

Ballarat Tramways.

Regatta Traffic. 1st - March 1947.

Ballarat Regatta Day

CARS USED: N^{os} ex 137

View Point Line

Olympic Rowing Test, Lake Wendouree. 3rd Jan 1948.

CARS USED: 16, 21, 22, 30 + 35

View Point line

Section staff in use between Sturt St & Lake View loop. ①

Regatta Traffic 28-2-48 ②

Ballarat Regatta Day.

CARS USED: N^{os} 12, 21, 30, 34 + 35

View Point Line

Firemen's Demo. 3-3-48 Public $\frac{1}{2}$ holiday. at City Oval.

Cars from City to CITY OVAL.

N^{os} 12, 14, 18, 22, 28, 34. (besides the usual Gardens ^{via} Sturt St

"Music for the People" at North Gardens.

Sunday
14-3-1948.

CARS USED.

Mt Pleasant - Gardens. N^{os} 30, 31, 32.

Victoria St - Gardens N^{os} 15, 22, 34

City - Gardens N^{os} 13, 16, 17, 19, 23, 24, 25, 26, 28, 29 and

N^o 21 after 4pm. for return traffic

• View Point connect with Launceston for Gardens 33 from 4pm.

NOTE: Some City-Gardens trams ran via Ripon St until about 3.30 pm.

Every loop on the Gardens via Sturt St West were used including in parking loop in Wendouree Parade, Opp. Botanical Gardens.

CARS ON Sebastopol - Lydiard St Nth. N^{os} 12, 14, 18, 20 + (21 up 3.30pm. 21 then went on the City-Gardens run.

• Only 3 cars were unavailable for service - N^{os} being 11, 27 + 35.

Ballarat Tramways.

N°24 (ex M.M.T.B. 108, orig Hawthorn T.T. N°2)

Crashed into tree. (Sth East corner) after being hit by a motor truck at the corner of Drummond & Dana Streets on 1 - 12 - 1941. Tram crashed into tree and smashed drivers compartment. It was the 8 am tram for Sebastopol. Driver Young unhurt. Tram pulled out of tree by a road roller & towed to depot by another tram.

N°24 again in service in Dec 1942

In early 1947, N°24 meet another accident at depot. Motor truck crashed into other end, damaging destination box & front bumper bar, plus other damage.

N°23 Seen in service on ^{WED} 17-3-48 running from Mount Pleasant to Gardens.

Regatta Traffic.

N° 15, 21, 22, 25

City - View Point.

Ballarat Regatta 26-2-49.

(14+17 stand by cars) (3)

Firemen's Demo. 2-3-49

Public $\frac{1}{2}$ holiday II

Trams - City to City Oval.

16, 18, 24, 31, 33.

plus - 15, 21, 34 to Gardens ^{via} Sturt St West.

Music For the People - at Nth Gardens. - 20-3-49.

City to Gardens via Sturt St West N° 11, 14, 17, 23, 25 & 30

City to Gardens " Drummond Nth 13, 21, 24, 26

Mt Pleasant - Gardens " " 22, 33, 35

Victoria St - " via Sturt St 15, 20, 34

City - View Point (connect steamers) 28

Lydiard St Nth - Sebastopol 12, 16, 18, 27, 31

do - Grey St Sebast. 19, 32

Only N°29 in sheds.

3 minute service from City - Gardens from 2pm - 4pm.

Ballarat Tramways

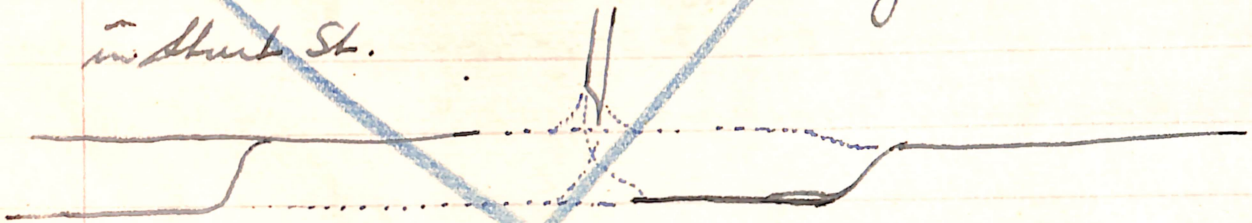
N^o 15 bogie had roof tared & ran in that condition for about a week 28th March until 31st. On 1/4/49 the tram was seen with silver roof.

N^o 11. 4 wheeler, had both ends of roof tared & ran in that condition for some days (last week in March) On 1/4/49 tram noticed with silver roof.

N^o 23 in service View Point line 16/5/50

N^o 23 " " " " 24/5/50

Easter Homecoming. Easter Saturday 24/3/51, from 10.30 Am until noon no trams run between Lydiard St & Armstrong St in Short St.



Bogie 34 N^o 2 end smashed. April 51 Ran into a motor trailer.

