodate the increasing fleet, now a total of 12 trams, 2 trailers and 3 buses.

An amusing incident occurred during the conversion of No. 4 trailer into a tram — one of the 6" x 4" running bearers had to be sawn half through. The carpenter did not know that a motorman, one Jack Pender, had got underneath the vehicle and, grasping the saw with a pair of pliers, retarded the operator, who soon knocked up, declaring it the toughest wood he had ever encountered. Several others tried with their own saws until finally Pender was located on his hands and knees; this was unfortunate for him as he provided an excellent target for a well placed kick.

This man provided many original and amusing incidents. He was an excellent sport, playing competition cricket until he retired. He became a Traffic Inspector January 1, 1929, and on the retirement of Senior Inspector S. Ball on January 1, 1941, assumed that office until he retired on July 23, 1952. He was then succeeded

as Senior Inspector by Traffic Inspector L. J. A. Hearne.

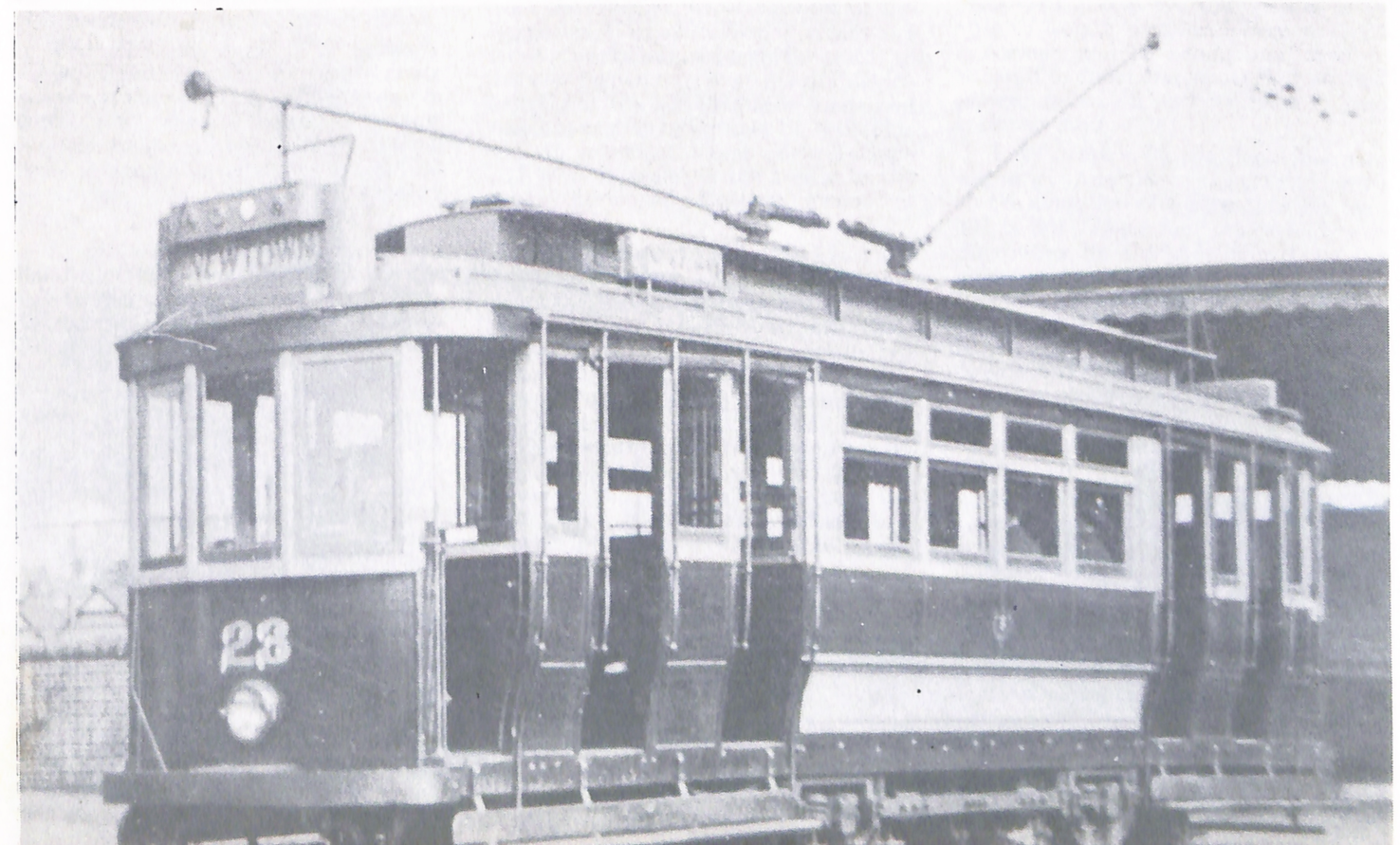
A trailer body was bought for £20 from the North Melbourne Company and was converted in Geelong into a cleaner car. The truck was made from trailer No. 11 converted for this purpose; this vehicle remained in service until March 26, 1956. In 1923, the converted bodies of 11 and 12 toast rack type were scrapped, Blakistons buying them for trailer units.

Two Birney safety cars were imported from America with Model 795 Brill Trucks. These cars incorporated the "dead man control", safety doors and electric braking. They came in large packing cases on which the company paid a total of £3000 duty, and were assembled in the depot, body work by Mr. Joe Wilks, foreman carpenter, and carpenter Tom Miller, the truck sections by Mr. V. Phipps, Depot Foreman.

In 1925, eight Pengeley cars numbered from 16 to 23 were purchased new in Adelaide. They comprised J. G. Brill E.B.I. Radiax trucks, Metro Vickers Electric Equipment, 55 h.p. motors, the wheels and axles being made by Thompson's Engineering Works, Castlemaine.

On October 12, 1922, the Milnes-Daimler bus service was replaced with tram cars, running along Ryrie Street from the corner of Moorabool to Garden Street. Work on tracks continued until February 3, 1923, when the service was extended to the Ormond Road and Boundary Road corner. The population of Geelong had increased to 36,500 by this time. With the arrival of the Pengeley cars, the converted trailer cars were scrapped and the chassis sold to Blakistons for conversion to trailers.

The big Pengeley's were unusual in having Radiax trucks and two trolley poles — rare on a single truck tram. Here No. 23 waits at the station for yet another A2 hauled passenger train to connect.
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Further extension into other suburbs was proposed and in the meantime each of the four routes in operation was developing so rapidly that more crews and cars were necessary.

Inspector W. White, who joined the service in February, 1912, was appointed Inspector on May 22, 1912. He was later to be Senior Inspector, 1935, and Tramway Superintendent, 1936; until retirement on July 31, 1938; he was reinforced by Edward (Ted) Jenkins as Assistant Inspector and S. Ball as Inspector. Mr. Ball had been an Assistant Inspector since 1916. He continued with the service and in 1938 became Senior Inspector, retiring on January 1, 1941.

