

The Tramway Museum Society of Victoria Ltd.
RUNNING JOURNAL
Editor: J. Rawnsley.

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VOL. 2.

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PERSONAL NOTES.

Members will be pleased to know that Noel Gipps, who was injured in a car accident some weeks ago is now fully recovered.

The Society extends sincere sympathy to member Kelvin Pinner, whose father passed away on the 5th. July. The funeral of Mr. Pinner was attended by our Chairman, R.H. Prentice.

CAR NEWS.

On Saturday, 21st. August, permission was obtained from the N.M.F.B. to run our museum car "B" class 164 into Coldble Road for official photos to be taken. The car had been cleaned for the occasion and looked as new. It was a nostalgic event for those present and members who have devoted so much time to working on this and other museum cars must be congratulated on their work.

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On Saturday, 4th. September, Chairman Bob Prentice's father visited an old friend - Mr. H. Wedmore - who now resides at Berwick. Mr. Wedmore remarked that a friend of his - Mr. A. Boucher - had recently moved from Officer to a small property at Five Ways, south of Cranbourne and that he (Mr. Boucher) was about to wreck an old dwelling into which was built a tramcar body. Bob was quickly on the job and discovering that the car was in fact "A" Class No. 18, arranged to have the demolition halted at once and was given permission by Mr. Boucher to remove anything which the Society required. The following Sunday, 12th. September, seven members removed all serviceable parts, which included two pairs of saloon doors. One door from each set bore the P. & M.T.T. emblem etched on the glass. Other parts obtained included a panel and railing with the following inscription, "Duncan & Fraser, Builders, Adelaide" in gold-leaf lettering, some-what dulled with age, but nevertheless, still legible, sections of bulkheads, door runner mechanisms, saloon linings, practically all the glass from the car, i.e., window sashes, etc., one end roof canopy, and sundry railings, body pillars, screws, brackets, and plywood linings from interior advertising panels. Motorman's foot gongs were also removed.

Whilst driving through Black Rock on 16th. September (Thursday), Peter Stenham was horrified to discover that an old house in which he was very interested, was rapidly being flattened by building wreckers. The reason for his concern was a bungalow at the back of the house which had built into it two ex-Beaumaris double deck eight window horse cars. The owners had previously been approached and had promised to permit the Society to salvage parts from the bungalow when the demolition order was carried out and had also promised to give us notice beforehand. Our plans had suddenly gone awry, but after some frantic organising on the Friday, a work party was assembled for Saturday and Sunday, 18th. and 19th. The bungalow was approximately 29' x 22' and incorporated the sides and bulkheads of the cars in an exploded form. EDITOR'S NOTE -(After these parts had been removed the bungalow was in a slightly more exploded form!). Materials salvaged comprised one 16' saloon side complete, several body pillars and side rails, one complete end bulkhead, a large pile of seat slats, 29 louvred sun-sashes, 4 window sashes, and huge piles of junk!

The same small group are continuing their work on Birney car No. 217. Members must realise that no further restoration projects can be contemplated until this job is completed and the only means of accelerating the work is for more members to assist at Malvern.

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SPECIAL APPEAL FROM SECRETARY.

Keith has requested that any member who locates an old tramcar, regardless of its type, should immediately notify him of its location. This is necessary, not only in order to obtain spare parts, but also to assist in historical research work. A case in point occurred last year when P.& M.T.F. "A" Class No. 9 was located and did not have the standard destination boxes cut into the end roof canopies. "A" Class No. 18 mentioned elsewhere in this issue was in a similar condition. This raises the question of how many other early Melbourne cars were never fitted with the standard destination boxes. Keith was told many years ago that all cars were converted, but as the only two "A" cars so far discovered have not had the modification, the matter is now in doubt. For this reason, any help or information on this subject would be appreciated and members will see the reason for the Secretary's request.

SECRETARY DOES IT AGAIN.