Bogie ex M.M.T.B. 35 parked outside the back of depot 27/6/51
Line built from Carpenter's shop and tram pushed thru after the wall had been cut Taken inside 4/1/52 In service 17.5.52

N^o 23 gold Centenary in service Monday 13/8/51 Mt Pleasant line

" Wed evening. Lights on. 15/8/51

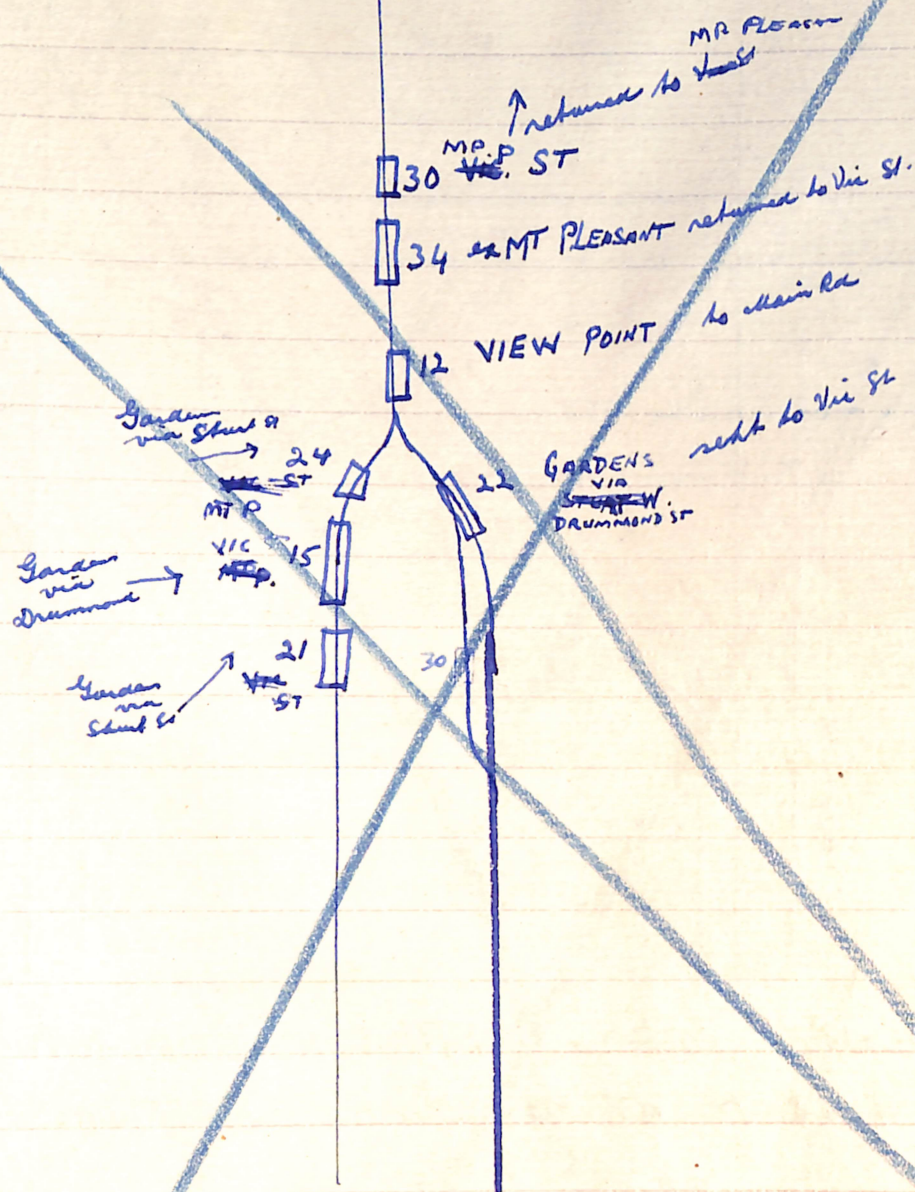
" Thursday 16/8/51

" Friday 17/8/51 Victoria St.

" Not run on Sat 18th or Sunday 19th

" Monday 20/8/51 From depot at 2.15 pm to city via Ref
picked up old people at Hay House + Queen Elizabeth Home,
to city but shunted first on Dawson St crossover + at Tram city
2.40 pm. Tram N^o 23 together with N^o 26 as specials sent to V
St terminus to meet Cobb & Co. Coach at 3 pm. Back into city