During the period 1920 to 1922 new generation equipment with a much higher output was installed and the 600 feet twin conduit for cooling purposes was installed to the sea. The old original chimney from the Power House was demolished, and a new one built; the foundations were 20 feet into the ground and its height above was 165 feet. The base walls were 4 feet thick and the top section tapered to 9 inches, and due to the location of the boilers only the top 80 feet was used. The first Lunstrom Turbines (the condenser and bed weighing 16 tons) was pulled up to the pit by No. 10 cleaner car, and was pulled into the engine room with a snatch block and tackle.

No. 5 track was made late in 1923 and also the No. 2 depot established for repair and painting purposes. In 1925, seven "Meadow Bank" trams were bought second-hand from the Melbourne system. They were originally made in Sydney by the Meadow Bank Company on 21E trucks with Westinghouse electric equip-

ment and, after reconditioning, they were numbered from 24 to 30. After a period of service in Geelong 27, 28, 29 and 30 were transferred to Ballarat in January, 1936; this left 24, 25, 26 in Geelong. No. 25 was involved in two serious accidents, so was renumbered 28.

Some mention should be made of the decorated cars which ran on any State occasion; the most effective efforts being No. 12 car decorated to assist enlistment for the First World War. This car paraded all routes periodically with the City Band on board. No. 23 was then adapted to this purpose for all the following functions, namely King George V Coronation, the arrival of Duke of Edinburgh, Prince of Wales and other visitations including the Geelong West Diamond Jubilee, 1935. 396 globes were used, drawing 18 amperes. At the Geelong Centenary, 1938, this car had 500 globes and thousands of red poppies.

On August 18, 1926, the new concrete and steel bridge designed by Mr. H. P. Wood, Highway Engineer, C.R.B. was opened for traffic. In 1927, work commenced on the extension of the Belmont track from Barwon Bridge to Roslyn Road, a distance of 1.2 miles. This was completed at a cost of £7,000 and the service was opened on December 16, 1927. Mr. A. G. Cameron, the President of South Barwon Shire, officially opened the route and in company with his wife, drove the first car, No. 23, over the bridge to Belmont. When the Belmont route was closed on Sunday, March 25, 1956, it was the last tramway route to operate in Geelong. Mr. Cameron had both the honour and the pleasure of driving the last car to run over the bridge and the Belmont route.

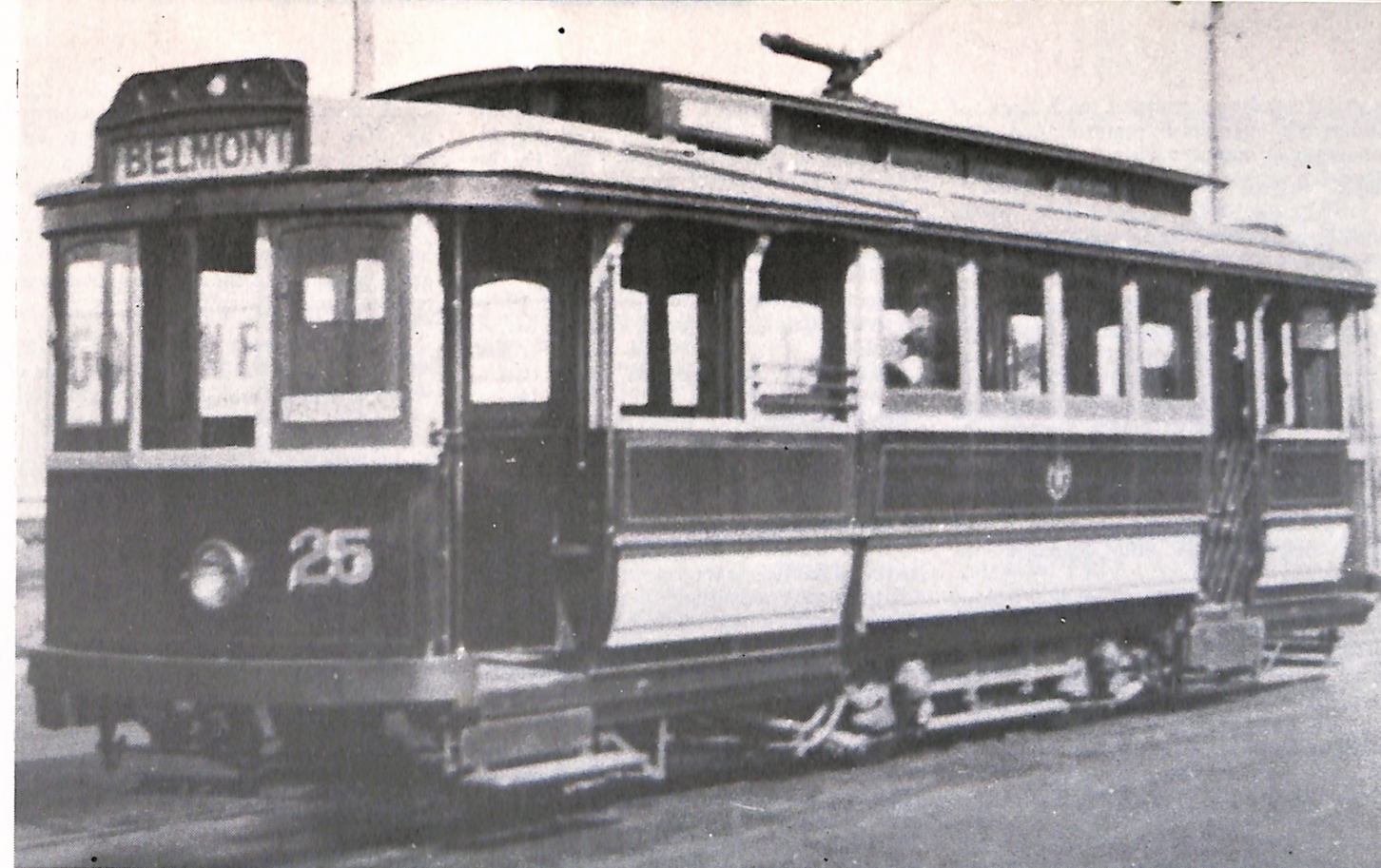
Moorabool Street was bustling with activity as No. 30 headed for Belmont.

Later in 1927 work commenced on widening the west side of High Street by 6 feet; this was completed in 1928 and had the effect of making the tram tracks off centre, with the result that many head and side on collisions were caused, making claims recovery very difficult. Mr. Stan Watson at this time was made Senior Revenue Clerk. He had commenced service as a conductor and transferred to the Revenue Office in 1917.

After three years' service with the A.I.F., he continued faithfully in that capacity until he retired in 1953.

The Belmont route was the first extension which occurred during the five year period from 1925 to September 30, 1930. Following the takeover by the State Electricity Commission, Mr. G. G. Jobbins remained as Manager in Geelong until 1927, when he transferred to the Melbourne Head Office of the M.E.S. Company as Engineer and Manager. He was succeeded by Mr. R. H. Meakin as Manager until he retired in 1937. Mr. H. N. Hornabrook then became Manager and served until his untimely death whilst on recreation leave in July, 1951. Mr. T. A. Farr, at that time Manager of Ballarat Branch, then transferred to the post.

