

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.

at Ballarat. It was the first tram to have air brakes in Ballarat. Car went into service during the first half of 1930, and was soon followed by four others of the same type. These were the M & M.T.B. Nos 110, 111, 116 and 113 which were renumbered 25, 26, 27 and 28 respectively.

In the following year 5 more of the old fleet were sold (Nos 8, 9, 11, 13 and 14) and these were replaced with 5 further cars from the Board (Nos 82, 73, 69, 76 and 89) becoming Ballarat's ^{16, 29, 18,} 19, and 20. At first these 10 ex Melb. trams were not altered, but were painted Red & cream like the rest of the Company's fleet.

At this time all the trailers were out of use and were sold, except for one which had been kept especially for carriage of the news bicycles between the depot and city office. This trailer would be loaded at the depot with the day shift men's bikes and hitched behind a city bound service car to Grenville St, where it would be uncoupled, unloaded and ^{then} reloaded with the ~~news~~ evening shift men's bicycles and hauled back the depot by the next Lo Gardens tram.

This arrangement worked until about 1934, when the trailer gave way to the present day ^{road} motor trucks which now handles this traffic.

In 1931, the Electric Supply Co of Victoria sold out to the State Electricity Commission and the transfer was completed on 1st July 1934. In October of that year a start was made in reconditioning of the tracks with ~~solid~~ stone ballast which mostly came from Lithbridge. Quite a lot of the old grooved rails were replaced with 80 lbs. "T" rails with an angle strip bolted on ^{the inside} to form the groove. First section to be treated was from Lydiard St to Pleasant St

in Sturt St (south track) The oil road roller was made in Ballarat and a similar machine for Bendigo. Both were built by Jelbart of Ballarat. The work of treating all routes took about 3 years.

During the reconstruction of Main St, the crown of the street was cut down and during the process many of the gas and water service pipes had to be renewed. It was quite a mess! The worst job being Bridge St. This meant closing the street to ordinary traffic and for short time, two trams from Victoria St and Mount Pleasant were parked overnight* in Bridge St, opposite Coles Stores. During this work of relaying of tracks, both Gas Co and Water Commission were also on the job. The railways ran special ballast trains from Lethbridge, while Bendigo sent all their track equipment including their oil roller so as the work could be completed as soon as possible. One could be forgiven for thinking a bomb had hit Bridge St. (The Bridge St job was completed after Main St) I am sorry I cannot give the actual dates.

In 1937, the Lydiard St North line was extended ~~to~~ from Gregory St. to Norman Street, a distance of 45.5 chains. The old parallel siding at the old terminus was pulled out and a new loop put in some yards further north.

This section was opened on 28th August 1937. The first car driven by Mayor J. PRYOR. was N^o 32.

Trams N^{os} 2, 4 & 6 were taken out of service in 1932 and N^{os} 5 and 7 in 1934. The last of the old stock N^{os} 1, 3, 12, 17, 21 and 22 lasted until 1935. N^o 23 was converted to water & scrubber car in 1934, and is still in service.

* For several days both Victoria St & Mt Pleasant trams came into city as far as Junction Garage only

In 1935, S.E.C. took delivery of 5 further M+M.T.B. trams N^o 183, 184, 186 & 189 being the ex Hawthorn Tramway Trust's cars. They were renumbered 30, 31, 32 and 33. N^o 30 was the first of the improved type and first saw service as a special on 12th Sept. 1935. In March 1935 N^o 27 was the first car to be painted dark green & cream and the first one to carry the S.E.C. monogram.

In Feb. 1936, a different type of tram arrived, it was the ex M+M.T.B. "G" class 152, a 4 wheel straight sill semi closed combination car. It first saw service as N^o 22 but ~~about~~ ^{on} 4th Nov. 1938 it was renumbered 29, when this number became vacant after the 1st 29 became the present day N^o 17. (Body carted from Reg. Station to depot by horse lorry. 2 horses ride by side)

Owing to Geelong getting the 4 Birmey trams from Adelaide (Class N^o 301-304 which ran on the old Port Adelaide system) it was decided to transfer 4 of Geelong's ex Melbourne & Metropolitan Tramways Board's cars to Ballarat in 1936. These 4 cars were Geelong's N^o 27, 28, 29 and 30 and became our N^o 12, 11, 14 and 13 respectively.

The next batch of trams were 3 coming from Adelaide about ^{DEC} 1937. These were of a similar type to the ex M+M.T.B. cars; the main difference being a different make of controller and a longer wheelbase on truck. They were Adelaide's "A" class N^o 10, 69 & 92. It is interesting to note that ^{they} ran for some time sporting the original M.T.T. (~~club~~ Adelaide colours & N^o) N^o 69 was not repainted until early 1939. N^o 10 became N^o 21, 69-23 and 92 Ballarat's 22.