15-5-50



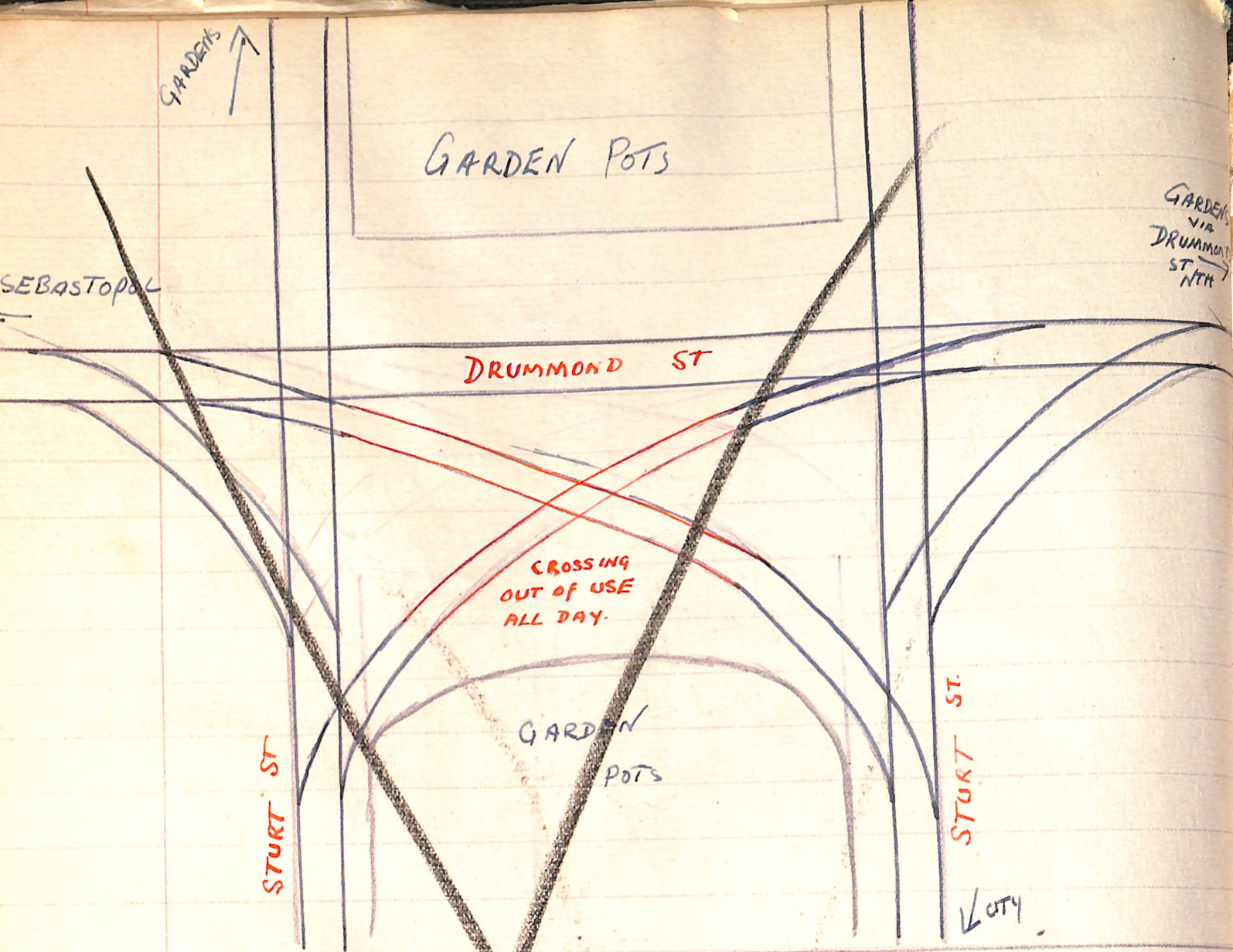
34 hit the Holley pole ~~for~~ at Main Rd junction & caused a large flash & seemed to put one motor out of action.

N°30 was held up in Barkly St loop by red light but driver thought different & almost reaching Main Rd when N°16 rounds the curve from the city and forces N°30 to return to the loop.

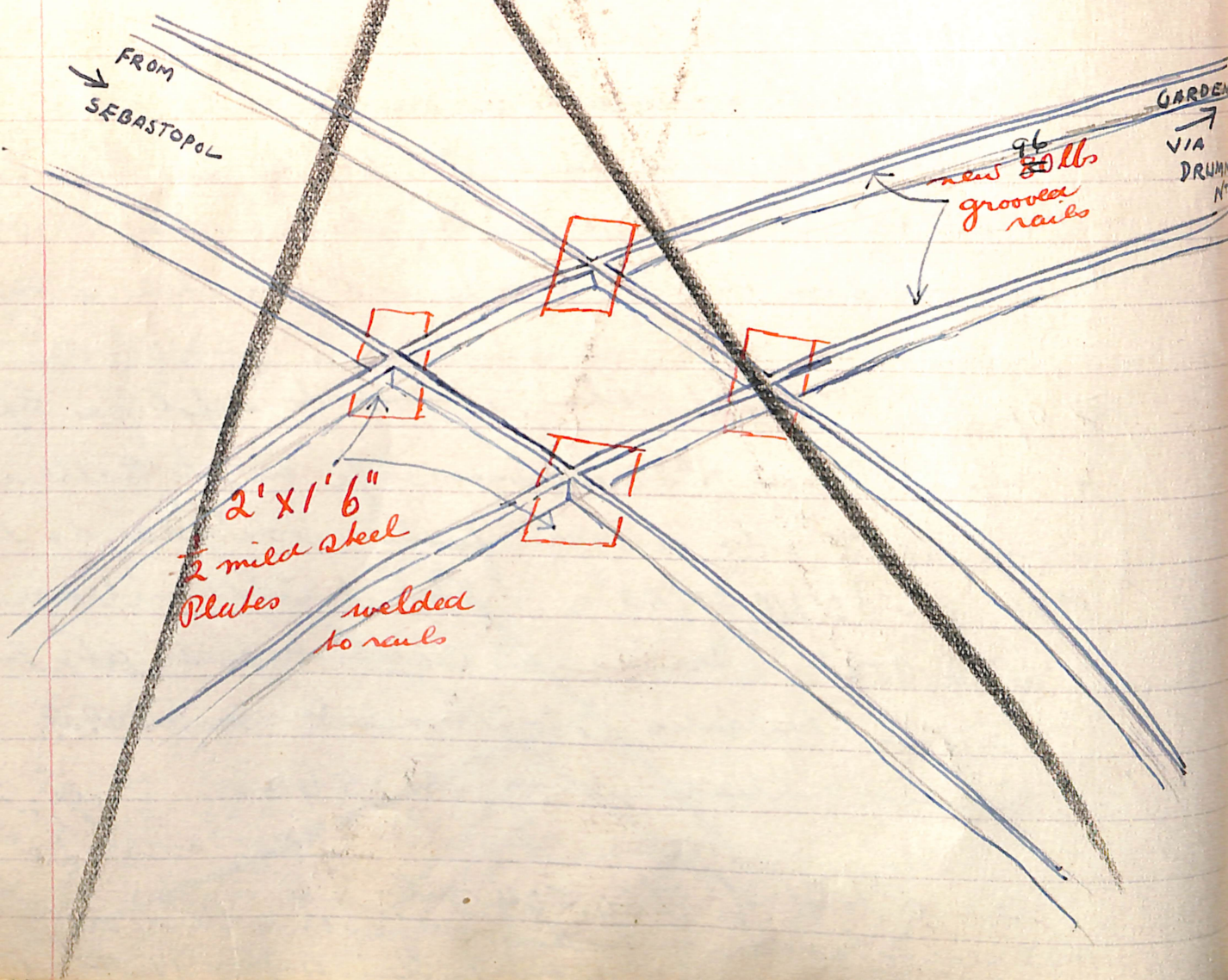
→ 4pm N°23 & 26 then returned to depot via Ripon St & thus ended N°23 service life on the Ballarat tramway. Car went into service first in Adelaide as their N°69 on 30/10/1909. Total Adelaide mileage - 632,958 Arrived in Ballarat about Oct or Nov. 1937 & ran in Adelaide's colour & number until 1939. Ballarat mileage being 131,546