Members who read the paragraph in our last issue in which Keith claimed a record for observing a five car shunt will have to come up with a eye-opener to rival Keith's latest. On Sunday, 14th. March, Keith was on a Wattle Park tram and met a conductor friend from Camberwell. Needing a 2/9d ticket for his collection, Keith bought one, which bore the number A Aa 014212. On the 14th. August, Keith was photographing a W2 on the loop at Wattle Park. Seeing the same conductor on the car and needing another 2/9d ticket, he purchased one. The number? B Aa 014212. If this kind of thing continues, I am going to start a new column titled "K.S. KING'S BELIEVE IT OR NOT".

CONGRATULATIONS TO PUFFING BILLY.

Saturday 31st. July, this year, saw yet another step forward in the field of transport preservation when the section of 2'6" narrow-gauge line between Mensies Creek and Emerald township was re-opened for passenger traffic. His Excellency, The Governor - Sir Rohan Delacombe and the official party travelled from Belgrave to Emerald by special train and on arrival, His Excellency performed the opening ceremony.

By official invitation, our Society was represented by the Chairman, Secretary, and member Doug Prosser. Together with guests from contemporary bodies, (S.P.E.R., etc), they were privileged to ride in the ex-Mt. Igell car, No. NBL2.

Also included in the consist of the train was the magnificently restored car No. NBL1, which carried the Vice-Regal coat of arms. It was a day of glorious sunshine, and crowds of spectators thronged the track side, following the progress of the official train.

Our congratulations to the Puffing Billy Preservation Society on yet another stride towards Emerald Lake.

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BALLARAT TOUR, SUNDAY 15th. AUGUST, 1965.

To commemorate the 60th. anniversary of the official opening of electric tramways in Ballarat on the 18th. August, 1905, the Society conducted a tour of the Ballarat system. The trip was made in an M.& M.T.B. A.E.C. 'bus No. 543, piloted by member J.W. Dowel. On arrival in Ballarat, a short break was taken for lunch, and then the 'bus proceeded to the Depot where the specially decorated tram was waiting. Despite the overcast skies and drizzling rain, members rushed to take photographs of the car which had been recently overhauled in July, 1965, and was in excellent condition. Covering the front and rear aprons of the car were specially painted placards with the inscription "60 YEARS OF ELECTRIC TRAMWAYS" against a bold background.

The tour then commenced, traversing the East side of Lake Wendouree, then via Sturt Street to the city centre where the tram reversed via the Dawson Street crossover, expressing in this manoeuvre, an apparent desire to become a trolley 'bus. The operation was successfully completed and the tram returned along Sturt Street to Ripon Street and thence to the Viewpoint terminus. The tram then returned along Ripon Street and back through the city to the Mt. Pleasant terminus. Upon returning to the city, the special proceeded to the Lydiard Street North terminus and then to the Victoria Street terminus. The final event for the day was the long run back from Victoria Street and along the pleasantly rural Sebastopol line. From here the run was straight across Sturt Street, along Drummond Street and back to the depot, as night was falling. From the depot the 'bus returned to Sturt Street, where members had dinner before the night run back to Melbourne, after a damp but most enjoyable day.

On the tram trip, we were very pleased to have with us, Mr. F.K. White, Manager, Ballarat Branch S.E.C.; Mr. L.J. Demmead, S.E.C. Acting Departmental Tramway Superintendent; together with Mr. W.J.K. Dunstan. Mr. Dunstan commenced work in the office of the Bendigo Tramway Co., Ltd., in 1897, when steam trams were operating between Bendigo rail station and Eaglehawk. Transferred to Ballarat in 1905, he became Office Manager, serving with the Electric Supply Co., of Victoria Ltd., and the S.E.C. For their assistance with the tour, we express our thanks to Mr. White and Mr. Demmead, and also to Mr. D. Irvin, Shed Foreman, and his staff, S.E.C. Ballarat Tramways; Mr. T. Young, Driver of the special tram; Mr. R. Drummond, Traffic Manager, M.& M. T.B.; Mr. R. Williams, Charter Officer, M.& M.T.B.; Mr. H. Westrup, Bus Branch Engineer, M.& M.T.B.; Traffic Inspector and member, J.W. Dowel; and members of the Society's Tours Committee, together with Secretary Keith Kings, for his Ballarat Historical notes.