All the above mentioned cars are 4 wheelers mounted on Brill 21E trucks but the wheelbase varies from 6'6" to 9'0" Cars

NOTE Adelaide N^o 10 body only.

N^o 29, 30 & 31 have ^{built by} C. J. Sewell of Footscray

In March 1938, N^o 69 was decorated in waxed paper flowers for 1938 Floral Carnival & ran for about a month. It was then stored & not used until the Christmas of 1938 & still carried Adelaide's old N^o and colour.

N^o 29 was the 1939 Floral tram and I consider it as being the best decorated tram to run in Ballarat. During its 1st day, 8 girl hostesses were carried on the car. 2nd March 1939.

For the coronation of King George VI, N^o 28 was "dressed up" for the occasion. It ran for 3 days - 12th, 13th & 14th May 1937.

During the last War, the trams gave a good service and carried some huge loads, and owing to manpower shortage, lady conductresses were employed. The first conductress in charge of a tram was on 13-9-1942. The last one to leave the service was on 9-7-1946. At one time 23 conductresses were employed.

The first of the present day trams to be written off was the Adelaide car N^o 22 which had an argument with an army car at the corner of Dana & Drummond Sts on 28th July 1944. The tram was almost cut in two and 12 passengers injured. At first, it was decided to rebuild the car, actually Mr Lyons, the car builder, had parts ready for the rebuilding when the M & M-T-B offered their "C" class maximum traction bogie cars for sale.

It was decided to scrap the Adelaide 4 wheeler and purchase the bigger vehicle. This tram was Melbourne's "C" 117 which first saw service on the Hawthorn Tramway Trust as their N^o 11 and

was one of the cars to open that system on the 6th April 1916. The tram arrived in Ballarat on the Yellow Express road transport vehicle on 19-10-1945. It had two trial runs on the Monday (22-10-45) and I was invited to have the honor to have first ride. This car was the first bogie vehicle to be used on the Ballarat Tramways and its first public run was on the Sunday (28-10-45), when it ran from the depot to Lenville St. and from there to the Gardens via Drummond St. It still carried the old Melb. road N° 117. Its next 2 appearances was in Nov of the same year, but the 117 had been painted out. However, on 22/12/45, it appeared as N° 22 running on the Mount Pleasant - Gardens route. This car became the fourth tram to carry the number 22, but since, this bogie has been renumbered 37 in Sept. 1952, the number (22) has become vacant once more.

Another bogie tram arrived on 24-10-45 and it was also a M.M.T.B. "C" class N° 132, becoming our N° 15. Went into service on the 14th Dec. 1945, on the Victoria St - Gardens line.

In the ¹⁹⁴⁷ following year, two further bogies were obtained from the Board. They were N° 137 which arrived on 22/1/47, and N° 124 on the 28th Feb. 1947. N° 137 was first used on Sat. afternoon, 1st March 47 on the Regatta traffic to View Point, but had the road numbers painted out. The next outing was on 21/3/47 when it appeared with folding gates at the end entrances, and ran in that condition ~~and~~ ^{with} no numbers for some months. Early in 1948, this car had doors fitted instead of gates and it came out on 28th Feb 1948 with the number 34

✓ Regatta traffic.

This car was Hawthorn T.T. N°31, first in service on 30th Sept 1918.

N°124 ex Hawthorn T.T. N°18, in service on 6-4-1916.

This bogie tram was altered & repainted before going in service as N°35 on Friday 13th June 1947.

With these 4 bogies in service, two of the old 4-wheelers, N°23 & 29 ~~were~~ rarely used and it was decided to scrap N°29. The last time N°29 was in service was during "Music for the People" day, at Nth Gardens on Sunday 14-3-48. It was scrapped on 3-9-50 and body sold on the 13th Nov 1950. The total Ballarat mileage 98,416.

N°23 lasted a little longer.

~~It~~ It was painted gold bronze in very late 1950, and was fitted with a silver painted pick & shovel, besides having 132 electric globes fitted and other decorations attached. It was the tramways contribution to the Gold Centenary Celebrations 1851-1951. It made quite a stir when it first came out on 16-3-51. It ran daily until the Easter Monday 26-3-51. The car then stood in the depot until 13/8/51, when it was noticed running on the Mount Pleasant line. ~~Only once did N°23 appear in the evening~~

Owing to power restrictions, the gold tram made only one appearance after dusk and that was on 15/8/51 (a Wednesday evening). The final day was on Monday 20/8/51 when a public holiday was held in Ballarat and old 23 ran as a special to meet Cobb & Co coach at Victoria St at 3pm. It left the city at 4pm for the Depot via Reform St and thus ended its service life on the Ballarat

system. Car was shipped and placed on the outside track, rear of depot on Friday 4th Jan 1952, Body sold to Mr J. F. Lyons of Navigator on 20-4-52.