Grand total of 764,504 miles
N°23 seating stuffed on Fri. Thurs. 3rd Jan 52 & placed on N°16 on Friday 4th Jan 1952

SOLD TO
T.F. LYONS
NAVIGATOR
20-4-52



NEW ACUTE CROSSING STURT & DRUMMOND STS. BALLARAT
 INSTALLED AT 11.25AM ON TUES. 19-6-51



Sunday 21-10-51

Outside curve to rail from Main Rd into Barkly street renewed with new 96 lbs rails. Tram N°25 was noticed parked over the creek in Barkly street at 11.40 am.

Later, Mt Pleasant trams terminated at city end of curve and passengers had to walk around corner to join N°25. N°35 bogie was the first tram to use new rail track. About 3.50pm N°25 went to depot as a Special. Both Don & I saw the work being carried out.

New rails in Victoria Street between Main Rd & Hat
Humphray Street Nov-Dec 1952.

2 new 96 lbs rails lengths were placed in position in Main Rd outer curve on Sunday 7th 6-53.

Inner curve reconditioned during 3rd week of June '53

The inner curve was replaced with new ~~new~~ 96 lbs rails on Sunday 21-6-53.

~~The junction~~

~~The junction point~~

From the junction point and parking loop point in Stuart St, the angle stiff which forms the groove was replaced with new ones. Both tracks each side of shelter shed treated. 2nd week of June 1953.

Centre pole standard near Grenville St points replaced by a new one on Wed 24/6/53.

~~Same~~ New pole is placed 9 feet further west as ^{old} one was placed in a dangerous position for west bound bogie car. Old pole taken down on Sunday 28/6/53.

Ballarat.

N^o 33 painted new colours & in service for first time on 22/10/51 on Victoria St - Gardens line
NOTE. This ~~was~~ the last of the single truck cars to be painted in the new present colour scheme, also note that N^o 23 & N^o 29. Had only one repaint which lasted their service in Ballarat. N^o 29 being scrapped in 1950 & N^o 23 in late 1951.

Ballarat.

N^o 37 bogie on Ballarat 4th N^o 22 ex M9 M.T.B 117 Hawthorn N^o 11. This car received its 1st general painting (Standard S.E.C. colours) after nearly 7 years of service in Ballarat. First noticed in new colours on Saturday 6-9-52. (Sept 6th 1952)

Ballarat

6/10/52

{ One man operation on 4 wheelers during slack hours
PAY AS YOU ENTER painted yellow (green back) & inside motorman's cabin. 20 minute service lines instead of $\frac{1}{2}$ hour since Feb 1951

N^o 38 bogie converted to one man tram, blocked centre opening & fitting ^{gates} doors to others. The board has been cut. Noticed in service on Fri

Friday

27/2/53.

Governor's Visit

11 am - 11:20 am no tram

track off. City Hall.

7 March 1953.

On Saturday afternoon, between 2-30 & 3-15pm, no
trams allowed in Start St (South track) between
Lydiard St & Dawson St. At last 4 bogies from Eastern
lines come over old curve into Lydiard St before
being reversed for the Gardens & ran on north track
to Dawson St & hence over crossover to South line.
Sebastopol cars from Lydiard St Nth turned into
Start St via old S.E. curve & then reversed &
to destination via north track to Dawson St.
N°39 was first bogie I've seen to travel out of Start St
into Lydiard St Nth via old curve. At first it sort
of stalled or wheel slip which was corrected by the an
application of sand.

Sunday 8th March 1953

~~MUSIC FOR THE PEOPLE~~ at Nth Gardens.

~~Trams gave a good service, but nothing
to those on 14-5-1948 and 20-3-49.~~

~~List of cars used recorded overleaf.~~

Sunday

8-3-53
Warm 87°

Music for the People.

North Gardens.
crowd 10,000
another 10,000 at Lakeside
10,000 cars in Ballarat

Gardens via Drummond St Nth. } 26, 35, 34
ex Mt Pleasant }

Gardens via Drummond Nth } 12, 39
ex City }

Gardens via Sturt St West } 28, 33
ex City }

Gardens via Sturt St West } 30, 37, 40
ex Victoria St. }

Lydiard St Nth to } 11, 17, 19, 21
Sebastopol }

No service on View Point line

Total number of cars used = 14.

Cars not used: Nos 13, 14, 15, 16, 18, 20, 24, 25, 27, 31, 32,

Monday

9-3-53

HOT
97°

Procession Festival Procession to City Oval.

No trams in Bridge St or Sturt St South road
from 1.30 pm until end of march.

