

EARLY HISTORY

This installation was not made by a private company in the usual manner as a sound prospective enterprise, but was undertaken at the request of the municipal authorities. The installation of a tramway at Geelong was rather belated by comparison with other communities who had electrified their system and horse-drawn systems at the turn of the century. The private company was reluctant to extend its operations to tramways probably by reason of conditions then being experienced in other small centres with tramways and the development of the motor vehicle might have early effect upon fixed rail installations. The company, however, held a limited term franchise in respect of the electricity supply business and realised that conflict with the councils on the tramway question could jeopardise the ultimate future of the company in its profitable and expanding electricity supply undertaking. Provision was made, however, for the tramways to be operated by the company for 20 years, with the promise of acquisition, then by the council or extensions for short terms until the future was resolved. There was some local opposition to the delegation of tramway powers to a private concern and this was of such character that a referendum was eventually necessitated before the Act was passed. The first tram routes opened were those to Newtown and West Geelong on 14th March, 1912. The south route was opened to the Barwon bridge on 11th December, 1913, after trouble with the railway crossing had been overcome. Three Daimler solid type buses were operated on the east route, prior to the trams commencing on 12th October, 1922, and the extension to Chilwell did not follow until 30th September, 1927. A new bridge over the Barwon river enabled the extension to Belmont to be opened on 16th December, 1927, and the last major installation to the north route was opened on 6th June, 1928. There was an extension to Eastern Park on 10th September, 1930, principally to meet the requirements of the transfer of football matches on the Corio oval. The only change in the system layout since that date was the transfer of the redundant track to the wharf as an extension along Corio Terrace to serve the Eastern Beach area in October, 1940.

GEELONG TRAMWAYS

HISTORY

Although a proposal was made as early as 1888 to instal electric tramways in Geelong, the city did not receive any form of tramway services until 10th March, 1912, when the Melbourne Electric Supply Company Limited commenced running its cars. Apart from the original routes most of the system was developed during the twenties. When the M.E.S. Company was acquired on 1st September, 1930, by the State Electricity Commission, the latter found, in contrast with its subsequent experiences in Ballarat and Bendigo, that the track and rolling stock were in good condition. After World War II, however, the position changed and the poor condition of the system, together with the expansion of suburban development beyond the tram termini, to say nothing of opposition by municipal authorities and certain vested interest, led to abandonment in March, 1956. The last tram which ran on 23rd March, was No. 4, which had opened the system 44 years earlier. Maximum track mileage 4'8½" gauge (1945-1956) was 11.80, of which 4.74 miles were double track and 7.06 single track. The fleet was at its largest between 1951 and 1956 when 31 trams were in service, including 10 double bogey vehicles.

GEEELONG TRAMWAYS

INCOME, EXPENDITURE AND LOSS 1935 TO 1956

Year ended 30th June	Income £	Expenditure £	Loss £	Passengers	Car Miles
1935	33,317	46,784	13,467	3,612,086	594,637
1936	34,312	49,365	15,053	3,718,308	600,874
1937	33,522	52,171	18,649	3,621,934	599,297
1938	32,898	54,937	22,039	3,330,762	602,572
1939	35,452	58,759	23,307	3,690,416	613,239
1940	35,294	60,072	24,778	3,737,125	615,596
1941	40,736	57,760	17,024	4,347,703	620,652
1942	49,659	56,927	7,268	5,546,659	629,878
1943	56,796	59,749	2,953	6,510,501	651,222
1944	60,825	64,983	4,158	6,839,521	665,202
1945	62,830	65,901	3,071	6,875,634	658,153
1946	62,394	65,559	3,165	6,745,222	655,230
1947	61,227	72,355	11,128	6,550,186	640,541
1948	61,533	87,457	25,924	6,609,331	656,178
1949	63,272	102,197	38,925	6,818,780	667,333
1950	73,570	123,679	50,109	6,037,810	629,101
1951	75,793	145,451	69,658	5,893,696	589,163
1952	76,292	160,140	83,848	5,315,092	571,468
1953	77,535	172,804	95,269	5,375,484	565,514
1954	78,351	164,831	86,480	5,454,863	548,582
1955	77,227	169,830	92,603	5,410,724	549,269
* 1956	50,604	111,614	61,010	3,038,899	328,094

* Closed down March, 1956.

GEEELONG TRAMWAYS

OPERATION STATISTICS 1935 TO 1956

Year ending 30th June	Passengers	Car miles	Passengers per car mile	Average fare per passenger	Income per car mile	Expend- iture per car mile	Loss per car mile	Loss per passen- ger
				d.	d.	d.	d.	d.
1935	3,612,086	594,637	6.1	2.209	13.447	18.882	5.435	0.895
1936	3,718,308	600,874	6.2	2.207	13.705	19.717	6.012	0.972
1937	3,621,934	599,297	6.0	2.216	13.434	20.893	7.468	1.236
1938	3,330,762	602,572	5.5	2.362	13.101	21.881	8.778	1.588
1939	3,690,416	613,239	6.0	2.290	13.875	22.996	9.121	1.516
1940	3,737,125	615,596	6.1	2.256	13.804	23.496	9.691	1.591
1941	4,347,703	620,652	7.0	2.240	15.752	22.355	6.583	0.940
1942	5,546,659	629,878	8.8	2.143	18.921	21.691	2.769	0.314
1943	6,510,501	651,222	10.0	2.088	20.931	22.019	1.088	0.109
1944	6,839,521	665,202	10.3	2.127	21.945	23.445	1.500	0.146
1945	6,875,634	658,153	10.4	2.183	22.911	24.031	1.120	0.107
1946	6,745,222	655,230	10.3	2.209	22.853	24.013	1.159	0.113
1947	6,550,186	640,541	10.2	2.229	22.948	27.119	4.171	0.408
1948	6,609,331	656,178	10.1	2.221	22.506	31.988	9.482	0.941
1949	6,818,780	667,333	10.2	2.215	22.755	36.754	13.999	1.370
1950	6,037,810	629,101	9.6	2.915	28.067	47.183	19.116	1.992
1951	5,893,696	589,163	10.0	3.078	30.875	59.251	28.376	2.837
1952	5,315,092	571,468	9.3	3.435	32.040	67.254	35.214	3.786
1953	5,375,484	565,514	9.5	3.451	32.905	73.337	40.431	4.253
1954	5,454,863	548,582	9.9	3.440	34.278	72.112	37.834	3.849
1955	5,410,724	549,269	9.9	3.416	33.744	74.388	44.638	4.175
* 1956	3,038,897	328,094	9.3	3.985	33,749	81.645	44.628	4.993

