

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

EDITORIAL STAFF

R.H. Prentice

K.S. Kings

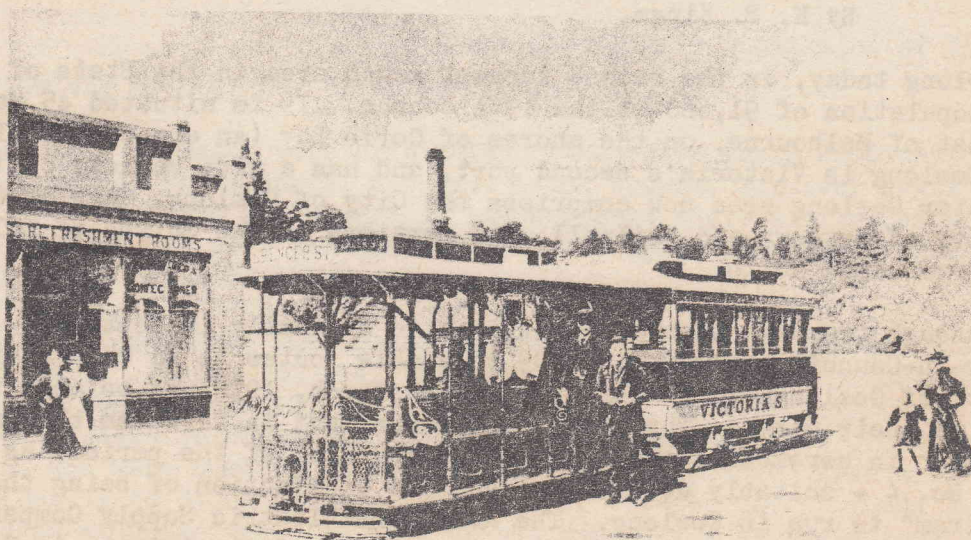
D.J. Prosser

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Tramway Museum Society of Victoria Ltd. Photo.
"Cable Tram at Victoria Street terminus, circa 1890".

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EDITORIAL:

Members who read our first issue in July, 1964, will remember I expressed the hope that our magazine would soon progress from its simple beginning. It is thus with some pride that the Board of Directors and I are able to present this, our January issue, with many improvements including historic photographs. The coming months will see even greater steps forward in the field of presentation of never-before published photos and information.

INTRODUCING

..... A New Department. "R.J." extends its "track"!)

This is the seventh issue of "R.J.", and we are very pleased to commence a new section in the Society's publication. To date, we have published Society news and events, "editorial type" articles, historical notes and progress reports on activities from other Museums. We now venture into the field of authoritative historical articles which will become a regular feature of future issues. The first such article appears below, and commemorates the 10th anniversary of the closure of the tramway system at Geelong.

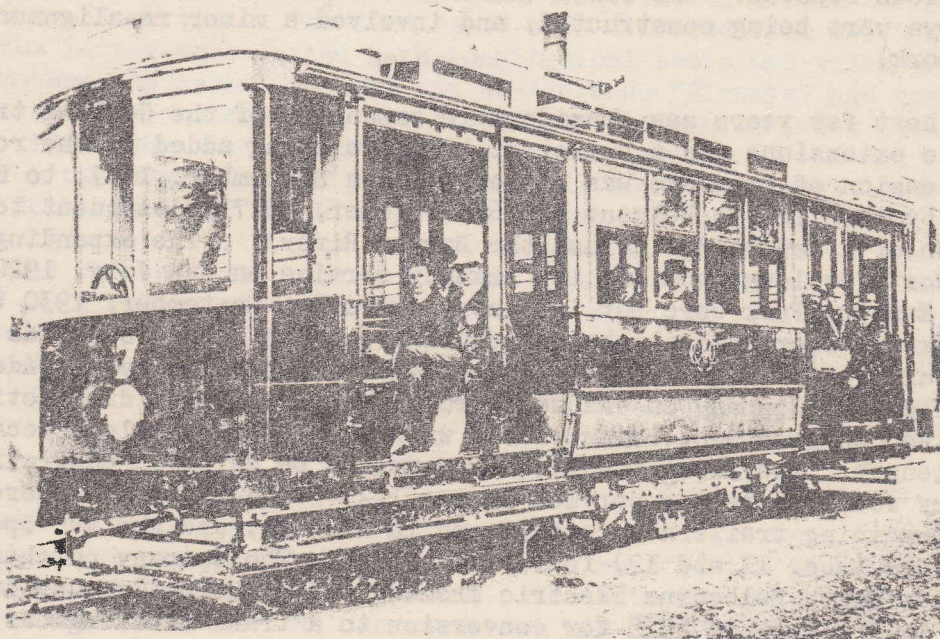
A SHORT HISTORY OF THE TRAMWAYS OF GEELONG

By K. S. Kings.