One tram was derailed in lower Sturt St and
one tram was seen going up north track to
Lydiard St. Boyia No 40 from City Oval was
sent up Lydiard St to end of double track & then
to Victoria St via old S.E. curve into Sturt St

Tuesday 10-3-53

Several tram used as specials
to convey children to City Oval.
N^o 28 & 26 was seen in Victoria St at 11.25 am.

Wed evening Back Barbecue on Llanberis Reserve 5000 people

Thursday 12-3-53
Warm 81°

Children's Display at City Oval. (crowd 25,000)

City to City Oval = 18, 21, 28, 30, 31, 35, 37, 38, 39, 20, 24

Victoria St - Gardens ^{Start St} W. = 12, 13, 26

Mt Pleasant - Gardens ^{Drummond} W. = 27, 34, 40

Grey St 11, 14, 19 }
Sebastopol 17, 32, 33 } = to Lydiard St Nth.
N^o 20 to Sebastopol at 4.45 pm.

From 2.30 pm until 3.45 pm 6 four wheelers stored at Parking
loop. ^{Start St} N^{os} 11, 18, 21, 28, 30, 20 N^o 37 & 38 stored in Reford St
near Start St.

At 4 pm all cars in service, then at 4.31 N^o 21, 39
run east as special. N^o 18 special at 4.36 pm, N^o 31 ^{special} to Queen St
B. East at 4.40½, 20 & 3 (N^o 20 to Sebastopol ordinary 30 special to
Grey St at 4.45 pm) 38 to Victoria St 4.46. 27 Mt Pleasant 4.46½

Note times of ordinary service can not noted. N^o 37, 21
made at least 3 return trips in 50 minutes between City
& City Oval.

Note N^o 13 had to be taken out of storage
and only trams not used were: N^{os} 15, 16, 25.

Friday 13-3-53

Usual basic service. In evening
big crowds carried on usual cars for
Square Dancing in Grenville St.

FINE & HOT

Morning, a few cars to Gardens

City to Gardens ^{via} Street St W. ~~26~~ 27, ~~28~~ 37

city to Gardens ^{via} Drummond ~~at~~ 21 39,40

Vic St. - Gardens ~~#~~ 28, 35

Ut Pleasant - Garden 12, 26

Lydiard St - Sebastopol 14, 0,32

n Grey & 11, 24

From 4.30pm until 5.15pm saw following cars

24 Feb, 28 Vic St. 27 Jardens West, 14 Lydeard St, 12 MT Pleasant,

26 ^{Drepanoid} ~~G. 55~~ ^{NH}, 40 ~~G. D^{NH}~~, 34 ~~G. D^{NH}~~, 11 ~~G. D^{NH}~~, 33 City Oval,

17 City Oval, 40 City, 11 City, 35 City Oval, 34 City, 31 City,

39 City, 35 Victoria St. 19 Sebastopol, 31 G. S.S.W. 17 City, 21st Pl.

30 city, 28 C. SSW. 34 G. ^{Drum}_{nk}, 32 Hydriant H, 37 city

14 Feb. 35 - G. S. S. W. 33 city oval.

Tams used during afternoon as follows.

$N^{\circ} 11, 12, 14, 17, 19, 21, 24, 26, 27, 28, 30, 31, 32, 33$

34, 35, 37, 39, 40. Total of 19.

SATURDAY . RAILWAY PICNIC DAY. FINE & HOT

14-3-53. Morning, a few cars to Gardens

City to Gardens ^{via} Sturt St W. ~~26~~ 27, ~~28~~ 37

City to Gardens ^{via} Drummond St ~~26~~ 21, 39, 40

Vic St. - Gardens ~~26~~ 28, 35

Mt Pleasant - Garden 12, 26

Lydiard St - Sebastopol 14, 30, 32

" Grey St 11, 24

From 4.30pm until 5.15pm saw following cars

24 Seb, 28 Vic St. 27 Gardens West, 14 Lydiard St, 12 Mt Pleasant,
26 G. ^{Drummond} St, 40 G. D^{NTH}, 34 G. ^{DTH}, 11 G. D^{NTH}, 33 City Oval,
17 City Oval, 40 city 11 city, 35 City Oval, 34 City, 31 City,
39 City, 35 Victoria St. 19 Sebastopol, 31 G. S.S.W. 17 city, 21 Mt Pleasant,
30 city, 28 G. S.S.W. 34 G. ^{Drummond} St, 32 Lydiard St, 37 city
14 Seb. 35 G. S.S.W. 33 city oval.

Trams used during afternoon as follows.

N^{os} 11, 12, 14, 17, 19, 21, 24, 26, 27, 28, 30, 31, 32, 33
34, 35, 37, 39, 40. Total of 19.

Salute To the Cable Tram

TRUCK AND BUS TRANSPORTATION. (★ ANNIVERSARY ISSUE, JULY '48)

The first 20 cars were imported from America, also some "gripmen". The cars & crews opened the first line between Flinders St & Richmond on 11th Nov. 1885. At first the cable was operated at a speed of 6 m.p.h.

The normal speed of the cables later was about 11 m.p.h. and this was increased towards the end to 13.4 m.p.h. The average speed per hour, including stops, was nearly 10 m.p.h.

By 1891, the system was complete with 43 miles of double track, 10 engine houses & 26 ropes (cable) and 15 car depots. The Northcote Council line ran from Clifton Hill terminus to Preston about 2½ miles.

The gauge was 4' 8½", and the 4 wheel saloon seated ~~22~~ 22 in the cable trailer & 20 on the dummy - total of 42. The crush load was 72. On the Brunswick line, shorter trailers seating 16 were coupled on to the standard set to cope with early morning "workmen's" crushes and later all these trailers were rebuilt into a long bogie trailers. The only time these bogie cars were used on any other line was on "fight" nights at the West Melbourne stadium. They carried a licensed crush load of 122.