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"WHY GO BY BUS?"

"Why go by bus?" This question has been asked by quite a few members and friends as a result of the two trips the Society has made to Bendigo and Ballarat in recent months in connection with the two commemorations in those cities. There were a number of reasons involved in the decision to travel by bus, and the main ones will be mentioned here. When the subject first arose, enquires were made about rail travel as well, but satisfactory arrangements could not be made with the Victorian Railways. A reserved carriage (or portion thereof) was possible, but this restricted us to the public timetable arrangements, which, in the case of Bendigo, gave insufficient time in that city. A chartered rail motor seemed the next best thing, but the V.R. could not give us a firm price, and even the rough estimate seemed to be beyond our capabilities of finding enough passengers to provide the necessary revenue. A special train, of course, was completely beyond us! The enquires from the M. & M. T. B. provided most interesting replies. The price to be charged for a 41 seat bus (actually 38 seats usable, as a spare wheel was lashed across portion of the rear seat) was quoted, and if we could get 30 or so passengers (depending on how many half fares booked) we would just clear all expenses nicely. The timetable was most attractive - it was left to us! Consequently, our departure and arrival times, rate of travel and intermediate stops were arranged entirely to suit ourselves. The result was, therefore, the decision to use the M. & M. T. B. bus on each occasion. Our Board was fully aware that not all members and friends like bus travel, but that probably all would have been willing to travel by train if they had decided to go. Even so, it was felt that the likely increase in patronage would not have off-set the considerably greater cost of a rail motor, while the fixed schedule of the regular trains (with reserved carriage) would have been a disadvantage, even though the fares would have been about the same. There is, of course, the point of patronising our benefactors. The M. & M. T. B. and many of its officers have been most helpful to the Museum project over the years, and by chartering the Board's trams and buses for our excursions is one tangible way in which we can express our appreciation. All factors taken into consideration, we used the bus, because, for all intents and purposes, a M. & M. T. B. bus is a tramway vehicle. That is an indisputable fact! Incidentally, there have been favourable comments from a number of people on the fact that we were broad-minded enough to travel by bus. They had thought that, being a Tramway Museum, we would not associate with the "other" vehicle. However, as the Society's purpose is to establish a tramway museum, and not being a pressure group, it has no opinions on that certain old controversy of which members are doubtless aware in their private capacities. We cannot afford to be "side-tracked" onto such a subject, for not only that, the Company's Memorandum of Association preclude us from entering into any discussion or action on this matter, which could only damage our standing with the authorities concerned. Consequently, this has been made quite clear, and our two bus trips have tended to cement this view.

IT CAN BE DONE.

There can be no doubts - it CAN be done. Enthusiasts elsewhere in the world have founded and constructed tramway Museums, so there is no reason why it cannot be achieved here. Our contemporaries in Sydney and Adelaide were forced to act earlier and more quickly than we in Melbourne because of the extinction of their local tramway systems, and have established tramway Museums - with Sydney achieving operational status in March of this year. Elsewhere in the world, the locations where one or more trams are stored and/or preserved by official Museums or Societies has reached approximately 170! Many of these are quite small, and some comprise one car only; most are located in the U. S. A. in which country, a great deal has been done to preserve transport history. It is evident that the trend is steadily spreading to other countries, and it is equally clear that every venture persevered with can become a "success story". It would be impossible to mention all of the largest and most successful of the overseas Museums in this space; consequently only two from U. S. A. and one from U. K. will be dealt with, as well as two from Australia.

The Seashore Electric Railway, at Kennebunkport, Maine, U. S. A., has the proud claim to being the oldest and largest tramway Museum in the world. It was founded by a small group interested in electric rail vehicles in 1939 to preserve just one car. It was realised that the local town and inter-city electric traction services were steadily being closed, and that this segment of American history was therefore disappearing. By the end of 1941 (when the U. S. A. entered the war) a site had been selected, incorporation achieved, and four cars were on the property. After hostilities ended, "Seashore" grew quite rapidly; additional cars were added, from local operators initially, then inter-state, and finally from other countries; membership grew, until today about 1,000 people are on the register; electric operation was achieved; more buildings to house the cars under cover have been built; much depot and mainline trackage has been laid; and many improvements about the site have been made. To date, over 80 cars are on the site (both passenger and works equipment), giving a wide cross-section of the various suburban and inter-city trams which have served the inhabitants of the U. S. A. and other countries. Australia is represented by Sydney tramcar No. 1700 (a closed "toastrack" type).