In 1950 Mr. Tas. Gurr, M.E.S. Secretary, became the first Office Manager for the S.E.C. He retired in 1945, and was replaced by Mr. Allan C. Champion, previously Office Manager at the South Western Branch, who retired in March, 1953. This appointment was then held by Mr. W. R. Campigli, previously Office Manager in Ballarat. During the five-year period until the Geelong project came under the direct control of the State Electricity Commission of Victoria, the shareholders of the old company were guaranteed a certain profit.



Geelong No. 25 was an ex P & M.T.T. combination car. It was later renumbered 28 after two serious accidents.

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The extension along Pakington Street from Aphrasia Street to Fyans and Pakington Streets corner, 0.6 miles, was completed and opened on September 30, 1927. The route was called Chilwell but it actually ran in common with the Newtown route for 1.0 mile. Service cars usually passed on the Retreat Road loop. This loop was installed when the Newtown tram route was changed from Retreat Road and Pleasant Street to Aphrasia Street when the Council bought a vacant block of land on the south side of the Town Hall to allow Aphrasia Street to connect directly with Pakington Street.

The Chilwell route was through-routed to East Geelong with a 15-minute headway; this position was changed in March, 1952, when, with the introduction of modern rosters, it became an individual route serving alternately or to the best advantage, the Station or Eastern Beach.

Tracks were completed as far as Bell Parade, a distance of 1.82 miles, and the route opened for service on July 6, 1927. An extension along Melbourne Road to Victoria Street, 0.18 mile, was completed and operated from June 14, 1928. A further extension to Separation Street was completed on December 20, 1929. During the war years different bodies sought to force an extension to the northern industries, but technical difficulties of bridging the railway tracks, and the rapidly deteriorating overall condition of the tramway equipment, were sufficient not to justify this step.

North and Belmont routes were through-routed on the introduction of the North service and remained so until the services were terminated in March, 1956. Due to the unequal mileage, Belmont — 2.11 miles, North — 2.81, efficient

rostering was difficult. 20 minutes running time was given to each route, which was 5 minutes in excess of that required by the Belmont side. This resulted in the crews sitting for 5 minutes at the terminus and again at the City. This was corrected in March, 1952. The population had now reached 45,250 and approximately 3¼ million passengers were being carried yearly.

Opened on September 18, 1930, the Eastern Park route was purely an extension of 0.486 mile along Ryrie Street from the Garden Street turn-off of the East route. It was put down with rails and other material secured from the tracks to the wharf when they were lifted. Eastern Beach was the last extension made and was in operation by October 19, 1940. This was an extension along Corio Terrace 0.17 mile to assist beach traffic to the newly developed Eastern swimming beach.

In 1930, the city Council By-laws and Regulations were amended to comply with the 1928 Motor Omnibus Act and came into force in Geelong in June, 1931. Buses then operated on prescribed routes, to which the Commission's approval was necessary. Due to the rapid development shown in Geelong, applications for new and altered routes were frequent; this resulted in the old policy of no competition within 880 yards of the tram tracks to be generally reduced to a quarter of a mile, which was to be regarded as the tramway sphere of influence. This had the effect of a gradual encroachment by the bus operators on to previous tramway territory, despite frequent approaches to the Council to better police the by-law regarding the non picking up of passengers at the tram tracks on "in" trips, and similarly the non

setting down of passengers on the "out" trips. The operators continued this practice, causing heavy losses in tramway passengers.

Belmont route was equipped with track telephones in 1930-31 and the track was converted from concrete stringer to sleeper packed rail with agricultural under drains. 2,400 feet of overhead wire placed along the track defeated the severe electrolysis of the telephone cables. Kerley Street depot yard was completed and occupied in 1931. No. 3 Feeder was installed to boost the voltage and to be able to isolate sections. There were 34 motormen and 35 conductors, staff 9, substaff 5, depot employees 8, track and permanent way 9, and overhead 1; total tramway staff — 101.

In 1935, Mr. V. Phipps, depot foreman, was sent to Adelaide to inspect and report on the condition of 4 Birney safety cars 301 to 304. These four trams had been purchased by the Adelaide Tramway Trust at the same time as the M.E.S. imported the two to Geelong. They were purchased and numbered 27, 28, 29 and 30 and gave service until they were despatched to Bendigo when bogie cars were purchased from the M.M.T.B. Four Meadow Bank cars No. 27, 28, 29 and 30 had been despatched to Ballarat in 1935.

By 1940, with the general increase in passengers due to industry swinging into a war effort, plus petrol restrictions, a much heavier than usual loading was forced on to the tramways. The population had increased to 50,500 and the normal 3,500,000 passengers increased the first year of the war by 1,000,000 and from 1942 to 1948 a steady 6,500,000 passengers were carried yearly, the population having increased to 56,000. This

terrific loading, coupled with lack of materials, deferred maintenance and shortage of manpower wrote finish to the Geelong tramways services.

To cope with the loading which continued during the post-war years, ten maximum traction trams were purchased secondhand from the M.M.T.B. They arrived spasmodically and were numbered 31, 32, 33 and 34, arriving between January and December 1947; 35, 36 in 1948; 37, 38, 39 and 40 in 1951. They were Duncan and Fraser with Brill trucks and had seen service with the Board since 1914-15. No. 39 was converted for one man operation in 1953. The Union declared they would not operate it as such and as the necessity did not arise, it was not used for one man operation in Geelong.

In 1947 the American Birney Safety Cars Nos. 14, 15, 26, 27, 28 and 29 were sent to Bendigo, where some of the older cars were scrapped. In 1948 traffic experts found that, rather than renew and replan the whole of the tramway system, it would be better to operate a modern bus service. Looking at this decision in 1956 and considering a population of 85,000, just double the population of 1930, one cannot but wonder how the tramways bore the brunt of this period, particularly the post-war years. This indeed must speak volumes for the maintenance staff under Mr. F. Ponting, Works Superintendent.

At the conclusion of the services, all the trams were disposed of: Nos. 32, 33, 34, 35 and 36 maximum traction cars were sent to Bendigo by road, while 37, 39 and 40 were transported to Ballarat. Other cars were sold by tender after the trucks and other equipment had been salvaged for sale or disposal to the other branches.

Mr. W. McKinnon, who had joined the service in 1915 as a conductor and became maintenance foreman in 1924 at £6/5/0 per week, was made Senior Traffic Inspector in 1936 and he replaced Mr. W. White as Branch Tramways Superintendent in 1938. He retired on June 21, 1952. Mr. McKinnon was replaced by Mr. J. M. Moore, who had 14 years' experience with the M.M.T.B. On the completion of the takeover by the bus operators of the tramway routes on March 26, 1956, Mr. Moore transferred to private enterprise in Brisbane, Queensland.

