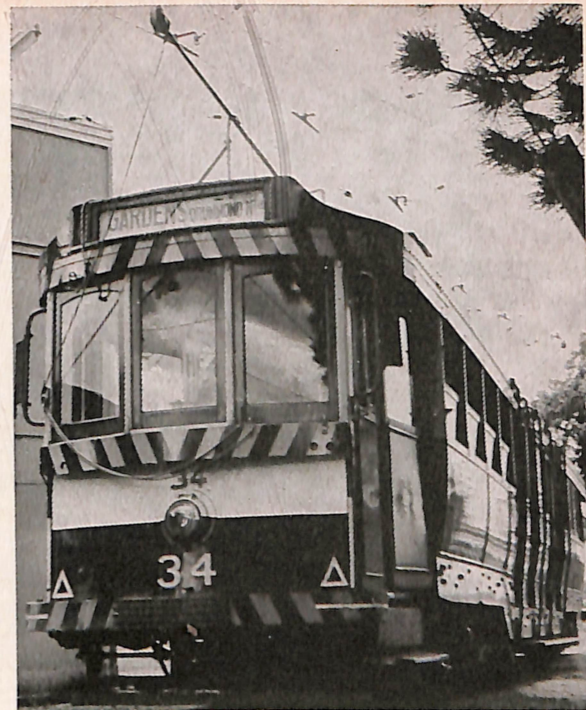


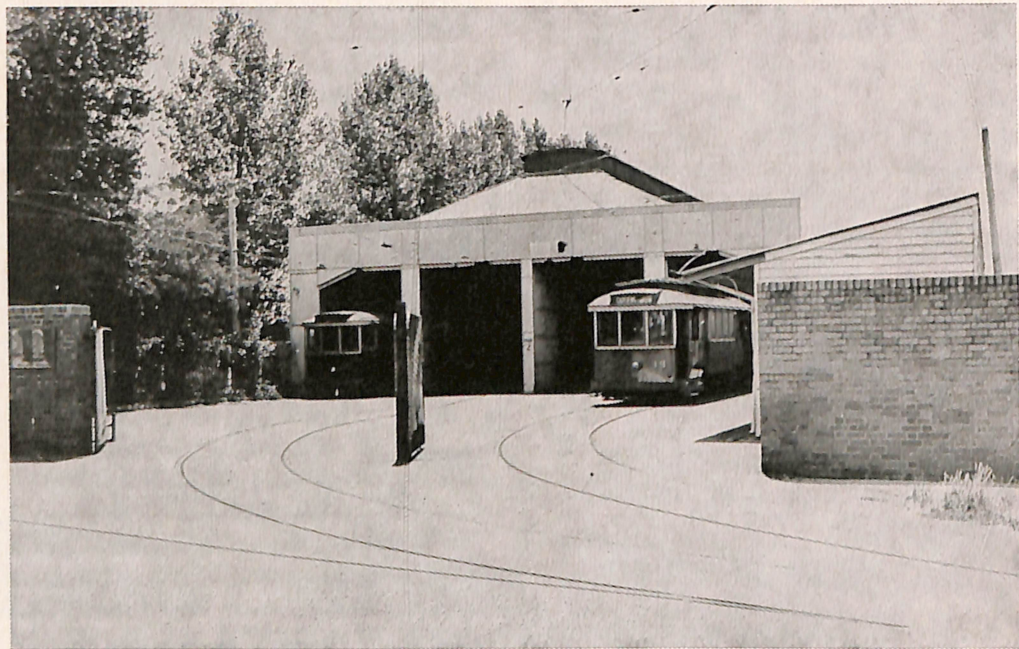
Ex-Adelaide car, No. 23 poses at the Depot in its gold livery, in 1951.

19th October, 1945, and ran its trials three days later. It entered service a week later, being the first double truck tram in Ballarat. It was numbered 22 — the fourth tram of this number in Ballarat — being renumbered 37 in 1951, in order to consolidate the bogie cars from number 34. It was scrapped in 1955 following severe damage in an accident with a large semi-trailer truck. A second bogie car arrived from Melbourne a few days later, and was numbered 15, being renumbered 36 in 1953. Two more bogie cars were purchased in 1947, becoming Nos. 34 and 35. Nos. 23 and 29 fell into disuse but were not scrapped until 1951 and 1950 respectively. No. 23 had an "hour of glory" in 1951 when it was decorated and illuminated for the centenary of the discovery of gold. Three further bogie cars arrived from Melbourne during 1951, and became Nos. 38 to 40.