The Branford Electric Railway Association was founded and incorporated in 1945 with similar objects to the "Seashore" Museum. The members were fortunate in being able to acquire a two mile section of recently abandoned private right of way, and set about rehabilitating it and constructing depot buildings. Financial problems soon threatened the existence of the Society, and it is to their credit that the burden was shouldered, and stability attained by 1952. Since then the Museum has not looked back, and now has the second largest collection of preserved cars - about 60 - with electric operation a regular feature.

IT CAN BE DONE. continued.

The first tramcar to be preserved by interested people in the U. K. was a typical open top double decker, in 1948. Six additional cars were acquired during the next few years, but it was not until 1955 that the Tramway Museum Society was founded, with 15 members. During the next four years, membership slowly rose to about 70; at this stage, a site was selected and finalised, and membership reached about 200! Three years later the membership had raced to nearly 1,000!! Electric operation has now been achieved, and there are nearly 40 tramcars at the site.

The first electric tramcar preserved for Museum purposes in Sydney was No. 154 in 1950. Three other cars had been acquired by September, 1955, when the AUSTRALIAN ELECTRIC TRANSPORT MUSEUM was founded. The search for a site was quickly put in hand, and the location at National Park selected and finalised by August, 1956, with the membership standing at 20. Construction of the Depot commenced immediately, and walls and track were completed by March, 1957, with many materials being reclaimed by members from various parts of the Sydney tramway system. The Museum now had 10 tramcars of various types housed on their site, and this considerable work had been achieved by a total membership of 25. A certain amount of consolidation was now necessary, during which period two more cars were received early in 1959, and the Museum incorporated as THE SOUTH PACIFIC ELECTRIC RAILWAY CO-OPERATIVE SOCIETY Ltd. on 2nd. April, 1959. The roofing of the Depot was soon put in hand with materials reclaimed from the Per Way yard at Wollli Creek, and was followed by the installation of the points and tracks at the front of the Depot. These major works were completed by June, 1961, by which time membership had reached 55. Four more cars were to be received during August, so an extension to the Depot was hurriedly carried out; this also provided temporary storeage for the rotary converter and switch gear which was removed from a sub-station on the kegorah trolley bus sytem. Membership rose to 90 as a brick building was constructed as the permanent home for the sub-station equipment, together with a suitable yard for the out-door equipment. During this period, 400 sleepers and 30 tons of rails were lifted for later use at the Museum. Track laying on the main line began in earnest late in 1963, and 300 yards had been completed by August, 1964. Another mammoth job was the removal of 80 tons of rails from the former Repair Shop at Randwick during February to May, 1964. The overhead wires had been erected along the track by October, 1964, at which time the membership figure reached 100. A small petrol engined rail motor had arrived in October, 1963, and passenger-carrying operations commenced. Two more cars - including one from Brisbane - arrived in August, 1964, but had to be stored in the sub-station yard due to lack of space in the Depot. Meanwhile, as the large rotary converter was a big job to instal, it had been decided to instal a temporary power supply with a motor generator set, and the first trial run with No. 154 was achieved on 19th. July, 1964. During the next few months, many more jobs were done, and the official opening of the Museum to electric operation was held on 13th. March, 1965 (details of which were recorded in "R. J." for April, 1965).

IT CAN BE DONE. continued.

Such is the record of S. P. E. R. - first electric tramcar in operating condition preserved in Australia, first Museum to get a site, and first to achieve electric operation. Here is ample proof of the old saying: "Nothing succeeds like success!" In their formative and developmental days S. P. E. R. members had plenty of battles with numerous problems, which were all surmounted in turn. In recent months, it has been found that, since operational status was attained, their prestige has risen greatly, because there is tangible evidence of what can be achieved in this field of interest. People being asked for materials during the formative stage can be sympathetic, but would wonder if their items might not be wasted; people being asked after operations have commenced can see that their items won't be wasted!

