

Wellington Corporation Tramways

Electric Cars 1947

Gauge 4' 0".

Cars 1-91 have ~~Mag.~~ Magnetic brakes
 " 92 up " straight air brakes.

CAR N ^o .	TYPE	N ^o IN CLASS	TRUCK	MOTORS
1-12	Single Arch, d/deck	12	Brill 21 ^E	2 GE 54 - 25 h.p.
13-20	D.T. Metropolitan Comb.	8	Brill 22 ^E	2 GE 67 - 40 h.p.
21-24	S.T. Box	4	Brill 21 ^E	2 N ^o 25 2GE 203P rest 2GE 54
25-32	D.T. Metropolitan Comb.	8	Brill 22 ^E	2
33	S.T. Convertible	1	Brill 21 ^E	2 GE 54
34-36	S.T. double deck	3	Brill 21 ^E	2 " "
37-39	S.T. Open 10 Bench	3	Brill 21 ^E	2 GE 67
40-42	DT Metro. Comb	3	" 22 ^E	2
43	ST Palace 4 compl.	1	" 21 ^E	2
44-45	" " " "	2	" "	2
46	DT " ? " "	1	" 22 ^E	2
47-52	DT. D/d ^{open top} 5 compl Palace saloon	6	" 22 ^E	2 GE 67
53-80	D.T. Palace 6 compl.	28	{ Mag 22 ^E	2 GE 67
81	" " 5 " "	1	Mag 22 ^E	2
82	ST " 5 " "	1	Brill 21 ^E	2.
83-87	ST " 4 " "	5	" "	2
90, 91	DT Combination	2	" 22 ^E	2 GE 54
92-100	DT Combination ^{small standard} double saloon	9	" 22 ^E	2 GE 203N
101-123	DT. Comb. ^{large standard} Double saloon	23	" 69 ^E	2 GE 203N
124-151	" large standard	98	" 69 ^E	2 GE 203P
152-160	" "		" 69 ^E	2 DK 31-1A 50 h.p.
161-177	" "		" 69 ^E	2 DK 31-1A
178-193	" "		" 69 ^E	2 DK 31-1A
194-224	" "		" 69 ^E	{ 2 BTH 502 2 BTH 502 G
225-231	" "	29	N.S.W. Steel Coy. " 69 ^E	2 BTH 502 G 50 HP.
232	saloon		N.S.W. Steel Coy	2 BTH 502 G
233-256	"		" " "	2 BTH 502 G
257-260	"		" " "	2
300, 301	S.T. Freight car		Brill 21 ^E	
?	D.T. Trailer		Arch bar trucks	

DATE	BUILDER	REMARKS.
1904	Mearns, McElroy	Mostly scrapped, No 7 may survive
1904	" "	Rebuilt 1911 from S.T. box car
1904	" "	Scrapped
1904	" "	Some scrapped
1904	Brill	scrapped
1905	Dick Kerr	some scrapped
1905	" "	scrapped
1905	Rouse + Hansell	"
1906	" "	* scrapped
1906	" "	* Rebuilt from 9 Bench open
1906	Kilbinnie shops	* scrapped
1906-7	Rouse + Black	*
1906-8	Kilbinnie shops, R + H.	* some scrapped
1909	Kilbinnie	*
1906	R + H.	*
1906	R + H	* scrapped
1911	Kilbinnie	open centre later enclosed
1913-15	"	open centre later enclosed
1915-23	"	" " " "
	"	" " " "
	"	" " " "
1923-28	"	" " " "
	"	" " " "
	"	" " " "
1935	"	Built with 4 seats in outer & double saloon as earlier standards were rebuilt to.
1933	"	Original Expt Cars, curved sides.
1937-40	"	Straight sides
Building	"	
	"	Now grinder & breakdown scrapped experimental P.T.O

Hellington Corporation Tramways Continued

Saloon Cars 232-260 weigh 13 tons - seat 25-31 depending on N° of seats taken out to provide more standing ~~room~~ room.

227 upwards have roller bearings trucks.
257-260 trucks made in ~~Dun~~ Dunedin appear same as N.S.W trucks which seem to be same as 69E.

* Palace compartment cars all converted to double saloons with centre and end entrances in 1913-14 after the "Davey Clause" requiring all cars to have a centre gangway from end to end of car became law as part of the Tramway Amendment Act 1913.