(Records shows these bogie trailers were also used on race days to the old Richmond raccourse. The cars were run across Flinders St at Elizabeth St & jacked around, also used from Brunswick to St Kilda Beach for a very short period in 1923 or 24 by the way of Lonsdale St.)

At its peak the system owned 612 trailers (58 bogie type) and 592 dummies, a total of 1,204 vehicles, including the Northcote cars. In 1924, the average

cable trams continued

number of complete trams in daily service was 484.

That year there were 3,292 employees on the payroll.

In later years the cars were lighted by electricity from batteries. (about 1923 I think) 1923 was the peak year.

Service

Richmond - Spencer St.		via Flinders Street
North Fitzroy - Spencer St (A)		" Collins Street
Victoria Bridge - Spencer St		" " "
Chelton Hill - Spencer St		" Bourke Street
Nicholson St - Spencer St.		" " "
Brunswick - Flinder St		" Elizabeth Street
Johnson St (B)		" Swanston Street
Brighton Road - Queensberry St (C)		" " "
Prahran (B)		" " "
North Carlton (D)		" " "
Toorak		" " "
North Melbourne (C)		" Elizabeth Street
West Melbourne		" " "
South Melbourne (A)		" Collins Street
Port Melbourne		" " "
St Kilda Beach - Windsor		" St Kilda Junction
St Kilda Beach		" Swanston St.
Northcote - Preston		" Bourke Street

NOTES - (A) Through routed a few years before electrification

(B) Through routed via Swanston St 23/2/90. After

(C) " " when Queensberry St - ~~Lonsdale~~ Lonsdale S

After 192 North Melt cars terminated in

(D) Through routed via Swanston St. on 18/12/97.

DATE OPENED	DATE CLOSED	ROUTE MILEAGE	ROUTE COLOUR	YEARS
11-11-85	4-12-27	3 $\frac{1}{2}$	Blue	42
2-10-86	26-10-30	3 $\frac{1}{2}$	Yellow	44
22-11-86	26-12-29	3 $\frac{1}{2}$	Red	43
10-8-87	26-10-40	3 $\frac{3}{4}$	Red	53
22-8-87	26-10-40	3 $\frac{1}{4}$	Blue	53
1-10-87	26-4-36	4 $\frac{1}{2}$	Red	49
21-12-87	15-4-39	3 $\frac{1}{4}$	Red	52
11-10-88	29-8-26	5	White	38
24-10-88	17-4-27	5	Red	39
21-12-88	1-8-36 29-9-33	2 $\frac{3}{4}$	Green	48
15-2-89	17-4-27 20-4-35	5	Yellow	38
3-3-90	29-9-35	3	Green	45
11-4-90	20-7-35	2 $\frac{1}{4}$	Chocolate	45
17-6-90	25-7-37	2 $\frac{3}{4}$	Green	47
17-6-90	13-3-37	2 $\frac{1}{2}$	White	47
27-10-91	27- ¹² 5 -25	2	Yellow	34
18-12-97	30-9-25	4 $\frac{1}{2}$	Green	28
18-2-90	26-10-40	2 $\frac{1}{4}$	Red	50

926 Johnson St (Collingwood) cable trams terminated in Lonsdale St.
 section closed for extension into City of Coburg electric trams 192
 Elizabeth St at Flinders Street.

Photos of cable trams in Trucks Bus Transportation
July 48.

- Page 69. Clifton Hill cable trams in Bourke St from Queen St
V.R. photo 1910.
Elizabeth St trams from Flinders St R.S. V.R. photo 1910.
70. V.R. Photo. Port Melbourne cable in Collins St near Queen St 1910
H. Larsen. Cable 520 & bus in Russell St near Victoria St.
— Group of cable cars, Clifton Hill depot. Feb 1941.
M. Parks Head on view of a dummy in Bourke St at Swanston St 1932
71. H. Larsen (now my neg) Shunting St Melbourne cable in Market St
— No 306 somewhere in St Melbourne (good photo)
— Brunswick cable in Royal Parade " "
— D/d. bus outside Clifton Hill depot. shows cables in yds.
H. Larsen Men pushing dummy into Brunswick depot
" Horse pulling bogie car " " "

Melbourne Tram Companies.

Brunswick.

Dark green & cream.

Fitzroy Northcote & Preston.

Light grey & green.

Adelaide Municipal Trust.

"Sclass water tanks.

S1 is a scrubber

S2 on scrapline

S3 washes out the grooves by high pressure jets of water

M & M.T.B. Longest regular routes.

Route 40 City - Darling Rd (via Elsternwick) $9\frac{3}{4}$ miles

48 " - North Balwyn $8\frac{1}{4}$ "

64 " - East Brighton $8\frac{1}{2}$ "

7 " - Camberwell $9\frac{1}{4}$ "

Longest through route:

South Melbourne - East Preston $9\frac{3}{4}$ miles.

12 18
13 19
14 20
15 21
16 22
17
18
19
20
21
22

Melbourne Tram Companies.

Hawthorn Tramway Trust. Cars painted plain grey during 1916-18 war. Ordinary colour - Grey & red lining with Hawthorn Tramway Trust on side - in gold.