Our Adelaide contemporary is smaller than S. P. E. R., and has not reached the same advanced stage, but, nevertheless, has made steady progress since the first firm steps were taken during 1956 to preserve several Adelaide tramcars. The Municipal Tramways Trust kindly promised a representative selection of their tramcars, and the small group of members tackled the problem that is so frustrating to all concerned - a site! The first four tramcars to be made available had to be stored at the Morphettville Racecourse Sidings during 1958, but fortunately suffered extremely little damage from vandals. It is reported that people leaving the racecourse boarded the open sections of the cars ready to be taken to the City! Limited headway was made towards obtaining land, and permission was obtained to move the cars to a site at St. Kilda later in 1958. The legal position of this land was both obscure and complicated, and it required lengthy negotiations and many interviews to finally resolve the situation in favour of the Museum, as from 1st. January, 1962. Meanwhile, preliminary work to commence the construction of the Depot had been going on for some time, together with limited work on the cars. Actual structural work on the Shed commenced in December, 1962, and continued steadily until completion of the work in April, 1965. At this juncture, the AUSTRALIAN ELECTRIC TRANSPORT MUSEUM had a very good four-road Depot, of full roof height, and - doubtless to the envy of practically every Museum throughout the world - a 40 per cent surplus of covered storage tracks! Although this will be absorbed when promised tramcars are received, it is a creditable state of affairs for the present. Needless to say, the members are now in a position to tackle car restoration and think of a power supply and the construction of out-door trackage to enable electric operation to take place. Much remains to be done, but the battle is half won!

In addition to the foregoing, several other Museums have reached sizeable proportions and operational status overseas. There can be no doubt: "It can be done!"; and there can be no doubt, too, that "Nothing succeeds like success". The pattern has been proved repeatedly: a small group with little but ideals and enthusiasm will struggle and battle for a long time to establish itself; when established, support comes a lot more easily. At the present time, we are in the former category. We can increase our tangible evidence by increasing the work done on the tramcars which we already have - and prove that we have the necessary will to achieve the ideals which we hold. This

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IT CAN BE DONE. continued.

will in turn make it just a little easier to obtain a site, which will make it easier to get a Shed constructed, which will make it easier to get track laid which will make it easier to get operational which will make it easier to build a second Shed, more track, site improvements, carry out tramcar restoration ad infinitum! The evidence is aforementioned; "It CAN be done!" - and YOU are the people to do it!

ENERGY DEPARTMENT!

Both our Chairman and Secretary have suffered from "fatigue reaction" in recent months. If Keith can get the Man Hours Register straightened out in time for The Annual Report, you will see what the position is!

SALES DEPARTMENT.

Stocks have now been obtained from Traction Publications of the following books :-

- "THE ESSENDON TRAMWAYS". - Story of the North Melbourne Electric Tramway and Lighting Company. -- 3/-
- "DESTINATION VALLEY". - A complete stock list of the Brisbane Tramways. -- 6/-
- "DESTINATION CIRCULAR QUAY". - Complete list of Sydney cars, with system map and brief introduction. -- 4/-
- "DESTINATION EAGLEHAWK". - Complete electric car lists for Ballarat, Bendigo and Geelong. (Latest in series, see review - last issue of "R.J.").-- 6/-
- "AUSTRALIA'S FIRST ELECTRIC TRAIN". - Story of the fascinating Box Hill to Doncaster Line with rare photos.-- 2/3.

Also from P. B. P. S. the latest issue of "THE PUFFING BILLY STORY", with map and historical notes, PRICE 3/-.. Any of the above books may be obtained from the Secretary at meetings and work parties.

CURRENT COLLECTION.

It seems that member, Dick Heming, cannot escape from work. A certain working party volunteer invariably has his transistor tuned to that station with the nicest listeners (tram wreckers perhaps?).

