

NORTHCOTE 3070
14 Dec 1970.

Dear Frank,

Received yours of 10th inst. with enclosure this morning. Thanks for the seasonal greetings which are reciprocated. Thanks also for your consideration for our welfare. Yes we are both well. but ageing John D Keating's address is. 45 Alfred Crescent North Fitzroy 3168. His book was to retail at \$7.50 which he felt was too high, and some folk with whom I have spoken have been deterred by the price. He told me that he had heard it was being sold in Sydney for \$10., the bookseller must have snipped the price off the inside flap of the dust cover. I expect they felt that only keen fans would be buying it in Sydney, and that they would not be deterred by the extra \$2.50.

Was most interested to read of your extensive travels, we were in England from May 8th to Sep 16 mostly in the country areas. were in London for the last 8 days only. Had 1/2 dys San Francisco spent most of the time about the tram services. Had a day in Lisbon. both going & coming was fascinated by the old fashioned tram service, single track elec cars going in all directions every few minutes. some draw trailers. fares are low and service well patronized.

Called at Rotterdam after leaving London. The new silent electric service on mostly segregated tracks was interesting. In Cape Town now it is all buses. and some of them in poor order but we did enjoy our 1 1/2 dys visit. The City is prettily situated. The buses in Perth give an infrequent service and lost \$924,000 for year end 30 Jun 1969. Every house seems to have 2 or 3 cars. Your enquiry re the hotel at Acapulco. I think I may have been there. I went around to the North Head. and went into the extensive grounds of a large hotel. with sleeping units spread about in grounds which contained many trees & shrubs. Got some good pictures of the harbour from about there. Whilst we were away the cars here were enclosed in a high wire mesh fence, that seems to have kept intruders out. The cars are in pretty good order, but like ourselves, getting older. I have just started cleaning off the peeling white paint under the roof of the Dummy. Thanks for sending the P.C. The car no is indistinguishable it is just a small round blob. The early automobiles suggest the picture was taken about 1910

one of the VR employees brought some cards up to Belgrave last week, of about the same vintage, but none of them were very sharp. John Keating had to get many photos for submission to the University Press, some of which I felt would have been better than those by sketch artists, which give an atmosphere but not accuracy of detail.

John first came to me in May 1968, and requested assistance. When we went away in MAR 1969, he had written the first 4 or 5 chapters. I made a few suggestions concerning these, after that he was on his own. It was a big job for him, for he had a limited knowledge but a lot of respect for the system. He visited libraries, called on people related or connected with the founders and generally did a tremendous lot of research. But his great disappointment was that he was unable to arrange an interview with C.H. Tordif, (a recently retired senior member of the M.M.T.B.) who is most enthusiastic and knows more about the cable system than anybody else. He sent him a complimentary copy, and said he would be glad to receive comments. In return he got thanks, congratulations and approx 3 typewritten foolscap pages of, additional information, corrections and constructive comments. So now, if they sell out this first edition (which they hope to by MAR.) he will possibly write a second edition, which should be an improvement, and incorporate much fresh information, especially re Jas Duncan. You apparently noticed the Windsor colouring. The dummies had a yellow dome and yellow side letter boards. What was the shade of the aprons & letter boards on the cars?

Regarding the car fleet numbers, over the past couple of years I have given time & thought to the subject. Tried to reconcile corrected records with numbers as stated at various enquiries and investigations. e.g. 1898. 1910. 1916. These statements have given me a basis to work from. In 1898 Brunsvick had just on 50 standard sets, and more were needed. The bogies first came into service end of 1900. by 1903 they had 42. That released many standard cars to other sheds 118/150. and probably 246/250; 356/360. Also 276-277. and a few others. Nearly all my up to date records and notes are at present with Mr Tordif

for scrutiny, when I get them back we should have a fairly complete and accurate record of the whole thing. The Tramway Museum Soc of Vic has some idea of publishing a book on the whole of the Melb Public Transport system, commencing with horse drawn omnibuses and passing through the cable system to the present day electric. If it is done thoroughly it will entail a vast amount of work. I have been asked to supply cable details and I have also done an article on the horse buses, which formed the basis for the cable system. Frank Collier of the Petroleum Gazette is interested in the article on horse buses, said he may use it in about 6 months. The notes and records that I have written are more or less additional to those contained in John K's book. Of course there is some repetition, but they are intended more for the 'FAN' and not so much historical records of early Melb for the general public. It is a vast subject, and it has given me much satisfaction in gathering the records. It has been interesting to meet folk that are keen on the subject.

He may be going to the Hawaiian Is. July '71 for about 6 weeks. expect to be away about 2½ mths. but not definite yet.

I will now make a list of the cable cars from 30 June 1916 when M T B took over from Company until end 1922 when M M T B stopped building. There is a possibility that it may not be 100% accurate, but it will be pretty close to it.

Yours sincerely,

Alf E. Twentymann

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Dear Alf.

Greetings. Once again my apologies for waiting so long to reply to yours of Dec. 14 and to thank you for the list of car numbers applying to the various sheds. This is A1 and just what I wanted. I studied it carefully and had a number of comments to offer but just about the time I got ready to write my wife went to hospital and the resultant flap put many incidentals out of mind and only now am I getting around to normal again with her home and recovered.

I will now go through your letter and reply to those items which have queries which I may have some knowledge.

Thanks for Keatings address. I haven't done anything there for the reason mentioned above and will think about it now. Will you let me know if there is a second edition with the extra matter from Tardif so that I can get it. My copy here cost \$10 but worth it.

You ask about the Windsor colors on the dummy dome, sideboards and I presume the trailer aprons. Well you've come to the right man because I drew hundreds of drawings of the various line cars in which I put the exact colors used and I think I remember these accurately. I'll attach some color cuts which are my recollection of the route colors painted on as new but after a year or so most of them faded a bit or grew darker.

You mention that nearly all your records were placed with Mr Tardif for scrutiny and I'd be glad to learn what's new re numbering etc. which came from that which would be, of course, since your last letter. When you find time you might give me any corrections for my records.

You mention the proposed volume by the Tramway Museum Society and your contributions. Re the horse trams I'm enclosing a newspaper clipping which I don't think will be anything new but just in case you haven't seen it. I'd like it back in due course. I remember these trams well as we lived in North Richmond when I was a small child. Also the Victoria Bridge ones.

I see you may have a trip to the Hawaiian Islands in July. I've been there for a few days. To me its not all its cracked up to be, now is very sophisticated and crowded. We came back from Mexico via Tahiti and stayed for a few days on the isle of Moorea which can be seen from Papeete, the airport for Tahiti. There are several launches plying per day and it takes about an hour to get there or about 7 minutes by the little plane that flies back and forth all day. Nevertheless this is about the nearest thing to the perfect south sea island I know and if you saw the film 'South Pacific' the Bali Hai is taken from Moorea. There are three cabin type hotels. If you are only going to Hawaai to see a south sea island I suggest that you reconsider going to Tahiti if you want peace and interest. If so I can give you more information about it.

You'll notice that the orche color used on the Windsor cars was a lot deeper than the yellow of the Fitzroy and Toorak livery. In my day the Windsor night color lenses were red. West Melb was chocolate with a clear white light altho they experimented with a brown lens for a while. The yellow night light for Fitzroy and Toorak was obtained by a frosted white lens which gave a yellow color to the naked white lamp behind. Regards again to self

and Mrs Twentymann

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