232 was until recently named FIDUCIA
37-39 said to have been built for Hong Kong Tramways - hence known as Hong Kongs.

KELBURN - KARORI Cable line Wellington
3' 6" gauge.

3 grips & 3 Trailers 1 flat car trailer
2 of each type in normal service

Grip N^o 1 has 2 compartments with facing X seats in each at each end and side seats facing outwards round the brakeman's compartment.

N^o 2 & 3 has 1 compt. at each end and side seats round the brakeman's compartment.

Trailers have cross seats. There is no centre gangway as Tramway Amendment Act did not apply to cable trams - hence T.C.C.T. conductors still climb about their cars. However on the K-K. line fares are collected by turnstile method at the lower station - line entirely private right of way. Fares to intermediate points from upper station are handed to the brakeman on alighting.

AUCKLAND TRAMWAY					BOARD
CLASS	N ^o .	N ^o built	N ^o at 9/1943	TYPE	BUILDER
A	1-10, 21-28, 44-48	24	—	S.T. Box	Brush
A	49	1	—	S.T. California	Brush
B	11-16, 29, 37, 40-43	19	19	D.T. combination	Brush
C	17-20, 38	5	1	D.T. D. Deck	"
C	39	1	1	" "	Brush
E	50-56	7	7	" saloon	A.E.T.C.
G	61-63	3	—	" "	D.S. Cousins
H	57-60, 64, 65, 70, 71.	8	8	" "	" "
K	66-69	4	—	S.T. large box	Metropolitan AETC
L	72-77	6	6	D.T. saloon	D.S. Cousins
M	88 -78-87	10	9	" "	Brush
M	88-169	82	89	" "	A.E.T.C.
N.	170-184	15	12	" "	D.S. Cousins
N	185-205	36	33	" "	D.S. Cousins
1926	206	1	1	" "	" "
1929	207-231	25	25	" "	A.C.C.
1930	232-246	15	15	" "	ATB Imp. Ltd
1934	247-251	5	5	" "	M.C.W. & Co
1935	252	1	1	" "	A.T.B.
1935	86 Rebuilt M	1	1	" "	D.S. Cousins
1935	170, 173, 184 rebuilt N	3	3	" "	A.T.B.
1937	253	1	1	" "	D.S. Cousins
1937	254-256	3	1	" "	A.T.B.
—	300	1	1	ST box freight	"
—	301-303	3	—	D.T. sprinkler	A.E.T. Co
—	304	1	1	D.T. box freight	"

A 49 later converted to S.T. box. All A class later ran coupled.
 C class single decked 1923, now seat 32, N^o 38 converted to grinder
 1937 by A.T.B. - 2 motors N^o 39 has Brush 1202 - 40hp. motor
 G rebuilt to M in 1921
 K rebuilt 1922 to M
 Some new cars have air conditioning

YEAR	TRUCKS	Motors	over bumper	length of body	width of Body	PASS.
1902	Brush	2 Brush 1200 - 40hp				25
1902	Brush	2 " 1200				
1902	Brush Standard	2 " 1200	40' 0"	31' 0"		50-56
1902	"	4 " "	33' 4"	22' 1"		
1903	"	2 " "				
1905	"	2 GE 57 - 50hp	43' 0"	33' 3"		56
1905	"	2 Brush 1410 - 50hp				52
1906	"	2 " 1400 ⁴ 50hp	43' 2"	34' 5"		58
			43' 6"	34' 0"		56
1907	Brush long wheel base	2 Brush 1410				52
1908	" standard	2 GE 57	43' 0	32' 0"		52
1910	"	" " "	43' 0	30' 0"		52
12	A&T Burt	2 Brush 1400A - 54hp	43' 6"	30' 0"		52
1923-6	Brush improved	4 MV 102 - 35hp	44' 4"	32' 0"	8' 0"	52
1923-6	"	4 BTH 265 - 35hp	44' 4"	32' 0"	8' 0"	52
1926	"	4 GE - WT 28AL - 35hp	44' 4"	32' 0"	7' 6"	52
1930	"	" " " " "	44' 5"	32' 0"	"	52
1930	"	" " " " "	44' 3"	32' 0"	"	52
1934	Electric Electro Magneti Brake Co.	4 MV 109 - 35hp	"	"	"	52
1935	Brush Improved	" " " "	"	"	"	52
1935	Brush Standard	" 102	"	"	"	52
1936-7	" Improved	" " " "	"	"	"	52
1937	E.M.B. Co	" 109 DY	"	"	"	52
1937-39	Brush Improved	" 102	"	"	"	52
1908	Peckham	2 Brush 1200 - 40hp	28' 11"	19' 11"	7' 6"	—
1907	Brush Standard	4 GE ⁵⁸ 1200 - ^{35hp} 40hp				—
1913	"	4 GE 58 - 35hp	43' 6"	30' 0"	7' 6"	—