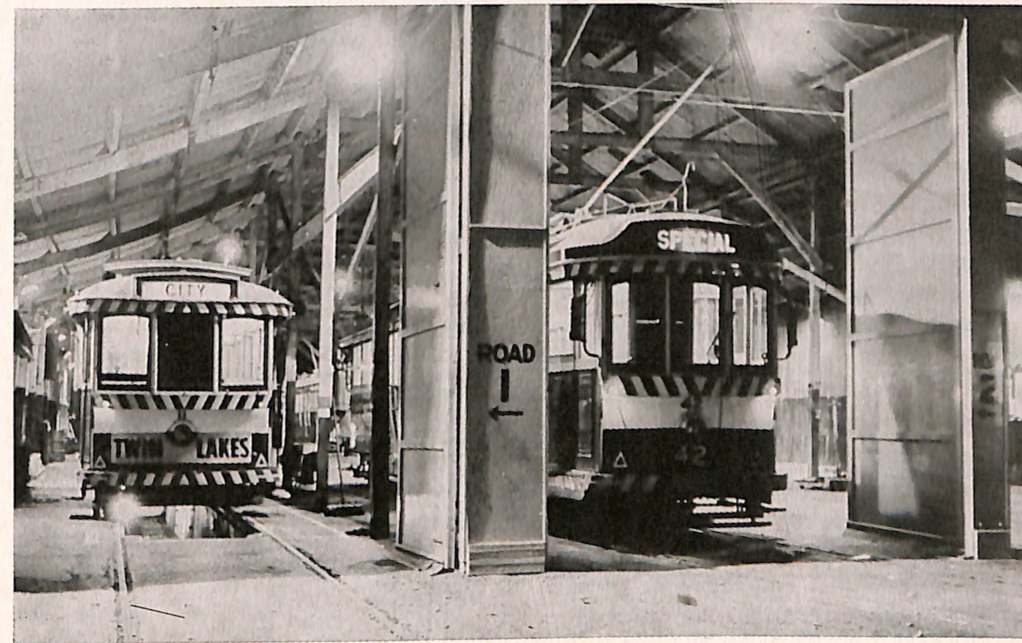
Some one-man operation of the trams was re-introduced on 6th October, 1952, during slack periods, due to declining patronage. Bogie car No. 38 was altered to permit such use, and was out-shopped in February, 1953. However, the Employees' Union refused to one-man operate large (bogie) trams, and this car has never run as such. When the S.E.C. closed its tramway system at Geelong early in 1956, three bogie trams (originally from Melbourne) were transferred to Ballarat, and entered service as Nos. 41 to 43. These cars enabled single truck cars Nos. 16 and 24 to be scrapped in 1956 and 1957 respectively. Quite a quantity of spare parts and materials were also received from Geelong, including some good second-hand rails. Some of the latter was used to re-rail the single track in Bridge Street early in



Having nosed its way around the sharp reverse curve of No. 0 road, No. 34 shelters under the pine trees beside the Depot.



Wendouree Depot in the early 1950's, before No. 0 road was added on the left.



Electric cars and bright lights replace the oil lamps and equine aromas of the horse tram days.

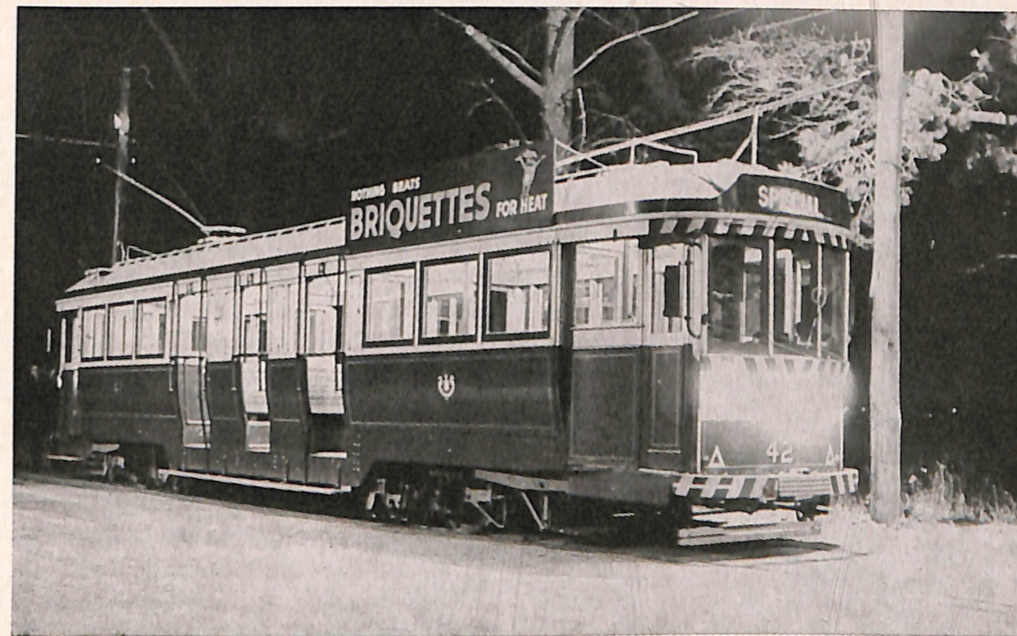
February, 1957, with the work being carried out after midnight.