N^o 23 was ex Adelaide 69 and went into service in Adelaide on 30-10-1909 and built up a mileage of 632,958 and ran 131,546 miles in Ballarat, giving a grand total of 764,504 miles.

The three last trams to arrive in Ballarat were also maximum traction bogies built for the ex Prahran & Malvern Tramway. Just and differed slightly to the ex Hawthorn bogies. These 3 bogies were N^{os} 41, 42 and 35 which arrived on 1/5/51, 22/5/51, 13/6/51 respectively.

These additional cars made room at the depot somewhat crowded so it was decided to lay a track at the rear of west depot road^{N^o 1}. It meant knocking out part of the ^{back of} shed and the line is long enough to hold two single truck trams with ease. Ex M.M.T.B. N^o 35 was placed on this track on ^{26th} June ¹⁹⁵¹ and remained there until 4th January 1952.

N^o 41 was the first of the 3 trams to be reconditioned and it went into service as N^o 38 on 26-10-51. Ex N^o 42 was the next to be attended to and it came out as N^o 39 on 21/12/51.

Ex 35 then received an overhauled and N^o 40 was allotted to it. It came out on 17/5/52.

As stated previously, the new extension of the Lydiard St line was declared open at 11 Am on 28th Aug. 1937, when Mayor (Cr J. Pryor) drove the first train (N^o 32)* over the new section. On the following day (a Sunday) new through routing was inaugurated and the elimination of the old city terminus at

* N^o 32 was official car. First service car over new section left Lydiard St at 11.15 AM

Grenville St. cut out a lot of traffic congestion.

The new through routing of cars as follows:-

VICTORIA ST	to	GARDENS via STURT ST WEST
MT PLEASANT	to	GARDENS via DRUMMOND N TH
LYDIARD ST N TH	to	SEBASTOPOL
LYDIARD ST N TH	to	RUBICON ST
		Later removed to GREY ST SEBAST
CITY	to	VIEW POINT
CITY (MAIN ST)	to	STURT ST WEST

The basic service was of 20 minutes frequency for all ^{lines} was adopted exception being the View Point line. The City (Main St) to Sturt St West was run during the afternoons only.

At that ^{time} (1937) trams were operated as one man vehicles until 12 noon when the conductors would come on duty.

However, during war years, the conductors would go on duty from 11am onwards until 8pm. From the 8th April, 1946, conductors were provided ^{on} each tram for the full period.

Conductors were always employed on the City - Rubicon St line especially when working the "Sebastopol" type cars.

A point's boy was employed to set points for Lydiard St NTH tram, out of Lower Sturt St up to about 1934/35. After completion of this work (after resetting of points) he would return to Grenville St and assist in reversing the trolley poles on the other trams before the next Lydiard St NTH car was due to go out.

During the years 1937-1942, a motorman would be allotted to one line only during his working week, but that is changed now.

At the same time, the conductor would not work the whole Lake circuit or go beyond Grey St loop. It still applies to the latter. On the Gardens via Sturt St West, the conductor would change over to a city bound car at Carlton St loop. On the opposite side, the connee ~~of~~ on the Gardens via Drummond St Nth would make the change over at the depot loop on the north side of Lake Wendouree. Later on they remain on board during the whole journey.

On the 6th Oct 1952 one man operation during slack hours came into being and each tram carried a yellow painted board with "PAY AS YOU ENTER" in black. This board is carried inside the motorman's cabin. From ^{the} mid 1930^s until about 1946, a different shaped board, (a framed metal plate) complete with 2 pegs painted green and lettered in gold, was fitted on the sides of the smoking compartments.

One of the bogie trams was altered to a one man car as a trial in early 1953. Its number being N°38. The alterations included blocking up the central side entrance and fitting gates to the other two openings. The footboard had been cut, leaving two short steps. The end entrances also received attention. N°38 was first noticed in the altered condition on Friday morning, 13th Feb. 1953.

5. Conversion of bogie trams:

A decision on this matter will not be made until Tram No. 38 has had a thorough trial and the practicability of operating a maximum traction tramcar as a one-man unit during off-peak periods has been established.