4

1934, 1935, 1937 classes semi streamlined

Nº 253 Regenerative braking

304 now equipped with crane + now per way car

Brush standard 32" wheel

" Improved 27"

L class weight 37 000-lb.

Ballarat Tramways.

Six electric from NEW SOUTH WALES TRAMWAYS on Feb 1905
were N.S.W.T N^{os} 1, 2, 3 built by Stephenson of U.S.A.
N^{os} 14, 15 + 16 by C.G. Hudson & Co. N.S.W.

N^{os} 1, 4, 6, 10, 11, 12, 13, 14, 15, 16, 17, 18 were originally Ballarat
double deck horse trams. Lengthened & rebuilt by Duncan
& Fraser (Adelaide) at the Wendouree depot.

N ^o - 1	built d/d horse tram, built by Duncan & Fraser, 2x30 h.p. motor, scrapped 1935,	
2	ex N.S.W.T. (N ^{os} 1, 2 or 3) " Stephenson U.S.A., 2x30 h.p.	" 1932.
3	" " (14, 15 or 16) " Hudson, Sydney, 2x30 h.p.	" 1935
4	ex d/d. horse tram, built by Duncan & Fraser. 2x30 h.p.	" 1932
5	ex N.S.W.T. (N ^{os} 1, 2 or 3) " Stephenson, U.S.A. 2x30 h.p.	" 1934
6	ex d/d. horse tram, " Duncan & Fraser 2x30 h.p.	" 1932
7	ex N.S.W.T. (N ^{os} 1, 2 or 3) " Stephenson U.S.A. 2x30 h.p.	" 1934
8	ex " (14, 15 or 16) " Hudson, Sydney 2x30 h.p.	" 1931
9	ex " (14, 15 or 16) " Hudson, Sydney 2x30 h.p.	" 1931
10	ex d/d. horse tram, " Duncan & Fraser 2x30 h.p.	" 1930
11	" " " " " " " 2x30 h.p.	" 1931
12	" " " " " " " 2x30 h.p.	" 1935
13	" " " " " " " 2x30 h.p.	" 193
14	" " " " " " " 2x30 h.p.	" 193
15	" " " " " " " 2x30 h.p.	" 1930
16	" " " " " " " 2x30 h.p.	" 193
17	" " " " " " " 2x30 h.p.	" 193
18	" " " " " " " 2x30 h.p.	" 19

N^{os} 19 + 20 were open summer trams built new
by Duncan & Fraser at Wendouree depot. Two 35 h.p.
motors & Peckham trucks. Both cars sold in 193
N^o 20 sold to Gov. by Post B. at Wall.

Ballarat Tramways

N^o 21, 22, 23. Sebastopol type built by Duncan & Fraser
1912. closed cross seats with centre aisle.

N^o 21 & 22. sold in 1935

~~N^o 21~~ N^o 23 converted to water tram about 1934-35.

Brush Trucks, two 38hp motor, Thompson & Huston controllers.

N^o 1-6, 8-20 fitted with N^o 90M Westinghouse controllers.

N^o 7 fitted with T. I. F. (Westinghouse) controllers.

seating 32 passengers, in service Aug 1905

" 36 " " 1905

" 36 " " 1905

" 32 " " 1905

" 36 " " 1905

" 32 " " 1905

" 36 " " 1905

" 36 " " 1905

" 36 " " 1905

" 32 " " 1905

" 32 " " 1905

" 32 " " 1905

" 32 " " 1906

" 32 " " 1906

" 32 " " 1906

" 32 " " 1906

" 32 " " 1906

" 32 " " 1906

body sold to J. Lyons, Cobden St Alb Plains

body in Larker St.

body on farm, Mill Rd. Warrackbée
removed to Park St in early 50

body as club shelter, Serina Tennis Club.