Other staff appointments were: Mr. L. J. A. Hearne joined the service 1924, became Inspector in 1938, and was appointed Senior Inspector on August 28, 1952 in place of Mr. J. Pender. Mr. Hearne, on the closing of tramways, transferred to the "B" Power Station. North Geelong, as a clerk. Mr. R. E.

Fisher, who joined the service in 1927 (war service 1942-45), replaced Mr. E. Jenkins as Inspector in 1947 and on the closing of tramways was transferred to the Stores department. Mr. K. Atkins joined the service as assistant conductor at the age of 18 years, became motorman in 1927, relief inspector in 1947 and was appointed Inspector on February 1, 1951. He was transferred to office staff. Mr. J. McNeil, who joined in 1921 (relief inspector 1940, Inspector 1946), transferred to office staff. Mr. L. Smith joined March 26, 1933 (2 years war service in 1942), and replaced Mr. Hearne as Inspector November 3, 1952, also transferred to office staff.

All tramway staff with 20 years and over of service were retained within the Branch and assistance to secure outside employment was given to others who had not secured a position; this had the happy effect of all personnel being able to secure employment without loss of time.

The take-over of the routes began on January 9, when Trans-Otway buses commenced on the East and West routes, and Benders buses on the Chilwell route. This was achieved quietly and without any public statements other than the praise for the new service. On January 23, Eastern park was taken over by Trans-Otway, and the Newtown route by Benders Busways, with a similar result. On March 5, when the North route was taken over by Benders Busways, the public gave No. 6 — the last tram to run on North route on Sunday night, March 4 — quite a rousing farewell, with motor cars following the tram to the terminus, blowing horns, etc. A party of students from the Teachers' Training College, who rode out on the last trip, certainly livened things up.

The remaining route, Belmont, was taken over by Corio Bus Lines on Monday, March 26, 1956. On Sunday, March 25, No. 4, the first tram to run in Geelong, was chosen to make the last official trip in service with the closing of the Belmont route. To mark the occasion No. 4 car, with large posters wishing "Farewell and Good Luck" to Geelong, and other flag decorations, left the depot at 10.00 p.m. with an official party on board and proceeded to Moorabool and Malop Streets corner. On arrival it was given a rousing reception and the Mayor of Geelong, Cr. (later Sir Roy) Fidge, and the Mayoress, boarded the car, and with the mayor at the controls, the last trip to Belmont was commenced. As thousands of people had gathered, three other large trams were required to cater for those wishing to make a last trip.

A running commentary was recorded by 3GL radio station officers who travelled on the last trip, which was driven by Stanley Parker, who had 32 years of service, and conductor Eric Sweetten, 37 years of service. They were highly regarded veterans who had assisted to make the Geelong tramway-men so popular with the public.

When the tram commenced its last journey, it was followed by hundreds of motor cars and amid the clanging of bells and motor horns the tram travelled to Barwon Bridge, where Cr. Cameron of the South Barwon Shire was picked up, in the same place that he had been picked up 29 years before when, as President of the South Barwon Shire, he officially opened the Belmont extension and drove the first car to Belmont. He was welcomed on board by Mr. T. A. Farr and invited to drive the last trip to Belmont. It was indeed a pleasure to see Mr. Cameron's delight at this very thoughtful gesture. When the tram reached Belmont Mr. Farr added further to Cr. Cameron's delight by presenting him with the bell from No. 23 tram, which was the car he had driven to mark the opening of the route in December, 1927. Cr. Cameron very suitably replied and praised the tramway service and personnel.

Some difficulty in clearing the crowds to enable the return trip to be made was encountered; fortunately large crowds had been expected and 17 police had their hands full. On the return journey, cars 3 deep as far as the eye could see followed the car in. At the Palais Royal, the Palais band played "For they are jolly good fellows" and "Auld Lang Syne" while the car made a temporary stop, then proceeded to Moorabool and Ryrie Streets corner, the car which had been driven from Belmont by the Mayor, Cr. Fidge, came to a standstill amongst a very large crowd.

Mr. Farr made another typical presentation to the Mayor, Cr. Fidge. It was the second bell from No. 23 car, chromed and mounted as a gong and suitably engraved for the occasion. In reply, the Mayor said he was sure he spoke for everybody in Geelong when he expressed his appreciation of the service the trams had provided in the past and their gratitude to the Commission and the men that ran them.

Souvenir hunters were appropriating anything that was moveable on the cars. However, the final trip was run safely and without mishap. The car returned to the depot and with the shouts of well-wishers and cheering still sounding outside, the depot gates closed and brought to an end a service which had greatly assisted in the development of Geelong.

Saturday 20.5.67 Spencer St.-Seymour. B75

The morning combined train to Albury and Tocumwal normally went to quite a size but usually rated only a single loco. On this occasion the load was 480 tons, double that which higher horsepower units are now scheduled for.

Saturday 27.1.68 Waubra-Ballarat. RM 87

An example of a now unavailable method of covering branch lines; take the local rail car during its stand over between runs. In this case the 280 h.p. unit working the Geelong-Ballarat service was used for a run out to Waubra and back not long before the line closed.

Friday 21.11.69 Footscray Goods-Little River. 59RM

One of the earliest evening train watching trips, with a suburban goods diversion for added interest. In this case the return from Little River spent nearly 2 hours at Manor (now closed) while various trains ran through the slide show.

Sunday 13.9.70 Bendigo-Spencer St. R761, R707

Return of the ARHS 25th Anniversary tour from Bendigo. The train was 13 heavy cars and in Bendigo itself a fleet of trams provided the where-with-all to tour the city while the locos were serviced.

Sunday 4.7.71 Flinders St.-Glen Waverley. R761

One of the few (if not only) occasions an R ran to Glen Waverley, and certainly the only route on which a R ran on 1 in 30 grades. This was a Vintage train outing which ran day long shuttle trips between Glen Waverley and Darling. K184 provided power in the up direction. Two

car Taits provided the normal Sunday services at this time.

Monday 30.10.72 Corinda-Taringa. 1496

Although this was diesel hauled it was representative of the pre-electric Brisbane suburban services. Considering the number of earlier steam entries it is surprising that the log hasn't turned up anything in previous years. The consist was an 8 car slam door set, a species which are close to extinction.

Saturday 27.1.73 Culcairn-Holbrook. 48106

An A.R.E. outing primarily designed to use a hired G.M. on the standard gauge. As a bonus the trip was extended to Holbrook in South N.S.W., providing a last chance for most passengers to visit that place. Although the line still exists (and has its own C.T.C. arrival signal at Culcairn) it no longer has any trains.

Saturday 29.6.74 Oakleigh-Hawkeburn. 2CM

This rather extra ordinary special was run to move a quantity of A.R.E. freight as well as provide the means for the toilers to travel as well. Accordingly 2CM (parcel coach) and 238D (Tait driving trailer) made up the emu "mixed" train; unique in Melbourne but a daily event at that time in Sydney.