HAWTHORN T-TRUST No	BUILDER.	TYPE	DATE IN SERVICE	REMARKS
11-20	Duncan and Fraser, Adelaide	Max. Traction	6-4-1916 (opening of line)	To M.M.T.B. as 117-126
1-10		S.T. Combination	16-5-1916	" " 107-116
21-24		Max. Traction	30-9-1918	" " 127-130 as P.M.T.T. cars
25-32		" "	30-9-1918	" " 131-138
33-39		S.T. Combination		" " 183-189 Built especially for Footscray Trust.

Prahran & Malvern Tramway Trust.

Colour. Dark red (like Maroon) + yellow. Twin numbers on drivers "aprons".

N^{os} 21-24 were known as the "Zeppelins" and were resold to Hawthorn Tramway Trust. Cars transferred on Sunday morning; were jacked up at Glenferrie Rd & swung in Riversdale Rd. There were no connection in those days (1918) The Zeppelins retained P. & M.T.T. N^{os} and run for some time in P. & M.T.T. colours & etc. Later became M. & M.T.B. "O" class & renumbered 127-130. In 1926 they was sold to Adelaide & became "D" class N^{os} 191-194.

North Melb. & Essendon. Colour Dark green & cream

System had all U.S.A. built cars by Buell

N^{os} 1-10 S.T. saloons, became M. & M.T.B. "U" 202-211

N^{os} 11-15 S.T. open cross seaters, became M. & M.T.B. "V" class N^{os} 212-216

Open 4 wheel trailers N^{os} were built by Duncan & Fraser.

One open cross seater was noticed on an outside road at the Essendon depot in July 1925.

OLD. DESTINATIONS SIGNS.

M
RIVER

S
SHOW

E
EAST

K
KILN

M & M. T. B. Trams to Essendon 'Drome now have
ESSENDON 'DROME ROUTE N° 59.

BALLARAT NEW. DESTINATION BOARD.

~~LAKE, VIEW POINT~~

~~ONLY~~

~~CONNECT WITH LAUNCHES~~

(Noticed 1947)

MELB. Nth. Melb. cable trams sheds moved from
Flemington Rd to Victoria St. in 1925.

Cable trailer N° 77. at Lower Heidelberg March 1945
Ex Prahran - Malvern N° 78 4 wheeler on farm at
Lower Plenty March 1945.

Northcote? horse tram N° 7. on ~~for~~^{farm} at Mt Eliza
(Aug. 1944)

M & M. T. B. 70 cable trams (Northcote line) sold in March
1942 for £15 each.

N° 93 cable trailer on Mallee Farm half way
between Jillyborg + Tarawin
Dummy N° 351 in main St at Quambatook.

Four roads of cable trams + many W5 electric
cars were seen together at Brunswick depot

M & M. T. B. "SW2" class N° 426, 432, 436, 478

Trams in the following towns & cities
Lugano, Switzerland, on Italian border.

Photos to get

Nº 9. Hastings St Napier ✓
R. Field

Newcastle R. Field

1286ab loco & tram near
Wallace term.

1292ab Lambton
Rly. ✓

~~1290ab tram & signals~~

1289ab White Gates

Peter Duckett

Nº 11 Geelong open cross seater
120 size

120 size Bendigo old electric
with etdvt boards of
roof.

Leave

7.	Ballan	for	Ballara	arrive	8	am daily
	Linton	"	"	"	8	am Mon - Fri
	Newlyn	"	"	"	8	am " "
	Mildura	"	"	"	6.5	am daily
	Adelaide	"	Melbon	"	7	am daily
	Geelong	"	Ballarat	"	10.50 ^{am}	M. H. F. & Lats.
8.20 am	Melb	for	Ballarat	"	11.35	Monday & Lats
8.20 am	Melb	for	Severeton	"	12. Noon	Tues to Friday
9.5 pm	Melb	for	"	"	11.55 ^{am}	Monday & Lats
8. am	Horsham	for	Melb	"	11.55 ^{am}	daily
10 am	Maryborough	for	Ballarat	"	daily	
11 pm	Wandura	"	"	goods	Monday	
	Daylesford	"	"	misc	Monday	
	Skipton	"	"	goods	Monday	
	Dimboola	"	Melb		5.20 pm	daily
	Maryborough	"	Ballarat		7.25 pm	Mon to Fri
	Geelong	"	Ballarat		7.35 pm	Mon to Fri
	Geelong	"	Ballarat		8.20 pm	Lats.
1.20 pm	Melb	"	Horsham		4.5 pm	Mon - Fri
2.30 pm	Melb	"	Horsham		4.48 pm	Lats only
5.20 pm	Melb	"	Ballarat		8.35 pm	daily
7.00 pm	Melb	"	Adelaide		9.15 pm	daily
7.40 pm	Melb	for	Mildura		10.13 pm	daily
	Cressy	for	Ballarat		Monday	

Left Ballarat	From			arrive
6.30 AM	to Melb.	ex Mildura	daily	
6.45 AM	to Geelong		Monday only	
7.00 AM	to Geelong		Tues to Sat	
6.45 AM	to Dimboola	mixed	daily	
7.20 AM	to Maryborough		daily	
7.35 AM	to Melb.	ex Adelaide ex Queensland	daily	
7.57 AM	to Melb	do	daily	
8.50 AM	to Daylesford	mixed	Monday only	
9.30 AM	to Cresy	mixed	Monday	
9.45 AM	to Warrbra	goods	Monday	
10.45 AM	to Skipton	goods	Monday	
9.30 AM	to Geelong	goods	daily	
12.15 pm	to Melb	ex Horsham	daily	
12.20 pm	to Dimboola	ex Melb	daily	
12.40 pm	to Maryborough			
1. pm	to Ballan		Sats only	
3.3 pm	to Geelong & Melb.		Mon, Wed, Fri & Sat.	
4.00 pm	to Maryborough			
4. pm	to Ballan		Mon to Fri	
4. pm	to Linton		Mon to Fri	
4.30 pm	to Newlyn		Mon to Fri	
4.15 pm	to Horsham		Monday to Fri	
4.58	to Horsham		Sats only	
5.45 pm	to Melbourne		daily	
6.30 pm	to Geelong	car goods	Wed & Fri	
9.38 a	to Adelaide		Mon to Sats	
9.18 pm	to Adelaide		Sundays only	
10.28 pm	to Mildura		daily. Mon to Fri	
10.38 pm	to Mildura		Sats only.	