Ballarat Tramways.

Nº 24. ex M.M.T.B. combination Nº 108 was the first tram to have air brakes in Ballarat. about Feb. 1930.
Painted red & cream.

Nº 27 ex M.M.T.B. Nº 116 was the first car to be painted the dark green & cream. and having no side Number
March 1935.

Nº 28 ex M.M.T.B. Nº 113 was the last tram to be repainted from the former red & cream.

1st - Nº 29 ex M.M.T.B. Nº 73 arrived in 1931 & renumbered 17 about 1937.

2nd - Nº 22 ex M.M.T.B. G152 arrived 1936 & renumbered 29 about 1939.

2nd - Nº 13 ex Geelong had :::: or °°°° red reflectors in 1940 for few months.

1st - Nº 25 ex M.M.T.B. had

25
0

 25 painted over the headlight noticed July 1940.

2nd - Nº 29 scrapped 3-9-50, ^{body} sold 13-11-50. Ballarat Mileage 48,410
M.M.T.B. mileage +

2nd - Nº 23 ex Adelaide. Painted Gold Bronze in connection with Gold Centenary Easter 1951. Run from 16/3/51 until Easter Monday 26-3-51 (see further pages for extra info).

Nº 19 First car on reopening of View Point line. Car was 3.50 pm in bound. Service reopened 18-6-51. 1/2 hour service 4 to 6

Ballarat.

2 nd	N ^o 11.	S.T.	ex Geelong 28, orig. M & M.T.B. 65.	ex P & M.T.T.-Car	arrived Ballarat	1936
2 nd	N ^o 12	S.T.	" " 27	" " 71	" "	1936
2 nd	N ^o 13	S.T.	" " 30	" " 68	" "	1936
2 nd	N ^o 14	S.T.	" " 29	" " 75	" "	1936
2 nd	N ^o 15	bogie	ex M. M.T.B. 132 "Class, orig. Hawthorn T.T. 26		" "	24-10-45
2 nd	N ^o 16	S.T.	" " 82, orig P & M.T.T.	" "	" "	1931
2 nd	N ^o 17	S.T.	ex M & M.T.B. 73	" (1 st numbered 29)	" "	1931
2 nd	N ^o 18	S.T.	" " 69	" "	" "	1931
2 nd	N ^o 19	S.T.	" " 76	" "	" "	1931
2 nd	N ^o 20	S.T.	" " 89	" "	" "	1931
2 nd	N ^o 21		Adelaide A 10	single truck 2x33 hp.	"	Oct. 1937
2 nd	N ^o 22	S.T.	ex M & M.T.B. G 152.	ex Fitzroy, Northcote & Preston (now 29)	"	Feb 1936
3 rd	N ^o 22	S.T.	ex Adelaide A 93. (Car scrapped 1945)	1 st	"	Oct 1937
4 th	N ^o 22	bogie	ex M. M.T.B. C 117 " orig Hawthorn N ^o 11		"	19-10-45
2 nd	N ^o 23	S.T.	ex Adelaide A 69, single truck 2x33 hp.		"	Oct 1937
1 st	N ^o 24	S.T.	ex M & M.T.B. 108, orig Hawthorn N ^o 2		"	1930
1 st	N ^o 25	S.T.	" " 110	" " N ^o 4	"	1930
1 st	N ^o 26	S.T.	" " 111	" " N ^o 5	"	1930
1 st	N ^o 27	S.T.	" " 116	" " N ^o 10	"	1930
1 st	N ^o 28	S.T.	" " 113	" " N ^o 7	"	1930
1 st	N ^o 29	S.T.	" " 73	(See 2 nd - N ^o 17)	"	1931
2 nd	N ^o 29	S.T.	" " G 152	(See 2 nd - N ^o 22)	"	Feb 1936
1 st	N ^o 30	S.T.	" " 183, orig Hawthorn N ^o 33		"	1935
1 st	N ^o 31	S.T.	" " 184	" " N ^o 34	"	1935
1 st	N ^o 32	S.T.	" " 186	" " N ^o 36	"	1935
1 st	N ^o 33	S.T.	" " 189	" " N ^o 39	"	1935
1 st	N ^o 34	bogie	" " C 137	" " N ^o 31	"	22-1-47
1 st	N ^o 35	bogie	" " C 124	" " N ^o 18	"	28-2-47
1 st	N ^o 38	bogie	" " C 41	" " "Prabhu & Nelson 41	"	1-5-51
1 st	N ^o 39	"	" " C 42	" " " 42	"	22-5-51
1 st	N ^o 40	"	" " C 35	" " " 35	"	13-6-50
1 st	N ^o 37		ex N ^o 22 bogie see 4 th N ^o 22 above, noticed in new column. N ^o on 6-9-52			

BALLARAT TRAMWAYS.