Geelong today, is the second largest urban area in the State of Victoria, with a population of 91,666 at the 1961 census. It is situated 45 rail miles south west of Melbourne, on the shores of Corio Bay (an arm of Port Phillip Bay). Geelong is Victoria's second port, and has a wide variety of industries. The greater Geelong area now comprises the City of Geelong, City of Geelong West, City of Newtown and Chilwell, and portions of the Shires of Bellarine, South Barwon, and Corio.

Although tramways were considered quite seriously in September, 1888, and an Order-in-Council was made in 1899 to enable routes to be constructed, the residents of Geelong had to wait until 14th March, 1912, to be able to ride a tramcar in their city. The population turned out in force on this memorable day to join in ceremonies and celebrations typical of the period, as electric tramcar No. 4 - suitably decorated - had the distinction of being the official "first tram" to run in Geelong. The Melbourne Electric Supply Company Limited, which already provided the local domestic supply of electricity in Geelong, had obtained the franchise to construct electric tramways in the city and suburban area. Two routes - to Newtown and West Geelong - opened the service, with two short branches to the railway station and wharf (which served a steamer service to Melbourne across Port Phillip Bay), and a short

spur line off the latter to a four-track Depot adjacent to the power station and offices. Double track was laid in the central city area with single track and passing loops elsewhere, and provision at termini for shunting trailers. The Adelaide firm of Duncan and Fraser built (at the Depot) seven open combination type single truck tramcars (of distinctive body style) and four single truck open cross-bench type trailer cars for the service; these cars were numbered 1 to 7 and 1 to 4 respectively.



State Electricity Commission of Victoria Photo
"Geelong tramcar No. 7, as built, in 1912.

The (motored) tramcars were originally fitted with small destination boxes at the front of their roofs, magnetic track brakes, tip-over seats in the saloons and link and pin couplers, had a simple style lining-out with double shadows and were embellished with a complex monogram. Originally, there were $3\frac{3}{4}$ miles of track.

The first extension was opened in November, 1913, to South Geelong, at the Barwon River. During 1913-14, trailers Nos. 1 and 4 were motorised and renumbered Nos. 11 and 12, while Duncan and Fraser delivered three new cars from their Adelaide works, to the same design as Nos. 1 to 7. They arrived in 1915, and were numbered 8 to 10. The Company placed three Milnes-Daimler buses (Nos. 1 to 3) in service late in 1912 between the city and East Geelong. The bodies of these vehicles were of the same style as the saloon sections of tramcars Nos. 1 to 10. Their solid rubber tyres apparently had an injurious effect on the roads traversed, as it is reported that they had to be re-routed on occasions to better thoroughfares! However, their bodies in turn

suffered heavily during the course of their operations, and were provided with suitable strong bracing. When the East Geelong tramway was opened on 12th October, 1922, they were withdrawn to be sold. However, when the bracing was removed to enable the bodies to be separated from the chassis and lifting ropes attached for the purpose, the bodies collapsed! Thus ended ten years of tramway bus operation in Geelong. It was decided to import two "Birney" type safety cars from U.S.A., and they were duly assembled at the Depot during the middle of 1924. They were numbered 14 and 15, and were fitted with twin trolley poles and trolley retrievers. The number 13 was not used, possibly because of superstitious reasons. The fifth (northern) road was added in the Depot whilst the Birneys were being constructed, and involved a minor re-alignment to the special-work.