Sunday 5.1.75 Bungendore-Queanbeyan. 4829, 4205, 6029

Probably one of the most bizarre combinations possible with the locos ranged in ascending order of size. The Garratt was not permitted to power through the Brooks Bank tunnel (1 in 40) so the 48 and 42 were required to tow it and the 400 ton train. In fact the 60 provided its share of power except in the tunnel, providing the unique cacophony

of Alco, G.M. and Beyer Peacock all together.

Thursday 25.11.76 Powder Jetty Rd.-Hobart. Y1, XA5, X26, X31

This is one of those curious occasions which fortunately fell at the right place in the log. X31, X26 left Hobart on the Tasman limited but one mile out, at Powder Jetty Road (an unmade crossing) we hit a car conveying the payroll to the "James Craig". The car driver handed the payroll to someone on the train who took the several thousand dollars down to the ship while relief engines Y1 and XA5 came out to tow us back to Hobart for a second start.

Monday 3.1.77 Beechworth-Wangaratta. T413

One of those pleasant summer tours with cars attached to main line services, and running over hard to get at branch lines at the outer end of the journey. On this occasion it was also the last train from Beechworth.

Saturday 22.10.77 Grafton City-Sydney. 4454

Return from Brisbane in daylight is possible by Greyhound to Murwillumbah, train to Grafton, overnight, then on the North Coast Daylight to Sydney. The latter is now an XPT but otherwise the schedules are much the same. At Grafton the road house beside the trestle bridge (at the up end) produced splendid hamburgers which made the overnight stay worth while.

Thursday 20.7.78 Spencer Street-Sunshine. X50

This occasion was two things. On one hand it was a full size "Southern Aurora" hauled by a third series X as was typical of the period. On the other hand X50 failed

R 761 hammers up the 1 in 30 to Mount Waverley on its visit there on 4th July, 1971.

DAVE MACARTNEY



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THE CLOSURE OF GEELONG

Registered for Posting as a Periodical — Category B

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AUSTRALIAN TRANSPORT MUSEUMS

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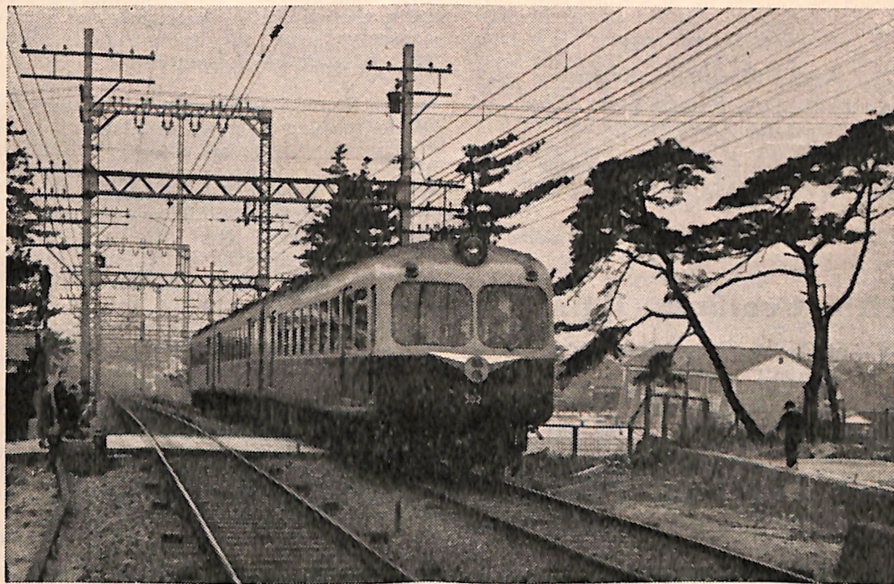
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ELECTRIC TRACTION

Incorporating "TRAM TRACKS"

The Official Journal of the
AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

Japanese Interurban



Farewell to Geelong — See Page 3

ELECTRIC TRACTION

The Official Journal of the A.E.T.A.

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After Geelong—What?

Now that Geelong, second city of Victoria, and one of Australia's most rapidly growing industrial centres, is without trams, it is of little use to sit in sackcloth and ashes. Rather should we consider how this could happen contrary to the strongly-expressed wish of the citizens concerned. Even more should we consider how it may be avoided elsewhere.

Geelong is, perhaps, a special case, being dominated by the automotive and oil interests to an extent not found elsewhere in Australia, and these concerns have a natural influence in the Geelong City Council and the local Chamber of Commerce. While not improper, this influence is scarcely favourable to tramway operation, nor does it represent the needs of the ordinary citizen who uses public transport.

Weight was also lent to the tram-scraping policy by a local politician, Sir Thomas Malthy, whose statements, at times bordering on the hysterical, were presented vigorously. Sir Thomas, it appears, just simply hates trams.

A dramatic feature of the campaign to save the tramways was a huge petition

bearing more than 16,000 signatures. The signatories lived, significantly, not only near tram routes, but in the extensive, new, residential suburbs on the North Shore served by buses. It is true that Sir Thomas claimed that signatures were obtained "under duress", but it is doubtful whether anyone took his statement seriously.

Certain suburban and semi-rural municipalities favoured buses, but others were vigorously pro-tram, as were various Progress Associations. The latter were not allowed to present their case at the Transport Regulation Board hearings, being told that local councils were considered to represent the views of citizens—a statement scarcely borne out by the facts, however true it may have been legally.

The Board itself produced a report which, while making a genuine attempt to study the problem from all aspects, relied heavily on extracts from a masterpiece of misstatement produced by a former New South Wales Minister for Transport. One such extract averred that the capacity of a modern bus differed little from the "effective capacity" of a modern tram. As the crush load of Australia's largest city buses is 80, and that of trams ranges from 130 to 160, we asked T.R.B. officials for an explanation. It seemed that they were thinking not of buses as we know them in Australia, but of 55-seat and larger vehicles being built elsewhere. A question as to how this tallied with an estimated cost per bus of £4,000-odd, when 41-seater buses were then costing £8,000, met with silence.

The hard fact is in this as in other cases that, where the operating authority wishes to shed its responsibilities, there is no hope for a tramway system unless effective opposition can be organised and pressure brought to bear in the right quarters. It is quite wrong that a problem which should be decided by logical consideration by qualified people has to be handled in such a crude fashion, but there is no alternative. The S.E.C. did not say that an efficient tramway service could not be provided which would serve Geelong as well as if not better than buses; there were, in fact, plans for extensions and new cars if necessary. But the Commission feels strongly that it is not intended to be a purveyor of transport, and that it would have been wrong to have spent large sums of money on the Geelong

Farewell to Geelong

On the evening of Sunday, 25th March, the last trams ran in Geelong—second city of Victoria.

To mark the occasion, our Research Editor, Mr. K. S. Kings, has prepared the following account of the origin, growth, and final abandonment of the Geelong tramways.

Electric tramway services commenced in the city of Geelong on 14th March, 1912. The day was suitably marked in the typical gala style of the time, with the trams decorated, all schools in the district given a special holiday, and the local population filling the streets. Car No. 4 had the honour of being the official "first tram". It was decorated with white blossom and was driven by the Mayoress. The first tram for Geelong West followed up Moorabool Street, decked with red and white blossom, followed by the Newtown tram, gay with pale blue flowers. As part of the opening ceremony, the Mayor gave the trams official permission to enter the city.