N° 16. ex M & M.T.B. N° 82, 4 wheeler first single truck ~~tram~~ to be painted mid Bristol green & cream (wooly) First noticed on Easter Monday 22/4/46. Side numbers were put on later - about Oct 1946.

N° 28 2nd 4 wheeler to be painted new colour & 1st car to have side N°. Out 9/9/46.

N° 15 bogie painted Dec. 1945 In depot 9/9/46, out on 8/11/46 with side numbers. ~~Top~~ Top of roof tared March 49

N° 22 bogie painted 1st part Oct '45 & final sections about March '46 Overhauled, new cabin doors & lubricators on bogie trucks. In ~~depot~~ ^{March} 1946, Out 7/9/46 Side N° painted on Oct '1947

N° 31 - 3rd 4 wheeler in new colours Out 3rd/Nov. 1946.

N° 21. ex Adelaide N° 10. " new colours 9th May 47

N° 22. Trucks wants overhauling (in 21-3-47)

N° 35 bogie painted & ^{in service 13-6-1947} 1st car with Dead man's Control out 13-6-1947 ✓

N° 32 in new colours out 1-9-47

~~N° 24~~

N° 24 in new colours out 25-11-47, new weather blinds

N° 26. in new colours Jan '48

N° 34 bogie in new colours, & with end doors & etc. out 28-2
• running on the View Point Line Regatta traffic

BALLARAT

TRAMWAYS.

N^o 34 continued. This car ex M.M.T.B. 137. first ran in Ballarat on the Regatta traffic 1-3-1947 with the M.M.T.B. N^o painted out. Her next trip was on the Victoria St - Gardens on 21-3-47 & carrying no numbers at all. Ran in that condition until 5/1/48 and was then repainted & overhauled. (both opp. ends & entrance had folding gates until 5/1/48)

Roof repainted in Dec 1951

N^o 11 in new colours 22/6/48 also new weather blinds (stuffed material)

Plain blue-green weather blinds on the bogie car June '48. Two ends of roof tinned. March 49

N^o 23 Used from Jan to March ^{M48} (with several ~~breaks~~ breaks), used on Mt Pleasant - line on 17/3/48, & on the ~~Vandergaard~~ line Start St West line 22/6-48

City - Start St West line on 11/8/48

" - Gardens 27/12/48

" - Gardens via Start St West 20/3/49 Music for the people

N^o 13 in new colours 11/9/48

N^o 25 in new colours Dec '48

N^o 12 in new colours ^{Pre} - Xmas week 1948

N^o 30 in new colours 20-March 1949.

N^o 26 fitted with twin tail lights one end only, seen on 29th Oct 49. Seen on 1/12/49 with twin tail lights at both ends, lights have been let in flush with the iron apron.

N^o 18 in new colours ~~late Oct~~ early November 49

N^o 19 in new colours in service Boxing Day '49

"Music For the People"

20-3-49.

City to Gardens ^{via} Sturt St West	Nº 11, 14, 17, 23, 25 + 30
City to Gardens ^{via} Drummond St	13, 21, 24, 26
Mt Pleasant - Gardens	22, 33, 35
Victoria St - Gardens	15, 20, 34
City - View Point	28
Lydiard St Nth - Sebastopol	12, 16, 18, 27, 31
do - Grey St Sebast.	19 + 32.

Only Nº 29 in sheds.