The next few years saw considerable expansion of the Geelong tramways, with four route extensions and a number of tramcars being added to the roster. The first extension of trackage was opened on 13th September, 1927, to Chilwell, followed by the line to Belmont on 16th October, 1927 (subsequent to the completion of a new bridge across the Barwon River). The expanding industrial area of North Geelong received its tramway service on 6th July, 1928, while the rails to Eastern Park were put into service on 1st September, 1930 (to serve the large park and recreational area, including the football ground, as well as a residential area). Eight new, large, tramcars were built by the Adelaide firm of Pengelley and Company on "Radiax" trucks. They were of distinctive appearance and massive construction, being fitted with twin trolley poles, because of their 35 feet length. They were the last tramcars to be built in Australia with clerestory roofs, entering service during 1925-26, and being numbered 16 to 23. The two remaining trailers were scrapped in 1925-26, and the two open cross-bench motors (Nos. 11 and 12) followed in 1928. The Company purchased the body of a former North Melbourne Electric Tramway and Lighting Company Ltd. trailer from the M. & M.T.B. in 1925 for conversion to a track cleaning car, and fitted it to the truck from the scrapped No. 11 in 1928. The year 1928 also saw the purchase of seven second-hand single truck open combination tramcars from the M. & M.T.B. These were the latter's class J, having been built in 1915 by the Meadowbank Manufacturing Company, Sydney, for the Prahran and Malvern Tramways Trust. They became Nos. 24 to 30 in the Geelong fleet. The Geelong tramways thus entered the 1930's with 27 single truck tramcars operating over 11 $\frac{1}{4}$ miles of track (the maximum reached).

The State Electricity Commission of Victoria was created by Act of Parliament to be the main electricity supply authority for Victoria, and was vested with power to generate same or to purchase existing electricity supply companies. Negotiations were carried out with the Melbourne Electric Supply Company Limited during the late 1920's, and it was agreed that the S.E.C. should purchase the Company from 31st August, 1930.

The S.E.C. quickly surveyed the state of the Geelong tramway system, and found that it was in very good condition (unlike the Ballarat and Bendigo tramways, which were inherited at the same time). Most of Geelong's track was less than ten years old, and all its rolling stock less than twenty years old. However, the depression of the 1930's caused a decline in passengers, and it was decided to introduce one-man operation of tramcars, in 1932. The two "Birney" cars (Nos. 14 and 15) were an obvious choice, and Nos. 3 to 10 and 24 to 30 were

converted by alterations to their open end compartments. Although this move was not popular with the crews, it operated successfully, and Nos. 1 and 2 were converted in 1935, and Nos. 16 to 19 in 1939. In 1936, the S.E.C. purchased four "Birney" type cars from the Municipal Tramways Trust, Adelaide, when they became surplus upon the closure of the isolated Port Adelaide tramway system. They were placed in service at Geelong, where the other two "Birneys" had proved very popular, and were numbered 27 to 30. To equalise the rolling stock, the original Nos. 27 to 30 were transferred to Ballarat, as part of the rehabilitation of that system. Nos. 14 and 15 had their trolley retrievers removed in 1937, and were converted to single trolley pole cars at the same time. The four "new" cars differed from Nos. 14 and 15 in that the latter were fitted with longitudinal seats and bulkheads behind the motorman's seats, whereas the ex-Adelaide "Birneys" had transverse tip-over seats and no bulkheads. The final route alteration took place on 9th October, 1940, when the short length of track leading to the Wharf was relocated from the Depot to what became known as Beach terminus. Over the years, some duplication of track had taken place, the middle passing loop had been added on the West route, the through connection from West to Newtown/Chilwell routes removed, the loop on Chilwell had been removed, and the loop on North had been relocated on the East route. Modifications to the track layout had taken place at the main city intersection (the corner of Moorabool and Ryrie Streets) as necessary to suit the extension of the routes. An interesting relocation of track took place at the Newtown and Chilwell Town Hall. The date has not yet been ascertained, but it probably took place in conjunction with the opening of the Chilwell route.

The Depot has undergone a number of changes over the years. The 1924 alteration has been mentioned. Subsequently, the rear of the Shed was modified by the extension of the two southern roads. These tracks left the rear of the shed by large doors, crossed the narrow street and entered a two-track building on the other side. This was the Workshop and had a separate one-track Paint Shop situated beyond it. Entrance to the latter was gained by a small traverser, originally built only for single truck tramcars trucks. When bogie cars arrived after World War II, they were moved into the Paint Shop one truck at a time. Clearances at the doorway pillars was critical, so some bricks were removed to ease the position. It is interesting to note that our Canberra member - Jack Richardson - suggested this method as the solution to the problem of how to get the very long overall wheel base bogie cars across the short traverser.