Charlie Craig had a bad Saturday afternoon at Black Rock on 18th. Sept. First he punctured the tyre on his car, the next puncture was his own foot - on a rusty nail. Stan Vine's acrobatics in the rafters were quite spectacular - result, ceiling demolished on to members below.

Black Rock again - Late Sunday afternoon, five members struggling to remove entire car side - no result until an overlooked $\frac{3}{4}$ th inch steel cross tie was cut. Five minutes later - same five members staggering through the wreckage with 16' long car side, weighing (apparently) about 16 tons. Question from Secretary - "I wonder how many horses used to pull these things", to which Peter Stenchan replied, "I dunno how many horses, but there are five donkeys moving it now".

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CURRENT COLLECTION. continued

Reclamation Officer, Rod Hudson, was recently seen carrying a box of what appeared to be lead strip ... I wonder where he found it?

GENERAL NOTES.

After addressing the last extraordinary meeting, (see notes last issue), Mr. D. Tatan (Controller of Stores, H. & M. T. B.), appeared on 3UZ's program "50 and Over". Members had hoped to be informed of the date of the broadcast, which was compared by member, Dick Heming. Unfortunately, the program was missed by members, but a tape was obtained and it is hoped to be able to replay it at the Annual General Meeting.

A small brochure has been prepared by Mr. Basil W. Miller of Bendigo, entitled "The Evolution of Bendigo Tramways", price 2/-. Proceeds from sales will aid the eventual local preservation of a Bendigo tram. Contact Secretary for copies.

HISTORICAL NOTES.

MORTGAGE AND SALE OF THE SORRENTO TRAMWAY PROPRIETORY COMPANY LIMITED.

Consisting of:

210 Debentures	£25: 0: 0.	£5,250: 0: 0.
1050 Coupons	£ 1:15: 0.	1,851:10: 0.
5390 Paid Up Shares in the Tram Coy.	5,390: 0: 0.	£12,491:10: 0.
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TITLE. An Order of the Governor-in-Council to the Municipality of Flinders and Kangerong dated the 22nd. day of July, 1889, authorising the construction of a Tramway and the Delegation of its power to the Sorrento Tramway Company Ltd. for a period of 30 years from the 1st. March, 1890. Renewable for a further term of 30 years subject to the Shire Council giving notice to purchase at the termination of the first 30 years when the said Tram's Coy. shall sell to the said Shire Council, the Works, Rolling Stock, Plant, Land, Buildings, Line, Stock and other Tramway property, upon payment to the said Tramway Coy., the then Value thereof, such Value to be in case of difference, determined by two arbitrators and with an umpire, if necessary. The Tram Coy. shall keep in repair the road within the lines and 18 inches beyond the outside of the rails. Failing to carry out the terms of this agreement, the Shire Council may enter into possession without notice thereof. In the event of the Shire Council not electing to purchase that, then (upon the expiration of the said term of 30 years from the 1st. day of March, 1890 or any renewable term) the said Coy. will remove the Tramway and Works, and restore the Streets and road along which the rails are laid out, to the condition obtaining, previous to the construction of such Tramway. The Mortgage includes about 4½ miles of rails and sleepers.

Baldwin Engine imported by Newill and Coy. from
Baldwins Locomotive Works, Philadelphia, cost
Secondhand Baldwin Engine, cost
4 Carriages for Engine & one for horses, cost

£964: 0: 0.
872:18: 0.
570: 4: 0.
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SORRENTO TRAMWAY. continued.

Freehold, Land, Buildings, Force pumps, Tanks, Two Houses, Dray, Single and Double Harness and about 150 articles necessary for a work shop.

Working Expenses.

No Rent.

Wages. Running one engine up to Xmas

Increased wages with two engines

Horse car worked by same men.

Coal, wood and oil,

Shire Rates - £ 3:15: 0. a year.

£ 5:10: 0. a week.

10: 5: 0. a week.

8: 0. a day.

Report to Geo. Coppin Esq., Managing Director, Sorrento Tramway.

Sir,

In reply to your request for a return showing the cost of running the engine for fuel and oil for the Season, say 112 days @ 8/- a day £44:16: 0., viz. 1702 miles at Sixpence a Mile £44:16: 0. The two lines of rails are in thorough repair.