Music for the People - - 50

City - Garden ^{via} Sturt St W	
City - " ^{via} Drummond St Nth	
Mt Pleasant - Gardens	
Victoria St - Garden	
City - View Point	
Lydiard St - Sebastopol	
" - Grey St	

Nº 23 not used

Music for the People 25-2-51 (Fine afternoon)

Victoria St - Gardens	15, 30, 34
Mt Pleasant - Gardens	22, 33, 35
City - Gardens ^{via} Sturt St W.	11, 12, 13, 16, 17, 19 (NOTE Nº 11 to 4 from City via Sturt St W.)
City - Gardens ^{via} Drummond	24, 32
Lydiard St - Sebastopol	14, 20, 26, 31
City - Grey St Sebastopol	25 (2.55pm) 28 (3.14pm)
CARS NOT USED 18, 21, 23, 27	

Regatta Day 24-2-51 Cool & cloudy
Trans running View Point line
31, 32, 34

BALLARAT TRAMWAYS.

N^o 15. Bogie. Fitted with twin tail lights; first noticed on 17/2/50.

25 tail lights out 18/2/50

18 " " Feb 50

17 " " still under repairs 19/2/50

19 " " Feb 50

24 " " 14-3-50

16 " " 15-3-50

20 " " 17-3-50

11 TAIL LIGHTS 23-3-50

28 ~~28~~ " " 24-3-50

21 ~~21~~ " " 25-3-50

N^o 26 first appeared with twin tail lights, one end only, first noticed 29/10/49. Car was not seen after mid November until Feb 50, when it appeared with twin tail lights at both ends. First tram in Ballarat to be fitted.

N^o 12 TAIL LIGHTS noticed April 50

" 35 " " " "

" 22 " " April 50

34 " " 20/4/50

27 " " April 50

13 " " 24/4/50

30 " " 4/50

31 " " 5/50

33 " " 5/50

32 " " 5/50

14 " " 5/50

17 noticed in service again on 16/6/50.

20 in new colours early Nov 1950

14 in new colours out 18-12-50

27 painted new colours April 51. (without proper 216 truck on 1/5/51)

23 painted gold for Gold Centenary (not completed at 1/1/51)

33 now in paint shop. at 1/5/51 complete outside paint 6/8/51

27 In service, new colours 23/7/51 SEATING NOT complete

Ballarat Bogie Trams.

N° 22.

ex M.M.T.B. "C" class 117 was the former Hawthorn
Tramway Trust's N° 11 in service on 6-4-1916
Arrived in Ballarat on the Yellow Express ^{road} transport
Friday evening 19-10-45 and was renumbered 22 on 21/12/45

This tram became Ballarat's 4th N° 22 replacing the
Adelaide 4 wheel combination "A" class 92, which
was smashed in collision with an army
truck, July 1944 & scrapped in Sept 1945.

N°
117

The bogie 22, had its 1st trials on 22/10/45
" " 1st public appearance 28/10/45 - City - Gardens run

Running with M.M.T.B N° 117 & colours.

Both these
runs the car
had no N°

2nd public run 15/11/45 City - Macarthur St (Showgrounds)
3rd " 16/12/45 City - Gardens via Church St N.
4th appearance 22/12/45 as N° 22 Mt Pleasant - Gardens.
(1st bogie tram to run on Mt Pleasant line)

N° 22	running	23/12/45	City - Gardens
"	"	24/12/45	Mt Pleasant - Gardens
"	"	25/12/45	Victoria St - Gardens (1 st time on Vic. St)
"	"	26/12/45	" " "
"	"	28/12/45	" " "
"	"	29/12/45	Mt Pleasant - Gardens
"	"	30/12/45	City - Gardens
"	"	31/12/45	Mt Pleasant - Gardens
"	"	1/1/46	Victoria St - Gardens.

Side N° were painted on during Oct 1947.

N° 22. is now N° 37 & had its first general overhaul painting
since leaving M.M.T.B. First noticed in new colours & N° on 6-Sept.

N° 22 is 44' 4" long, weighs 16.5 tons, 2 x 65 h.p. motors
Built 22nd Maximum Traction Trucks.
N° 22 to be N° 37

Ballarat Bogie Trams.

N° 15

ex M. M. T. B. "C" class 132. was Hawthorn Tramway
Trust N° 26 in service on 30-9-1918.

Arrived in Ballarat per yellow Express road transport
Wed 6-45p

24-10-45 & renumbered 15 on the Ballarat list.

(N° 15 remained a blank N° from 1930 until
14-12-45 when N° 15 bogie went in service on the Victoria
St - Gardens line, being the first bogie tram in Ballarat East.