About the end of World War II, the S.E.C. decided to purchase a number of surplus maximum traction bogie cars from the M. & M.T.B. The first four arrived in 1947, becoming Nos. 31 to 35, and were followed by two more in 1948 (Nos. 35 and 36), and four more in 1951 (Nos. 37 to 40). The first six cars were replacements for the six "Birney" cars which were transferred to Bendigo during 1947 to 1949, while the last four were additional units. The Geelong rolling stock thus reached its maximum of 31 passenger tramcars. It is of interest that Geelong was the last tramway system in Australia to operate with an all-single truck car fleet, until the first bogie cars arrived in 1947. The entry of the bogie cars into Geelong spelt the end of an interesting feature of the local tramways - coloured route indicator lights. Although not introduced when the system opened in 1912, they were in use by May, 1915. Four colours were

used: red, white, blue and green. At first, there was some concern that the bogie cars might not operate successfully with the public without route lights, but it was soon found that there was no cause for alarm. Consequently, the coloured lights were removed from all the single truck cars except Nos. 23 to 26. In 1951, No. 25 was renumbered 28, whilst No. 39 was altered for one-man operation during 1953. However, the Employees Union refused to run the car as a one-man unit, and it continued to operate with a two-man crew. The problem of head-on accidents with motorists on single track sections of the routes caused the S.E.C. to fit red marker lights in the lower outside corners of the dashes during 1951, and to decide to paint the dashes in yellow and black stripes, illuminated by a canopy light, in 1955. The only cars to be done were Nos. 31 to 35, 37 and 4, while No. 5 only had its dashes painted. The project was then cancelled.

Through-routing of cars has been practiced for many years. Before and after World War II, cars ran as follows:- Newtown to City; West to City; Chilwell to East; Eastern Park to City; Belmont to North. Newtown and West cars ran to Beach and the Railway as required. About the end of 1952, amendments were made as follows:- Chilwell to Beach or Station; East to West; Newtown to Eastern Park; North to Belmont. Short workings were timetabled as follows: East - to Humble Street (the far end of the loop); North - Victoria Street, and Mackay Street (one stop short of the terminus); Belmont - the railway overbridge, and South Geelong. Most single track sections were protected by colour light signals operated by the trolley wheel passing through a contactor on the overhead trolley wire. Details of the coloured route indicator lights are:- Newtown - green; West - red; East - blue; Chilwell - green and blue; Belmont - white; North - red and white; Eastern Park - blue and white.

Subsequent to an enquiry, the State Government announced plans to replace the Geelong trams with privately operated bus services in November, 1955. The closure was to be undertaken in four steps: firstly, on January 8th, 1956, the last cars ran on the routes to East, West and Chilwell, together with the latter's regular workings to Beach and Railway. Cars were provided on the two latter as required. The second abandonment was on 24th January, when Newtown and Eastern Park routes ceased. The third closure was the route to North on 4th March, while Belmont went out in a real blaze of glory on 25th March, 1956. No. 4 - which had opened the system - was suitably decorated as the official last tram, and preceded bogies Nos. 38, 31 and 33 to Belmont terminus, so that it would be the last tram to return. A huge crowd was present, and a number of ceremonies took place during the final return trip. Pengelley cars Nos. 17 and 18 ran the Sunday afternoon and early evening service, but were changed over for Nos. 38 and 31 before the "last run". No. 33 was run out when the size of the crowd became known. It had been planned to use Nos. 31 and 38 because these two bogie cars were to be scrapped, while the other eight were due to be (or had already been) sent to Ballarat and Bendigo. All the single truck cars and the track cleaner were scrapped and sold. Although ten years have rolled by since the Geelong Tramways were closed, quite a deal of track remains in the roadways, despite quite a lot having been lifted during 1965. In some thoroughfares it can be seen beneath a bituminous coating, while elsewhere no attempt has been made to either cover or remove it. The eight bogie cars (and four of the six "Birneys") still carry passengers in Ballarat and Bendigo, whilst bodies of some of the single truck cars are still in existence in various parts of Geelong and the

surrounding districts. The T. M. S. V. has negotiated for the body of Pengelley No. 22, which is in remarkably good condition, and some roof-painting work has already been carried out on it. Pengelley's Nos. 17 and 21 have been made available by their owners for spare parts with which to help restore No. 22. And so it is hoped that some small portion of the Geelong Tramways will be preserved for posterity, in addition to the many photographs, quantities of film and historical records that are already available.