negs sent to K. Rogers 1-8-44

T 365 Fremantle N° 14 tram
T 367 Perth N° 118 "
583 Path Stn. looking east
601 N° 1 4-4-0 near views
588 Midland N° 7
616 W.A.G.R. O 90 on turntable
618 " Diesel & trailer
621 " G 29 Collic
622 " Collic loco from water tower
631 " G 26 on turntable
634 M^s Garratt Mundaring
644 " BR up freight -

117 Ballarat ✓ 22

118 Geelong ✓

119 Geelong

120 Geelong

121 ~~Geelong~~

122 Geelong

123 Bendigo

124 Ballarat ✓ 35

125 —

~~126~~ ~~Ballarat~~

~~127~~ ✓

~~128~~ ✓

~~129~~ ✓

~~130~~ "

131 —

132 Ballarat ✓ 15

133 Bendigo

134 —

135 Bendigo

136 —

137 Ballarat ✓ 36

138 Bendigo

No of motors	H.p.	Seating capacity,	Length car,	Consider year 1 st car
Dropscentre			Sy	M
Improved Dropscentre			E	A
Improved Dreadnought			K	C
Special "			LP	G
Streamline "			OP	L
			M	T
			N	W ²
Combination 4 wheel			O	SW ²
Build open cross seat	105, 107 adk		P	W ³
Nine bench " "			R	W ⁴
Twelve " 4 wheel saloon			R'	W ⁵
Twelve " open cross seat	155		J	CW ⁵
400 th class			H	SW ⁶
				X Bunking
				X " "
				X " "
				Y " "
				Y 100000

A
 C
 G
 L
 T
 W²
 SW²
 W³
 W⁴
 W⁵
 SW⁵
 SW⁶
 CW⁵
 X
 X¹
 X²
 Y
 Y¹
 U
 V

2
 5
 6
 7
 8
 11
 17
 18
 negs of.
 A
 A rebuilt
 C
 C rebuilt
 G
 L

A ✓
 A rebuilt ✓
 C ✓
 C rebuilt ✓
 G ✓
 L ✓
 L rebuilt ✓
 T ✓
 T rebuilt ✓
 W² ✓
 SW² ✓
 W³ ✓
 W⁴ ✓
 W⁵ ✓
 SW⁵ ✓
 CW⁵ ✓
 SW⁶ ✓
 Y ✓
 X¹ ✓
 X² ✓
 Y¹ ✓
 U ✓
 V ✓

2 rail guies ✓
 5 rail scrubber ✓
 6 rail cleaner ✓
 7 water waler ✓
 8 rail scrubber ✓
 11 ex ballast car ✓
 17 freight car ✓
 18 stunting motor ✓
 19

service
 24 flers
 8 work cars.

negs
Ray's Photos of Brisbane Trains

107	Brill open cross seat.	✓
88	1 st class bench 4 wheel cross seat.	x
138	Streamline Dreadnought.	✓
119.	Improved Dreadnought	✓
138+193	Streamline Dreadnought	✓
59.	4 wheel combination.	✓
95	ben bench 4 wheel.	x
296	1 st class at Scot St Newcastle.	✓

V.R.	Train at Essendon	✓
N.S.W.	Train in Sydney et area	x
N.S.W.	" " " " C36 + S class Tank	x
N.S.W.	steam train in route	x
N.S.W.	" " " " "	x
N.S.W.	Railway Bridge	✓
N.S.W.	C3674	✓
N.S.W.	C3518 + C32 class	✓
Q.G.R.	C16D Tank on suburban	✓
Q.G.R.	C19 N ^o - 98 on freight	✓
Q.G.R.	PB16 N ^o 454 on pass	✓
Q.G.R.	PB16 N ^o 573	✓
Q.G.R.	Garratt being hauled	✓
Q.G.R.	B18 $\frac{1}{2}$ on freight	✓
Q.G.R.	B18 $\frac{1}{2}$ on Passenger	✓

2 views of a shiner in Brisbane

3 Ply Hoop Pine.

April 1942.

4 x 3 3/6
5 x 3 4/3
6 x 3 4/9
6 x 4 6/9.

PHOTOS I WANT.

V.R. "L" class 26 2-4-0 S.T.

" "F" 178 2-4-2 T.

" N°3 Titania

" Buffet car "Himera".

V.R. max permissible gross tonnage is
1.599 tons. Passenger 15 bogie vehicles.

Longest V.R. train is 79 vehicle cattle train
weight 1144 tons.

~~From~~

Ironbark Gully Bridge

252 ft long. 60 ft high

~~cable 77~~

N.S.W.R. 3817 loco in Harden Smash - 7-48

~~Gallard new ^{extra} destruction about May 1948~~

~~STURT ST WEST - CITY on rolls
(Victoria Park) Main Rd. (on plates new, reversible)~~

~~VIEWPOINT - CITY on rolls
MACARTHUR via
Roper St Grenville St. on plates, reversible.~~