2nd appearance 20/12/45 Victoria St. Gardens

3rd " 21/12/45 " "

4th " 22/12/45 " "

Both bogies running on 22/12/45 for 1st time (N° 22 on Mt Pleasant - Gardens)

23/12/45 City - Gardens

24/12/45 Victoria St - Gardens

25/12/45 " " " Both bogies on same route

26/12/45 " " " "

28/12/45 Mt Pleasant - Gardens (1st time to ^{Mt. Pleasant} ~~Mt. Pleasant~~)

29/12/45 Victoria St - Gardens

30/12/45 City - Gardens

31/12/45 Victoria St - Gardens

1/1/46 " " "

Side N° painted & out in service 8/11/46

N° 15 is 45' 4" long, weigh 15.75 tons

2x 65 hp motor

Build 22° M. T. Buckn

N° 15 to be N° 36

Ballarat Bogie Trams

N^o 34

Ex M.M.T.B. "C" class N^o 137 was the former Hawthorn Tramways Trust N^o 31 in service on 30/9/1947. Arrived Ballarat per Yellow Express road trailer on 22/1/47 at 8.30 pm.

First ~~of~~ public run Sat. 1st 3-47 City - View Pt. Regatta M.M.T.B. N^o painted out.

2nd ^{day} public run on 21/3/47 Victoria St - Gardens ^{via Church St} Car fitted with folding gates at end entrances and ran in regular service until early Jan 1948, and carrying no road N^o.

ex 137 + 22 on Mt Pleasant line for first time

Car was stopped in early January to be repainted & have door alterations. Came out on 28/2/48 as N^o 34 and used on the Regatta Traffic City - View Point line with N^{os} 21, 30, 35 +

on 4th & 5th March 1948 ran on the City - City Oval during Firemen's Demo. at City Oval.

N^o 34 had one end cabin badly damaged. Noticed in depot 1/5/51, In service Mid June.

Roof repainted Dec 1951

Glass in end compartment replaced with Masonite noticed same in May 1952.

Ballarat Bogie Trams

Mr. J. B.
Lyndels and in motorman's cab
0-1 through outlet (with north eye)
0-2 repeat

N^o 35 Ex M.M.T.B. "C" class 124 (0.1-8-36) ex Hawthorn
Tramway Trust N^o 18 in service on 6-4-1916
Arrived Ballarat by Yellow Express road trailer on
28-2-47 (Friday afternoon) ^{about} 2pm
First in service on Fri. 13th June 1947
~~First Ballarat to be fitted with dead man's controls.~~
~~First with Dead man's controls was N^o 26~~

10/3/51 Noticed 4 bogies running on Sebastopol - Lyndale St North
line.

Dec. 1952 N^o 35 repainted Dec. 1952.

~~N^o 41~~ ex M.M.T.B. "C" class ex N^o 41 ex Prahran's Melbourne T.T.
N^o 41 in service on
Arrived at Wendouree Depot at 12 noon on 21st May 51, left
Preston shops on 30/4/51

N^o 38 In service as N^o 38 on 26-10-51
Converted to one man tram Feb 53. Noticed on Fri 13/2/53

N^o 39 ex M.M.T.B. N^o 42 ex P.M.T.T. N^o 42. in service
Arrived Wendouree depot just before lunch 22/5/51
In service Ballarat as N^o 39 21/12/51

N^o 40 ex M.M.T.B. 35 C ex P.M.T.T. 35. in service
Arrived Wendouree depot about 4pm dull & wet day 13/6/51
Tram was parked outside back of depot on special track
which had been built from June until ~~Dec 1951~~ 4th January
1952. Overhauled & repainted, In service on
17-May 1952.

N^o 40 has silver road & pole. Noticed it on 15/1/53

Controllers.