CAR NEWS

Due to the poor attendance at work parties in recent months it has been decided that in 1966 they will only be held fortnightly instead of weekly as at present. Members will be notified of dates when finalised.

After our appeal in October for storage space for a cable dummy truck four members volunteered to provide housing. It has been left to Chairman, Bob Prentice to decide upon the most suitable site, taking into account convenience for transport, space available etc.

Out thanks go to the four members concerned and we hope that the unlucky three may permit us to store future acquisitions on their premises.

One set of window safety bars for Birney 217 has now been fabricated by Noel Gipps and a second set is under way. Noel also hopes to finish the wiring for the buzzer system shortly.

Rolling stock supervisor Peter Stoneham recently heard of a small rail shunter, similar to the one displayed in the A.R.H.S. museum at Newport, which was in use at Newport shunting in the rail motor shops. Unfortunately on contacting the V.R. Peter learned that it had been cut up for scrap only a few days earlier. We are therefore still looking out for a rail vehicle which could be used with a minimum of alteration for shunting at our future Museum site. Any hints from members would be greatly appreciated.

Peter Stoneham has recommenced work on the horse car and some of the material salvaged from the bungalow at Blackrock (see last issue) will be incorporated in the restoration.

Since the last issue of R.S. Secretary Keith Kings and Chairman Bob Prentice have located another old tramcar - Ex P. & M.T.T. "A" class No. 2. This is yet another car without the standard destination boxes in the end canopies. Thus of the three cars of this class located to date, all were unaltered. We must therefore repeat our appeal to members to immediately notify Keith regarding any old tramcar located, whether it be horse, cable or electric.

SITE NEWS.

No reply has been received from the Minister of Transport, Mr. Meagher, (see July '65 issue) and so the Board has instructed our Chairman to follow up this matter in our search for a museum site.

ARCHIVES.

Bob Prentice has continued photocopying and recording of notes and information. The fruits of some of Bob's labours may be seen in our photos this month. Two very notable gestures which have assisted in this field were the loan, by the Secretary of the M. & M.T.B., of the Melbourne Brunswick and Coburg Tramways Trust annual reports, and the History of Malvern, which was loaned by the Town Clerk of Malvern. Our thanks to both gentlemen concerned.

MEMBERSHIP EXCHANGE.

We are hoping shortly to be able to exchange corporate membership with the "Australian Electric Transport Museum (S.A.) Inc." of Adelaide. Our Board has contacted this contemporary group and now awaits their reply.

TRAMCAR RESTORATION.

For an excellent article on the restoration of a derelict tramcar members are recommended to read the September issue of "Old Motor and Vintage Commercial". It outlines the experiences of a group in England who have restored Cheltenham car No. 21 to running condition after it had spent 35 years in a market garden. "Before" and "after" photos of the car are included and it is staggering to think of the amount of work necessary to achieve such a fine result.

BELIEVE IT OR NOT!

The Ohio Railway Museum in the U.S.A. have a collection of tramcars, interurbans and several steam locomotives. Their museum site was intersected by a four lane main road in a cutting. Did they half their rails on the edge of the cutting? No indeed, they have just completed a single track reinforced concrete bridge over the road and are now extending their trackage on the other side. Which proves that no obstacle is too great if members are sufficiently enthusiastic.

TRAM TOUR ON SUNDAY NOVEMBER 14th.