Public transport in Geelong had previously been catered for by horse buses. The new service was instituted by the Melbourne Electric Supply Company Limited. The service started with two routes—Newtown and West Geelong. There was a branch to

the railway station from the city, together with a short line to the Wharf. The depot was served by a short spur off the Wharf line. All track was single except for a short section in the city. Passing loops were provided where required. The original rolling stock consisted of seven motors and four trailers. The motors were of the open California combination type, but with a distinctive body styling not found anywhere else in Australia. The trailers were open toastracks. They were all built by the Adelaide firm of Duncan & Frazer at the Geelong Depot.

Extensions

The first extension was made in November, 1913, when a single track line was built from the main city intersection to the Barwon River, at South Geelong. During 1913-14, trailers 1 and 4 were motorised. Traffic steadily increased, and three more motors were added in 1915. They were numbered 8 to 10, and were of the same design as Nos. 1-7. They were also built

tramways when it is already difficult to obtain sufficient funds for the development of generating plant throughout the State.

Undoubtedly the correct solution would have been the creation of a Geelong and Suburban Tramways Board, but the attitude of the councils concerned made such a move impossible. That the councils were out of step with their ratepayers seems certain, but it is not so certain that the ratepayers took adequate steps to impress their views on their elected representatives. To visitors it often seemed that the general public was quite confident that tram scrapping proposals would never come to anything and that there was no need to worry.

They know differently now, but much too late. It will be essential to see that future threats elsewhere are met by an alert and educated public, prepared to tell its representatives in no uncertain terms what it wants and that it is determined to have it.

"New Zealand

Railway Engines"

A beautifully-produced little book illustrating the principal locomotive types in use on New Zealand Railways today, together with a representative selection of the more outstanding engines of yester-year. A description and brief history of each class is given.

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by Duncan & Frazer, but at their Adelaide workshops. The two motorised trailers were numbered 11 and 12. Late in 1912 the M.E.C. bought three Milnes-Daimler buses and commenced a service over the future East tram route. They were numbered 1-3. They averaged 104 miles per day, and consumed 28 gallons of Pratt's Benzine each. Body style was the same as the tramcars, suitably adapted as a bus body. They successively wore out the roads along various streets, being re-routed as circumstances demanded! They were finally replaced by electric trams to East Geelong on 12th October, 1922. It was decided to sell the chassis and bodies separately. The latter were in very poor condition, and were heavily braced. In order to remove the bodies from the chassis, the bracing was removed, and ropes attached, whereupon the body timbers disintegrated!

Expansion in the 'Twenties

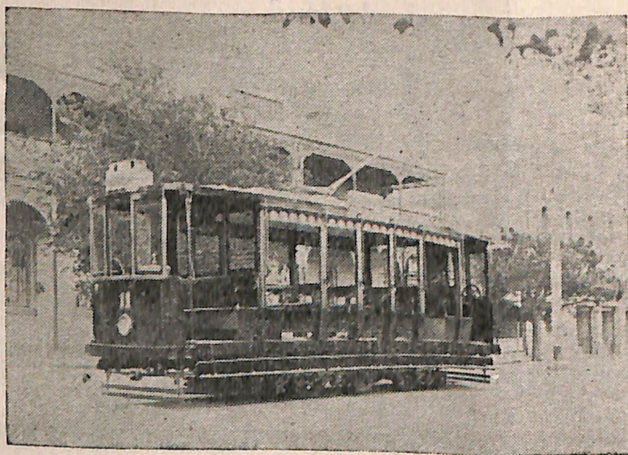
In 1924, two Birney safety cars arrived from America. They were built by the Brill Co., and were numbered 14 and 15—No. 13 was left blank, possibly for superstitious reasons. In their original condition they were fitted with two trolley poles and trolley retrievers. These fittings were removed during 1937, and a single trolley pole fitted. To cater for mounting traffic and planned extensions during the middle '20's, eight more cars were built in 1925. They were large (35 feet long) closed combination cars on Radiax trucks. Once again their body style was unique in Australia. Exceedingly massive in appearance,

they had clerestory roofs and two trolley poles, and were numbered 16-23. Once again the contract went to an Adelaide firm—Pengelley & Co., of Edwardstown. Another rolling stock change in 1925 was the scrapping of the two remaining trailers.

During 1926 it was decided to scrap the two toastrack motors. In 1928, an open toastrack trailer was bought from the Melbourne & Metropolitan Tramways Board. It had formerly belonged to the North Melbourne Electric Tramway & Lighting Co., having been acquired by the Board in 1922, and was built by Duncan & Frazer in 1906. The seats were removed, a large cylindrical tank installed, low sides constructed, and scraper gear fitted. It was placed on the truck from the scrapped motor, No. 11, and entered service during 1929.

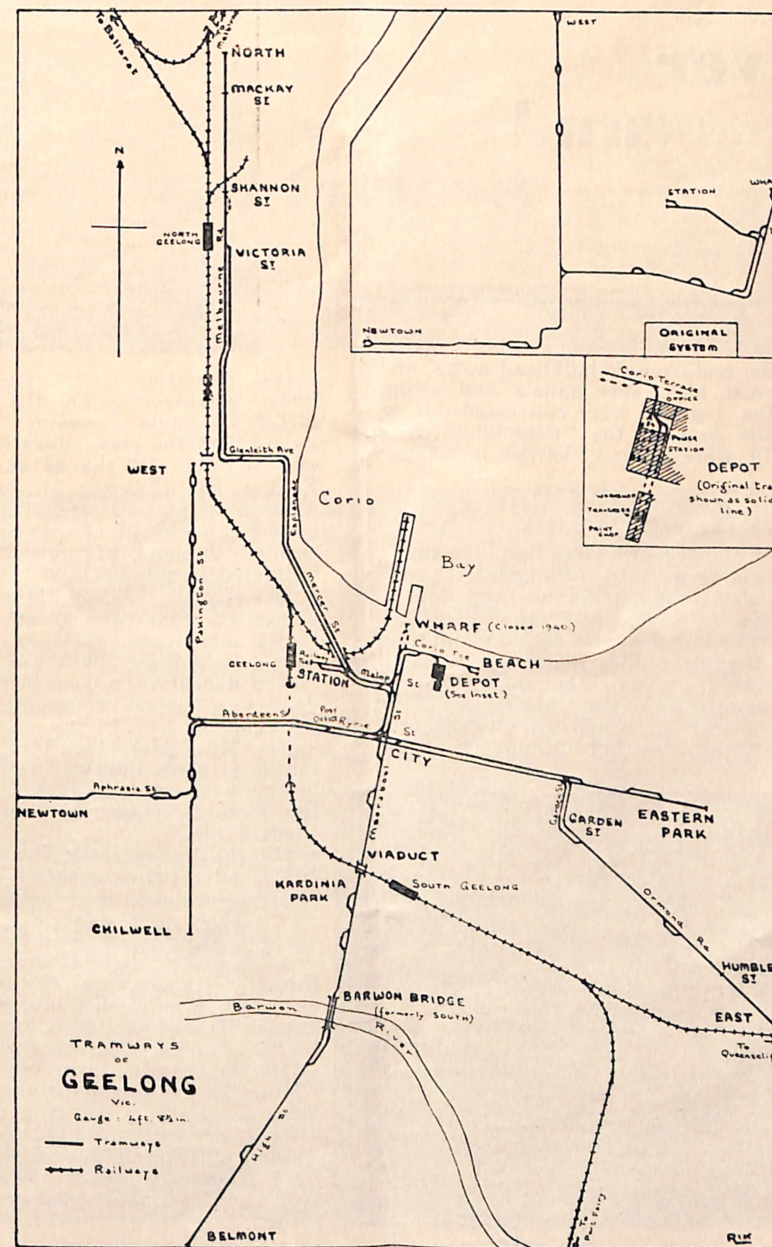
Three new routes were opened in fairly quick succession: Chilwell, on 13th September, 1927; Belmont, on 16th October, 1927 (an extension of the South Geelong route); and North, on 6th July, 1928.

