

ROLLING STOCK 1930-1952.

CAR N ^o .	WHEELS	FORMER OWNER & N ^o & CLASS	ARRIVED IN BALLARAT
2 nd 11	4	Ex Geelong 28; ex M&M.T.B. 65, ^{J class} orig P&MTT	1935
2 nd 12	4	" " 27 " J71, "	1936
2 nd 13	4	" " 30 " J68 "	1936
2 nd 14	4	" " 29 " J75 "	1936
2 nd 15	8	Ex M&M.T.B. 132 "C" class, orig H.T.T 26	24-10-45
2 nd 16	4	" " "J" 82 " P&M.T.T 82	1936
2 nd 17	4	" " J 73 (^{1st Ballarat} 29) " 73	1931
2 nd 18	4	" " J 63 63 " 63	1931?
2 nd 19	4	" " J 76 " 76	1931
2 nd 20	4	" " "B" 89 " 89	1931
2 nd 21	4	Ex M.T.T. Adelaide "A" class 10	1937
2 nd 22	4	Ex M&M.T.B. ^{or Re-class} G152 ex F.N&P. (^{later became} Ballarat 29)	Feb 1936
3 rd 22	4	Ex M.T.T. Adelaide "A" class 92	1937
4 th 22	8	Ex M&M.T.B. C117 ex Hawthorn 11	19-10-45
2 nd 23	4	Ex M.T.T. Adelaide A class 69	1937
1 st 24	4	Ex M&M.T.B. M 108, ex Hawthorn 2	1930
1 st 25	4	" " M 110 " 4	1930
1 st 26	4	" " M 111 " 5	1930
1 st 27	4	" " M 116 " 10	1930
1 st 28	4	" " M 113 " 7	1930
1 st 29	4	" " J73 (see 2 nd 17)	1931
2 nd 29	4	" " G152 (see 2 nd 22) ^{renumbered} Nov '38	Feb 1936
1 st 30	4	" " M 183 orig Hawthorn 33	1935
1 st 31	4	" " M 184 " 34	1935
1 st 32	4	" " M 186 " 36	1935
1 st 33	4	" " M 189 " 39	1935
1 st 34	8	" " C 137 " 31	22-1-47
1 st 35	8	" " C 124 " 18	28-1-47
1 st 36	8		
1 st 37	8	" " Renumbered from H-22 on 6/9/52	19-10-45
1 st 38	8	" " C 41 orig. P&M.T.T. 41	1-5-51
1 st 39	8	" " C 42 " 42	22-5-51
1 st 40	8	" " C 35 " 35	13-6-51
Scrubber 1 st N ^o 23.	4	Ex Sebastopol type passenger car. (new) converted in 1934 Known as "Q-Fil" cleaner	1912.

BUILDER	TRUCK	WHEEL BASE	CONTROLLERS	DEAD MAN'S HANDLE	REMARKS
Meadowbank	Brill 21E	6'6"	WH TIC	yes	
"	"	"	WH TIC	yes	
"	"	"	WHTIF	yes	
"	"	"	WHTIF	No	
Duncan & Frazer	Brill 22E			No	
	Brill 21E	6'6"	WHTIF } WHTIC }	yes	Ran as open combination for few years
	"	"	WHTIF	yes	altered to present type when ^{remembered} 17
	"	"	WHTIC	yes	Ran as open comb. for few years
	"	"	WHTIF	No	As above (still unaltered March 1935)
J. Moore	"	"	WHTIF	yes	As above (still unaltered)
Duncan & Frazer	"	9'0"	K36J	No	1 st ran open comb. in M.T.T. No. and colour
"	Sewell	7'6"	K36J	No	Not altered.
"	Brill 21E	9'0"	B49CC	No	Open Comb. ^{during Ballt service} (1 st ran in M.T.T. colour)
"	Brill 22E			No	Carried M.M.T.B. on 1 st day in service
(TRUCK ORDER NO 16416)	Brill 21E	9'0"	B49CC	No	Open Comb. (1 st ran in M.T.T. colour & No.)
"	"	7'6"	WHTIC } WHTIF }	No	1 st ran with air brakes.
"	"	7'6"	WHTIC } WHTIF }	yes	<div style="border-left: 1px solid black; border-right: 1px solid black; padding: 5px; display: inline-block;"> No 24-29 first ran in open combination type for few years </div>
"	"	7'6"	WHTIF	No	
"	"	7'6"	WHTIC } WHTIF }	yes	
"	"	7'6"	WHTIF	No	
"	"	7'6"	WHTIC } WHTIF }	yes	
Meadowbank	"	6'6"	WHTIF	No	
Duncan & Frazer	Sewell	7'6"	K36J	No	Not altered, same as M.M.T.B
"	Sewell	7'6"	K36J	No	In service 12/9/35 (as a special)
"	Sewell	7'6"	K36J	No	
"	Brill 21E	7'6"	K36J	No	
"	"	7'6"	K36J	No	
"	Brill 22E			No	
"	"			No	
"	"			No	
"	"			No	In service at 2 man team 26-10-51
"	"			No	Converted to one man team in service 13/2/52.
"	"			No	in service 21/12/51
"	"		GE B23D	No	in service 17/5/52.
"	Brush	8'6"	B49CC	No	

Designed by the Late Mr P. Pringle former manager of E. S. Coy