Our tour was held to commemorate the 80th anniversary of the opening of the cable tramway to Richmond on 11/11/85 and the 25th anniversary of ~~the~~ closure on 26/10/40, *of the last cable tramway.*

In the morning the tour left South Melbourne in Y class No. 469 for the trip to West Maribyrnong and Footscray with several photographic runs along the reserved track beside River Street and Rosamond Road. A stop was made at Maribyrnong River bridge for lunch during which members inspected construction work for the new bridge on the alignment of the present tramway bridge. The car then returned to South Melbourne where the party transferred to veteran W2 class No. 224 resplendent from a recent major overhaul. The tour then traversed St. Kilda, Malvern, Burke and Riversdale Roads, Power Street and Burwood Road to Hawthorn Bridge where it ran on to the route of Australia's first cable-hauled street tramway. The car then travelled to the corner of Spencer and Bourke Streets and then back to Richmond with photo stops at appropriate spots. Kew depot

was the next stop and thence along Victoria Street and Victoria Parade before shunting into Nicholson Street and down Bourke Street to the terminus. 224 then proceeded to Nicholson Street depot where 980 took over, running back to Bourke Street and thence to Northcote via Smith Street, Collingwood. Back to the City and Nicholson Street Depot again where 224 was reboarded and ran via Holden Street and St. Georges Road to Thornbury crossover then via St. Georges Road, Brunswick, Collins, Spencer and Clarendon Streets back to South Melbourne depot. 78 miles of varied tram travel which was enlivened by the splendidly prepared program which mentioned important points of interest along the route.

REPORT OF ANNUAL GENERAL MEETING, MONDAY 8th NOVEMBER, 1965
AT MALVERN TOWN HALL

23 members were present, together with 5 visitors. 4 apologies were received. The minutes of the First Annual General Meeting were read and confirmed. The Chairman presented his address to the meeting and the financial report was read and adopted. No queries were raised regarding either the Chairman's or the financial report. No items of business were raised by members.

The two retiring directors - K.S. Kings and J.W. Dowel were re-elected to office for a three year term and the retiring auditors were re-elected for the ensuing year. The meeting was to have heard the interview of Mr. Tatam by member Dick Heming but due to technical difficulties this was not possible and had to be postponed to a later date.

Visitor Mr. L. Reyke showed his black and white and colour slides of tramways in Western Europe with the emphasis on Holland and Belgium, which proved extremely entertaining.

NOTE FOR LADY MEMBERS:

Let the article below by our Treasurer Lindy Newell be a warning to all ladies who marry TRANSPORT enthusiasts and historians:

From the English Magazine "WOMAN" of 28/8/65, comes an interesting report by Mrs. M. Latham. Her husband, a keen railway enthusiast, had satisfied his interests by decorating their home with model trains, until one day she received a telephone call from a haulier asking when she wanted the engine delivered! She now shares her life with three nine ton narrow gauge locomotives in working order. Moral for the ladies -- don't stop hubby from working for the Museum. He may stay home and start his own.

Mrs. Latham has a problem (?) which is dear to my heart. My future husband already owns several model trams and enough books on "Traction" to stock a library. His other gems include an Albion Truck, vintage of course,

and a selection of motor cycles. I shudder when he mentions other "useful" items; such as live steam miniature locomotives, and obsolete aircraft engines ("cheap at £50"). His Mother's backyard has been graced by vehicles in various stages of repair - "improves the view from the Kitchen window", he says.

What will my future be? Will the object d'art on our overmantle be a polished brass builder's plate? Will the diningroom chairs be tipover seats ex-Birney? Could our dream home turn out to be a transport Museum; with only the Kitchen to call my own (though even then, the curtains may well depict veteran cars).

Mrs. Latham appears to be tolerating this phenomena with the same good humour as I intend to exercise myself. After all it's not every wife who knows exactly where her husband is all the time.

I wonder what does go on at Malvern Depot? Perhaps we girls had better go and find out.

TRAMWAYS OF GEELONG.

1912 — 1956.