* CLOSED DOWN MARCH 1956

GEELONG TRAMWAYS

SEGREGATION OF EXPENDITURE 1935 TO 1956

Year ending 30th June	Power	Operations	Maintenance	Administration	Capital Charges		Total
					Dep.	Int.	
1935	3,699	17,018	7,588	3,759	5,961	8,759	46,784
1936	3,825	17,958	8,862	3,960	6,074	8,686	49,365
1937	3,810	17,678	9,619	5,658	6,138	9,268	52,171
1938	3,164	19,210	11,048	6,242	6,136	9,138	54,938
1939	3,537	20,595	12,244	6,628	6,136	9,019	58,759
1940	3,212	21,228	13,456	7,060	6,137	8,979	60,072
1941	2,806	24,337	10,362	5,898	4,763	9,594	57,760
1942	2,687	26,863	9,516	6,058	4,009	7,794	56,927
1943	2,393	29,047	11,720	7,122	3,311	6,156	59,749
1944	3,053	32,549	14,205	7,793	2,646	4,737	64,983
1945	3,092	34,555	14,600	7,106	2,341	4,207	65,901
1946	3,065	35,911	15,114	7,474	-	3,995	65,559
1947	3,186	39,178	17,481	8,631	-	3,879	72,355
1948	4,689	50,678	17,848	10,354	-	3,888	87,457
1949	5,789	59,628	20,611	12,167	-	4,002	102,197
1950	6,498	65,680	27,956	19,491	-	4,054	123,679
1951	6,839	84,668	34,440	15,380	-	4,124	145,451
1952	8,408	92,986	37,448	17,062	-	4,236	160,140
1953	10,007	96,032	45,138	17,100	-	4,527	172,804
1954							
1955							
* 1956							

* Closed Down March 1957

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1938	32,898	54,937	22,039	3,330,762	602,572
1939	35,452	58,759	23,307	3,690,416	613,239
1940	35,294	60,072	24,778	3,737,125	615,596
1941	40,736	57,760	17,024	4,347,703	620,652
1942	49,659	56,927	7,268	5,546,659	629,878
1943	56,796	59,749	2,953	6,510,501	651,222
1944	60,825	64,983	4,158	6,839,521	665,202
1945	62,830	65,901	3,071	6,875,634	658,153
1946	62,394	65,559	3,165	6,745,222	655,230
1947	61,227	72,355	11,128	6,550,186	640,541
1948	61,533	87,457	25,924	6,609,331	656,178
1949	63,272	102,197	38,925	6,818,780	667,333
1950	73,570	123,679	50,109	6,037,810	629,101
1951	75,793	145,451	69,658	5,893,696	589,163
1952	76,292	160,140	83,848	5,315,092	571,468
1953	77,535	172,804	95,269	5,375,484	565,514
1954	78,351	164,831	86,480	5,454,863	548,582
1955	77,227	169,830	92,603	5,410,724	549,269
* 1956	50,604	111,614	61,010	3,038,899	328,094

* Closed down March, 1956.

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1945	6,875,634	658,153	10.4	2.183	22.911	24.031	1.120	0.107
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1949	6,818,780	667,333	10.2	2.215	22.755	36.754	13.999	1.370
1950	6,037,810	629,101	9.6	2.915	28.067	47.183	19.116	1.992
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1953	5,375,484	565,514	9.5	3.451	32.905	73.337	40.431	4.253
1954	5,454,863	548,582	9.9	3.440	34.273	72.112	37.834	3.349
1955	5,110,724	549,269	9.9	3.416	33.744	74.388	44.638	4.175
* 1956	3,038,899	328,094	7.3	3.985	33.749	81.645	44.628	4.983

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1937	3,810	17,678	9,619	5,658	6,138	9,268	52,171
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1942	2,687	26,863	9,516	6,058	4,009	7,794	56,927
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1944	3,053	32,549	14,205	7,793	2,646	4,737	64,983
1945	3,092	34,555	14,600	7,106	2,341	4,207	65,901
1946	3,065	35,911	15,114	7,474	-	3,995	65,559
1947	3,186	39,178	17,481	8,631	-	3,879	72,355
1948	4,689	50,678	17,848	10,354	-	3,888	87,457
1949	5,789	59,628	20,611	12,167	-	4,002	102,197
1950	6,498	65,680	27,956	19,491	-	4,054	123,679
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1952	8,408	92,986	37,448	17,062	-	4,236	160,140
1953	10,007	96,032	45,138	17,100	-	4,527	172,804
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