The final extension was constructed during 1930. It was a short branch off the East Geelong route to Eastern Park, and was opened on 1st September. Its prime purpose was to serve the football ground situated in Eastern Park, and it became largely redundant when the main League games were transferred to Kardinia Park (on the Belmont route) some years later. During 1928, seven open California combination cars were purchased from Melbourne,



MOTORISED TRAILER
No. 11, a 40-seat toastrack, in her hey-day.
(Official photo.)

and numbered 24 to 30. As a result of the world depression, eight cars, Nos. 3 to 10, were converted for one-man operation in 1931. The end compartments were suitably



Tramway Topics

Edited by **L. MARSHALL-WOOD**

"Retain and Improve Trams" Brisbane Report

W. D. Scott & Co., Management Consultants, last year submitted to the Brisbane City Council a report on their examination of the Transport Department.

The report recommends continuance of tramway operation in Brisbane stating that chief among several reasons are the excellent conditions of the permanent way, and the high proportion of trams of comparatively modern design. It further suggests that work should proceed to develop new-model trams of improved operating efficiency.

Demands to either "scrap the trams" or "scrap the buses", usually due to what was done in some other city, are rejected in favour of a balanced combination of trams and buses, the former where high load density occurs, the latter for low density areas and developing routes.

Criticism was expressed of a number of bus routes running in active competition with trams, and specific suggestions were made for "localised" bus services co-ordinated with tram timetables, and linking two or more tram termini. These would give a much-improved headway in off-peak periods, and, in one area taken as an example, would eliminate 3 buses out of 7 now required in off-peak, securing annual savings in this area of over £12,000.

A new fare structure, embodying longer sections at a greater increase per section, but retaining the principle of a concession ticket giving a number of rides at a discount, was advocated. However, this "multiple ride ticket" could be used where and when desired, unlike the present weekly ticket which can only be used twice per day.

The advisers criticised many aspects of tram and bus workshops, and have since been engaged at a fee of about £42,000 (for two years) to achieve improved maintenance at an expected saving of £155,000

per year. It has not yet been decided to accept their services in the Traffic section, where they forecast a saving of £140,000 per year, in return for two years of advice at a fee of about £10,000.

(The book loss on Brisbane trams and buses for 1954/5 was £406,376, or £27,000 greater than the previous year. No break-up of the 1954/5 loss is yet available, but during 1953/4, the loss per tram-mile was 1.16d. compared with a loss per bus-mile of 9.75d.)

AFTER-EFFECTS AT GEELONG

From a former tramwayman at Geelong comes news of the operation of that city's new, all-bus set-up which, he says, is working out better than had been expected.

The Geelong City Council, which was a vigorous advocate of the conversion, is having second thoughts, however. They find that the new bus services are damaging the roads, and are considering asking the State Government to help pay the cost of repairs. The council was, of course, warned that this would happen, but preferred to disregard the warnings, considering that the damage would not be severe.

No Seats for North Geelong

From the passengers' viewpoint, the least satisfactory aspect of the change is the poor service given to former North Geelong tram travellers. The buses on this route run through to North Shore and Norlane and on inward journeys are full by the time they reach the tramline, so that the former tram passengers usually stand.

Tracks Remain

The State Electricity Commission has not removed any track, which is understood to be the province of the various municipal authorities under an arrangement made, but points, crossings, etc., have been sealed with bitumen. Most of the overhead has been removed, and all centre poles which remained when the conversion took place. This work was commenced on each route on the Monday following the cessation of tram service.

Disposal of Cars

Bogie car No. 38, one of the two which were not transferred to the other S.E.C. systems, has been bought by the City of Newtown and Chilwell, and will be placed in Queen's Park "as a memento of former days". Tenders have been called for the disposal of bogie car No. 31, and the single-truck cars.

Few Employees Transferred

Sixteen former tramway employees have joined the Trans-Otway Bus service, but none have gone to the other concerns which took over the erstwhile tram routes. Trans-Otway employs "swinger" buses to handle peak loadings.

BRISBANE, Q.

Latest car on the road is still No. 543, work having been suspended on Nos. 544-7 owing to lack of funds. Cars 542-3 have solid wheels. A trolleybus is undergoing a major rebuild at Milton Workshopsh.

BALLARAT, Vic.

Unconfirmed reports state that an extension of the Sebastopol route, already the longest in Ballarat, is contemplated, and that a survey has been made. The extension would serve a newly developed residential area.

MELBOURNE, Vic. (M.&M.T.B.)

The long-overdue reconstruction of tramway tracks in St. Kilda Road has commenced. Work is proceeding north from Commercial Road and will extend to Princes Bridge. As part of this work, a crossover will be provided in St. Kilda Road immediately north of Commercial Road junction. The lack of a crossover in St. Kilda Road south of Domain Road has long been felt. Full details of the work, which provides for temporary tracks to be laid on the roadway to enable services to be maintained, will be given in a future issue.

Tail-lights for Trams

When the question of rear lights for trams was discussed recently in Melbourne newspapers, it was pointed out that trams operated by the Victorian Railways not only have red tail-lights, but also four strips of reflecting tape. Adelaide's 'F' class cars have also been equipped with the tape.

Farewell to Geelong—

(Continued)

of Victoria (which ran the trams in Ballarat and Bendigo). Both firms had a 30 years' franchise for their tramways; the former expired about 1930, and the latter about 1934. The S.E.C. purchased the M.E.C. (including the Geelong trams) after considerable political wrangling. The Commission considered that it should not operate any tramways, as it was primarily an electric power production and supply body. However, as the local Council, Victorian Railways, M.&M.T.B. and other suggested bodies successively proved unwilling, the S.E.C. finally "inherited" the Geelong tramway system late in 1927. The Geelong tramways were in quite reasonable condition, and the S.E.C. spent little money on repairs after taking over, although many additional cars were purchased and the final extensions constructed.