GAUGE — 4' 8 1/2"

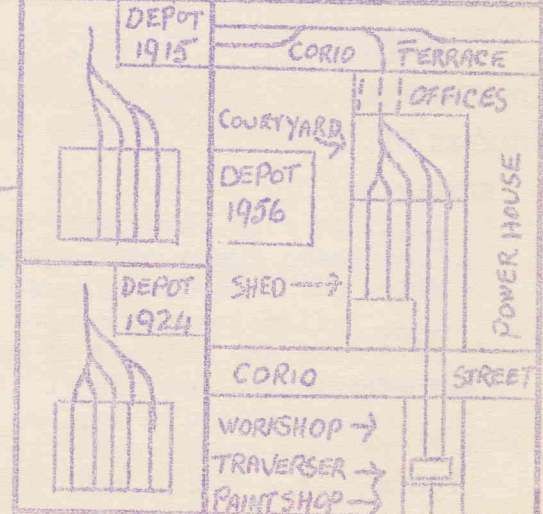
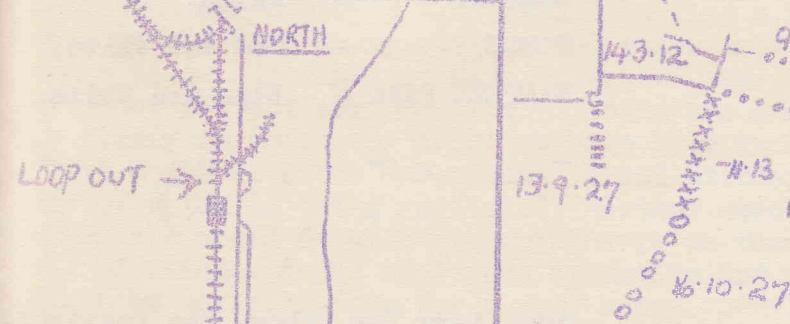
DRAWN:— K.S.KINGS 19/12/65 TRACED J.W.DOWEL 22/12/65

6.7.28

GEELONG
TRAMWAYS.
OPENING
OF ROUTES

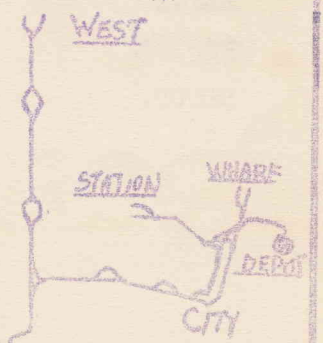
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GEELONG-
TRAMWAYS
CLOSURE
OF ROUTES



GEELONG
TRAMWAYS
1912

NEWTOWN



GEELONG
TRAMWAYS

SHOWING
ALL
TRACKAGE

GEEELONG TRAMWAYS.

End Destination Curtain,
as used on Bogie and
Single Truck Trams.

Material: White.

Paint : Black.

Effect: White letters on
Black Background.

-- -- -- -- --
KARDINIA PARK.

CITY

EASTERN PARK

NORTH SHANNON ST.
ONLY

FOOTBALL

BELMONT

NORTH

CHILWELL

GARDEN ST.

HUMBLE ST.

EAST

WEST

CITY

NEWTOWN

STATION

SOUTH

REACH

SPECIAL

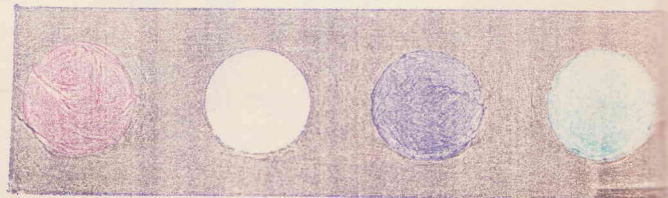
DEPOT.

Coloured Route Indicator Lights.

NEWTOWN	--	Green.
WEST	--	Red.
EAST	--	Blue.
CHILWELL	--	Green and Blue.
BELMONT	--	White.
NORTH	--	Red and White.
EASTERN PARK	--	Blue and White.
--	--	--

Auxiliary Box (above the Destination
sign box), containing the lenses and
lights for the coloured route
indication system.

Red. White. Blue. Green.



1.

ON THE JOB! (Or "Who's Doing All The Work!").

Last issue we expounded at some length that:- "It Can Be Done!" In this issue we take a look at those members who are "On the job", and helping with the task. However, we hasten to allay any fears that we are criticizing those members (and even non-members) who are not lending a helping hand; we are fully aware that some people have heavy private and other pressing commitments which occupy their spare time. Needless to say, "workers" are always much needed - even though we have not yet got our own site - to do the many tasks that already exist. There is plenty to do on our cars: we have four in Malvern Depot to keep olean (which is quite a job with the Carborundum Wheel Grinder a few yards away and in constant use) one of which is being repainted, another which we would like to repaint, and the other two could do with finishing work on them. We now have four cars in the open, all of which require continual attention and one (the ex-Beaumaris horse tram) has been stripped down for a very heavy rebuild. Apart from our rolling stock, the Library, Archives and Research sections make quite heavy demands on members' time - and often these demands cannot be met! Apart from these "productive" activities of the Museum, a considerable amount of time is spent by our Chairman/Manager and Secretary in simply running the Society. It takes a lot of exacting work to keep us on a straight path and even to "show the flag" in the right places at the right times.