11	WH	T.I.C		✓
12	Hestingshouse	T.I.F.	Deadman's handle	✓
13	WH.	T.I.F		✓
14	WH	T.I.F		No
15	bogie			
16	WH	T.I.C & T.I.F		✓
17	WH.	T.I.F		✓
18	WH.	T.I.C		✓
19	WH	T.I.F		No
20	WH	T.I.F		✓
21	GE	K36J		No
22	bogie			No
23	BTH	B49CC	Bill 21E truck order No 16415	No
24	✓ Hestingshouse	T.I.C. & T.I.F		No
25	W.H.	T.I.F & T.I.C		✓
26	WH	T.I.F		✓
27	H.H	T.I.F & T.I.C (GE - 201 G motors)		✓
28	WH	T.I.F		No
29			Truck by C.F. Sewell, Cross St H. Footway	
30	GE	K36J	"	No
31	GE.	K36J	"	No
32	GE	K36J		No
33	GE	K36J		No
34	bogie			
35	bogie			
Water tram	BTH	B49CC		
22 ex Helain				
38 ex 41				
39 ex 42				
40 ex 35	GE	B23D	{ different styles of controllers but same type	

DESTINATION

ROLL

~~IN ORDER~~ (IN RUNNING ORDER)

Bill 21E

Wheelbase 6'6"

DEC. 1949

B " "

6'6"

Gardens ^{VIA} RIPON ST.

"

6'6"

GARDENS ^{VIA} DRUMMOND NTH

"

6'6"

GARDENS ^{VIA} STURT ST. W.

Bill

VICTORIA ST

Bill 21E

6'6"

MT PLEASANT

"

6'6"

CITY

"

6'6"

SEBASTOPOL

"

6'6"

RUBICON ST

"

6'6"

GREY ST SEBASTL

"

9'0"

LYDIARD ST NTH

DEPOT

Bill 22E

9'0"

DEPOT VIA RIPON ST

"

7'6"

DEPOT VIA DRUMMOND NTH

"

7'6"

DRUMMOND ST NTH

"

7'6"

STURT ST WEST

"

7'6"

CITY

"

7'6"

CITY OVAL

Sewell

7'6"

SHOW GROUNDS

"

7'6"

VIEW POINT

"

7'6"

SPECIAL

Bill 21E

7'6"

HADDON ST ^{VIA} DRUMMOND NTH.

"

7'6"

" 22E

22E

Brush

8'6"

Bill 21E

9'0"

Bendigo Bogie Trams

Nº 23

Ex M.M.T.B. "C" class 123. was Hawthorn Tramway
Trust Nº 17 in service 6/4/1916
Length 44' 4", weighs 16.5 tons, 2 x 65 hp motor. Built 22^E
truck on one end - Robinson & Co. Mth Melb on the other.
Arrived in Bendigo on by Yellow Express.
In service 17/12/45

Nº 24

Ex M & M.T.B. "C" class 138, was Hawthorn Tramway
Trust Nº 32. in service 30/9/1918
Length 45' 4", weighs 15.75 tons, 2 x 65 hp motors. Built 22^E M.T. Co.
Arrived in Bendigo on by Yellow Express
In service at Bendigo on

Nº 17

Ex M & M.T.B. C 44 ex P & M.T.T. 44

In service at Bendigo on 2-10-51 on Long Gully - City

Bendigo Bogie Trams.

N^o 25 Ex M.M.T.B. "C" class 133 ex Hawthorn Tramway Trust N^o 27. First in service 30/9/18.

Details same as N^o 24.

Arrived Bendigo on 3/5/47 by Yellow Express road transport.

In service at Bendigo

N^o 26 Ex M.M.T.B. "C" class 135 was Hawthorn Tramway Trust N^o 29 in service 30/9/18

Details as N^o 24 + 25.

Arrived Bendigo 10-10-47 by Yellow Express

In service at Bendigo - - 1947.

N^o 18 Ex M.M.T.B. C 45 ex P.M.T.T 45

In service at Bendigo on

N^o 47 single truck tram out of use. 2/10/51

BENDIGO DESTINATION ROLLS

EASTER MON.

ROLL ON N° 11 BIRNEY 10-4-50

GOLDEN SQUARE
NTH BENDIGO
THORPE ST
LONG GULLY
EAGLE HAWK
QUARRY HILL
CHARING CROSS
LAKE WEEROONA
DEPOT
RLY STATION
SPECIAL

TAIL LIGHTS on Bendigo trams as at Easter Monday 10-4-50

N° 2, 3, 4, 7, 10, 12, 13, 14, 20, 21, 22, 23, 24, 26

N° 3 different than rest; lights are outside & wires lead under floor. Rest have lights flush with steel aprons.

N° 3 has one end bashed in.

Birney N° 11 ex N° 14 Geelong once or twice in service up to 10-4-50.

Bendigo N° 14 ex 86.

