

On Easter Tuesday 1917, when the Eureka pageant was being staged at the Eureka Stockade on the occasion of the Back to Ballarat celebrations 22 trams were sent east to cope with the traffic. Only one tram was in the city at the time.

The trams ran $\frac{1}{2}$ million miles per year.

In August 1906, the trams were unable to run until 12 noon, because of a phenomenal snow storm.

In the early years the trams ran on until after 2 A.M. for the benefit of the mayoral

guests at the Alfred Hall (after the ball)

A public holiday was taken and on 12-11-1918, to celebrate the armistice. The returned men took charge temporarily and took the driving levers from the trams. Diplomatic measures by the police authorities, Supt Macmanamy and Inspector Nicholson were in charge, resulted in these being restored, and the trams were run in for good between 5 and 6 pm.

Owing to the seamen's strike and coal shortage from the 16th July to the 26th August, 1919, the trams ran into the depot at 6.30 pm on week days and did not go into service at all for six consecutive Sundays.

On Saturday night, 11th October 1919, when the final of the Calisthenic section of South Street was staged, 33 tram loads, nearly all heavy, were carried away from the Coliseum and other evening entertainments. Eight (8) went to Sebastopol; 5 Drummond Street; 4 Victoria St; 2 Mount Pleasant; 5 Hunt St West & Gardens; 4 via Ripon Street; 5 Lydiard St Nth.

The creation of a soldiers' camp in the old Agricultural Society's Showgrounds (Wendouree Parade & Haddon St) in August 1915, gave the trams a share in a great work, and provided the men who had enlisted a good service to and from the City.

Old electric N° 3. Had a clock system advertising sign (Velvet soap) square box one on canopy, intermittent lighting. First seen about 1915.

Patented by C. Cosgrove, Depot Superintendant.

6 Trailers (ex Horse tram) lighting continued by an adaptor from electric lighting service on trams.

In 1930, there was a great change, cars N° 10, 15, 18, 19 & 20 were sold. I remember riding in one of the summer cars to the Gardens via Sturt St West, one Sunday in Jan or Feb 1930. They were not seen afterwards, but the body of N° 20 could be seen up to 1939, in the Country Board's Board's depot at Wallace. During their last year in service, the summer cars 19 & 20 were fitted with a Brill 21E truck, but these were not a success as when carrying a heavy load around a curve, proved a failure. The load weighed the car body ^{down} ~~on~~ on the axle boxes & that forced the wheels to cut into the car frames.

The body of old N° 15 has served as a tennis shelter shed at Nerina for many years, while N° 10 was at Waverley until recently. Mr H. Barlow of Bell St Redan, had a number of old bodies in his yard.

The above 5 cars (10, 15, 18, 19 & 20) were replaced with a more modern stock, the first being N° 108 "M" class of the Melbourne and Metropolitan Tramway Board, and became N° 24.