Reference to a table, printed on the next page, will show you that five men have carried our Society to date, with the support from eight other members, to a fair degree, and assistance from 17 others in varying amounts. So how about it? Do you think that you can spare a bit of time - even occassionally? Even if you don't class yourself as a painter, you can help by keeping the cars clean and thus relieving our "Skilled" painters of this task! If you don't feel like addressing envelopes or writing articles, would you like to look after the Ticket collection? Or maybe run the Sales Department? How about it? Many hands do make light work - and you will help keep Bob and Keith out of the "Nut House" - at least for a little while longer!

Name,	Year Ended, 1964.	30/6. 1965.	Remarks.
Prentice. R.H.	434 $\frac{3}{4}$	793 $\frac{3}{4}$	Mostly Administrative; 17% on cars in Malvern Depot. Balance on Archives.
Babee. A.L.	71 $\frac{3}{4}$	9 $\frac{3}{4}$	Administrative.
Kings. K.S.	741 $\frac{3}{4}$	390 $\frac{3}{4}$	Mostly Administrative; balance on Arch cars and cable tramway track.
Dowel. J.W.	42.	88	Mostly Admin, balance on Archives.
Rogers. L.W.	340 $\frac{1}{2}$	81	Mostly on car No. 34; balance on Admin and track.
Duckett. P.W.		7 $\frac{5}{8}$	Archives.
Wainwright. J.W.		41	Mostly Admin.; balance on cars.
Steneham. W.A. (Mrs.)	30.	23 $\frac{1}{2}$	Mostly Admin.; rest on cars & Archives.
Steneham. P.A.	115 $\frac{3}{4}$	152 $\frac{3}{4}$	Mostly on cars; rest on Admin & track.
Stanley. I.J.		3 $\frac{3}{8}$	Cars.
Gipps. W.H.	375	554	Mostly on cars; rest on Admin, Power, supply and track.
Walker. K.J.	3		Cable tram track.
Prentice. H.J.	30	27	Administration.
George. G.L. (Mrs.)		17	Admin and Archives.
Kings. C.S.	17	10	Archives and Cars.
Culpeffer-Cooke. A.G.		6 $\frac{3}{4}$	Admin and Cars.
Seletto. J.		6 $\frac{3}{8}$	Cars.
Rawnsley. J.T.		32 $\frac{3}{4}$	Admin and Cars.
Mercer. W.G.	2		Cable tram track.
Alfred. J.E.		6 $\frac{1}{2}$	Cars.
Josett. D.F.		24	Mostly on car No. 467; rest on Archives.
Johnstone. N.		6	Cars.
Stanes. K.D.		9	Administration.
Vine. S.J.		103 $\frac{1}{2}$	Mostly cars; rest on Admin and Archives.
Heming. R.F.		1 $\frac{1}{4}$	Cars.
George. B.E.		155 $\frac{3}{4}$	Mostly cars; rest on Archives & Admin.
Fellows. R.E.		11 $\frac{1}{2}$	Archives.
Hudson. R.L.		69 $\frac{3}{4}$	Mostly cars; rest on Admin & Archives.
Macartney. D.J.		49 $\frac{1}{2}$	Cars.
Presser. D.J.		171 $\frac{1}{2}$	Mostly Archives; rest on cars & Admin.
Pinner. K.R.		94	Mostly cars; balance on Archives.
Dunn. H.L.		96 $\frac{3}{4}$	Mostly cars; balance on Archives.
	2203 $\frac{1}{2}$	3043 $\frac{3}{4}$	
Work done by:	12	30	Members.

CORRIGENDA :

Geelong Tramways History.

Newtown and Eastern Park were closed on 22/1/56, not 24/1/56.