Sgd. Harry Watts.

Income. The large Refreshment Room is held direct from the Government, rent free, for 17 years to run. Last season, the Tenant paid the Tramway Coy. £66: 0: 0. The previous Tenant occupied the Refreshment Rooms for seven consecutive years.

Sgd. Geo. Coppin.
Managing Director.

Sorrento Tramway Proprietary Coy. Ltd.

Summary of Facts.

£12,491:10: 0 has been expended on the property now offered for sale. Lease has 17 years to run. Rent free. Rates - £ 3:15: 0 a year. Large Refreshment Rooms is a grant direct from the Government for 17 years to run for which Mr. Sullivan paid £60: 0: 0 a year for 7 consecutive years. Last season it was let by tender for £66: 0: 0.

The cost of running one engine - Fuel, oil, etc. for a season is £44:16: 0. Wages before Xmas. £ 5:10: 0 a week, viz. Engineer £ 2: 0: 0, Manager £ 1:10: 0, Conductor £ 1: 5: 0, Man 15/-. After Xmas £ 7: 0: 0 a week, viz. Engineer £ 2:10: 0, Manager £ 1:15: 0, Conductor £ 1:10: 0, Man £ 1: 5: 0. Receipts before Xmas pay expenses.

Dec. 27. 1902	£ 43: 5: 6.	Forward	£222: 1: 4 ¹ / ₂ .
Jan. 3. 1903	64: 2: 7 ¹ / ₂ .	Feb. 7. 1903.	22:15: 6.
10.	23: 0: 3.	15.	44:18: 6.
16.	23: 4: 6.	20.	34: 5: 6.
23	20:10: 0.	27.	44:11: 6.
31.	47:18: 6.	Mar. 7.	28:10: 9.
	222: 1: 4 ¹ / ₂ .	14.	27:13: 0.

Total £424:16: 1¹/₂.

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12/....

SORRENTO TRAMWAY. continued.

First year's receipts when Tramway opened.	Fare 6d.	£964: 4: 0.
Second Year. Fare each way 6d.		872: 18: 0.
Third year. The Cabs reduced to 3d.		778: 0: 0.

The Cabmen's Union have frequently proposed to raise the fares but cannot give any guarantee to keep them up.

Since the Debenture Holders have undertaken the Management, they have enabled the Tramway Coy. to redeem 1022 Coupons of 35/- ea. amounting to £1788: 10: 0 which has given an average income for six years of £2981: 1: 8 a year. If it is true that another Steamer will shortly commence running and that a substantial reduction of fares will be made, the result must be a very great increase in the number of passengers picnic parties to Sorrento. The Tramway Coy. must be maintained, which is easily done, by following the example that has proved so lucrative under the present management.

H. & M. T. B.

H. & M. T. B. (EASTERN SYSTEM)

NOTICE.

25/8/25.

Should any old type of Bogie Cars with front and rear end entrances to saloon be in service on High Street, the Conductor must keep the gates on front and rear end of cars closed whilst passing over that portion of the road under reconstruction.

(EASTERN SYSTEM).

28/10/25.

NOTICE TO DRIVERS - ESPLANADE TERMINUS.

Cars must not exceed 4 miles per hour from Auckland Street to Terminus.

Drivers must take every care at this point and satisfy themselves that the facing points are correctly set for the direction in which they are proceeding before passing over same.

(EASTERN SYSTEM)

NOTICE TO MOTORMEN

(Malvern & Kew Depots) 3/11/25.

MALVERN ROAD.

Speed of car between Scott Grove And Aintree Road on the "up" journey, must not exceed 10 miles per hour.

(EASTERN SYSTEM)

11/11/25.

NOTICE

Reconstruction Work, High Street near Grandview Grove.

Owing to the turnouts from North to South track being close together, cars must under no circumstances try to pass at this point. Should a car on the "up" journey be passing Koonwarra Stop Mark, cars on the "down" journey must not start from Chatsworth Road, until the "up" car has arrived at Chatsworth Road Stop Mark.

END.