Rolling Stock Exchanged

The year 1936 saw an interesting adjustment of rolling stock. The S.E.C. bought four more Birney safety tramcars from the Municipal Tramways Trust, Adelaide. These cars were declared surplus when the Port Adelaide isolated system was closed early in 1936, and, unlike other combination and toastrack cars, were not returned to the main Adelaide system for further use. They were transported to Geelong, and were numbered 27-30. The four cars previously bearing these numbers were transferred to Ballarat (which was also now operated by the Commission). The new Birneys varied in minor ways only externally, but featured transverse tip-over seats, whereas Geelong Nos. 14 and 15 had longitudinal seats. They were also built by the Brill Company. The six cars operated successfully in Geelong for many years and were popular with passengers and crews alike.

Final Extension

The final adjustment to track occurred on 9th October, 1940, when the short length of track serving the wharf was relocated and extended from the Depot to what was called the Beach terminus. With the acquisition of more cars during the years, the original two track depot had been extended to five roads, while the original two roads were extended across the back street into another building. This was termed the Workshop, and was divided into two sections. The larger portion was the general workshop and had a small

(Continued overleaf.)

Electric Railways

Edited by

A. W. PERRY

CIRCULAR QUAY STATION Opening Ceremony

On Friday, 20th January, electric car set F39 (fitted with power-operated doors) left Central Station at 10.02 a.m., conveying guests to the Circular Quay opening ceremony, and ran non-stop to the new station. After speeches by the Premier, the Leader of the Opposition, the Minister for Transport, and the Commissioner for Railways, F39 moved off 17 minutes late, to run non-stop to Central via St. James, thus completing a tour of the new City Loop. As the train left Circular Quay it broke a ceremonial ribbon.

To eliminate noise as far as possible during the ceremony, trams running through the Circular Quay area were restricted to series only, under the close supervision of inspectors.

(Continued from previous page)

traverser at the far end. The smaller portion was the Paintshop, access being gained via the traverser, as its single road was centrally situated. Track duplications were carried out as required and additional loops provided. At the junction of the Newtown and Chilwell routes, the original location of the track behind the Town Hall (which necessitated the non-symmetrical loop in necessitated the non-symmetrical loop in Aphrasia Street because of curve radius) was altered. Also, the short length of track which permitted trams running from Newtown/Chilwell to West was removed (date unknown); likewise, the Shannon Street loop, on the North route, was removed and relocated on the East route. It is interesting to note that, as timetables changed over the years, this loop was not always required to pass cars. It was, therefore, provided with double trolley wire on the straight, with suitable frog pans at each end. Cars could, therefore, work straight through in both directions without changing the pole, and thus saved track wear, apart from greater convenience to passengers and staff.

(To be continued)

A test run by an 8-car set had taken place previously, on 16/1/56.

First Revenue Train

The 4.28 a.m. train ex-Mortdale to Penrith via Circular Quay formed the first revenue trip over the loop on Sunday, 22/1/56. Leaving Central for Circular Quay via St. James, on the inward journey, the train carried standees, having a total load of over 700 passengers, despite the early hour. Between 5.00 and 6.00 a.m. the one ticket window open at Circular Quay took approximately £40, many tickets being bought as souvenirs. Passengers were allowed to retain all tickets to or from Circular Quay on the opening day.

Long Through Workings

Arrangements for through working of trains between suburban routes via the Quay Loop were given in last month's "Electric Railways". The through working resulting from the new set-up is Herne Bay — City — Bankstown — Homebush — City — East Hills, covering 56½ miles on each trip. Other through workings are of considerable length, the shortest being the Hornsby — North Sydney — Wynyard — Liverpool run — 37¾ miles — which, however, does not traverse the loop.

New Crossing Loop

A new crossing loop was opened at Revesby, on the East Hills route, on 17/1/56, allowing 10-minute headways if necessary on the single-line section Herne Bay — East Hills. Previously 20 minutes had been the closest headway possible.

Answers to Correspondents

- J. KNOWLES, Dalby, Q. — Copy sent as requested; thanks for good wishes.
S. WILLIAMS, Nottingham, England. — Thanks. Hope you like the new set-up.
A. D. INGRAM, Haberfield, N.S.W. — Thought appreciated. Hope your trip is successful.
A. E. WATSON, Bentleigh, Vic. — Thanks. Hope to do better.
E. J. WELSFORD, Reservoir, Vic. — Shall pass on your comments to the author.
S. G. SHAW, Geelong, Vic. — Thanks for interesting letter.

A.E.T.A. Notes

Victorian Branch & H.Q.

March Meeting

A good attendance of members was present to hear an address on the Adelaide tramways by Mr. K. S. Kings, the A.E.T.A. President. Mr. Kings' talk was illustrated by means of Kodachrome slides with the aid of which he was able to take those present in imagination on a tour of the entire system, covering each route in turn.

TOO BIG!

The rumour that an electric locomotive of the S.N.C.F. (French National Railways) would be displayed at the French Trade Fair to be held in Sydney is just a rumour. However, there will be a display of railway models.

BOOK REVIEW

"NEW ZEALAND RAILWAY ENGINES"
(Wellington, N.Z., Railway & Locomotive Society.)

This book is one of which the N.Z.R.L.S. may well be proud. The 32 illustrations which constitute the principle attraction of the little volume are well chosen and finely reproduced. A potted history of each class illustrated is given, together with the more important technical details. If any criticism is to be offered it is that road numbers are lacking — a page devoted to a list of these would have rounded off an interesting and useful work.

Some readers may think the price high, but it must be remembered that the market for such a book is limited; no one genuinely interested in locomotives will regret its purchase, for it covers New Zealand locomotives, old and modern, steam, electric, and diesel.

(32 pp. on art paper with heavy art cover, 8½ in. x 6 in.
cover, 8½ in. x 6¼ in., price 6/3d.)

Members who later visited Adelaide for the Convention were able to make good use of the information gleaned from this talk.

Next Meeting

This meeting is to be devoted to the Geelong tramways, recently closed.

Combined Council Meeting

The Combined Council Meeting to be held as part of the Convention will give final consideration to the new Federal Constitution. Other business includes arrangements for the provision of A.E.T.A. envelopes and standard letterheads, annual calendars, a prospectus for intending members, a new badge design, and the institution of a Service Department for members. In addition, consideration will be given to the release of a Joint Statement to Members by the three State Presidents.

South Australian Branch

August: General Meeting. 24/8/56. Electric Traction Films by courtesy Australian Electrical Industries.

September: General Meeting. 28/9/56. Annual Meeting.

October: General Meeting. 26/10/56. W.A.G.T. and F.M.T. Illustrated talk to be given by C. Steele.

November: General Meeting. 23/11/56. Oils in Public Transport. Talk by Mr. Hardy of Vacuum Oil Company.

December: General Meeting. 28/12/56. General Topics.

Personal

We are glad to hear that Chris Steele of the South Australian Branch is stepping out again after a lengthy period with one leg in plaster.