During the late 1950's, the rolling stock consisted of 17 single truck trams and nine bogie cars, plus the track cleaner. As Ballarat had a sufficiency of the former, and the S.E.C.'s other system at Bendigo was short of this type of car, it was decided to transfer two single truck trams from Ballarat to Bendigo and replace them with one bogie car from Bendigo. This movement took place early in October, 1960, when Nos. 19 and 25 left Wendouree Depot and Bendigo's No. 1 arrived. The latter car has had a most interesting history. It entered service with the Hawthorn Tramways Trust in April, 1916, probably as No. 13. It was taken over by the M. & M.T.B. in February, 1920, and renumbered 119. It was next sold to the S.E.C. and became Geelong No. 35 in January, 1948. When this system closed it was transferred to Bendigo in March, 1956, and received the number 1 — the only bogie tramcar in Australia to carry this numeral. With its transfer to Ballarat, where it received the number 37, it has thus worked over five systems under three owners. The roster at Ballarat thus showed 15 single truck and 10 bogie trams.

For many years the S.E.C.'s tramcars have been vulnerable to being struck by motor vehicles at night, probably due to poor street lighting in the Provincial cities and the use of much single track. Four tail-lights, one in each lower corner of each apron, were fitted in 1952, and operated in conjunction with the headlight at the other end of the car. White reflective tape was fitted in 1956, to

aprons and bumpers, as an additional means of identification. Unfortunately, accidents continued to happen at intervals, so it was decided to add to the trams' "defences" by fitting additional illumination. A canopy was fitted at the top of each apron, drilled with six holes, and fitted with four white and two red electric light globes. This canopy, the bumper and the fascia strip (about the destination box) were painted with stripes. The four white globes cast a very good light down on to the apron and also shone straight out through the holes, thus greatly augmenting the headlight. The rear of the tram shows the two red lights from the canopy (thus completing the circuit with the front four lights), as well as the two original tail-lights. Initially a white strip was painted within the canopy, but this was later extended half way down the aprons. All cars were thus fitted in 1961.

Several minor amendments have been made to the track layout over the years. All the original passing loops have been relocated and some additional ones installed, while a long parking loop was installed on the southern track at the eastern end of Sturt Street during the reconstruction work about 1935-36. The loop on the View Point line, near the Power House, was broken in 1953 and one of the switches was used at the head of the new outside road at the Depot. This road, completed in March, 1954, was called No. 0 road. The parking loop at the Gardens (a short distance south of the Gardens passing loop), had its points removed in 1960. Its switches were normally set for the straight road, and were not sprung as in the case of passing loops. In the early



The brilliant frontal illumination is readily depicted as No. 42 is shunted outside the Depot one evening in 1970.

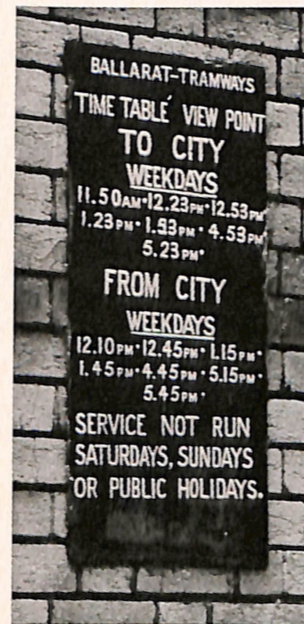
1960's, both passing loops in Sturt Street West were modified for bi-directional running on the straight track, but still available for crossing trams when required by manually throwing the points. This was to eliminate, as much as possible, city-bound trams having to move out into the path of west-bound motor traffic.

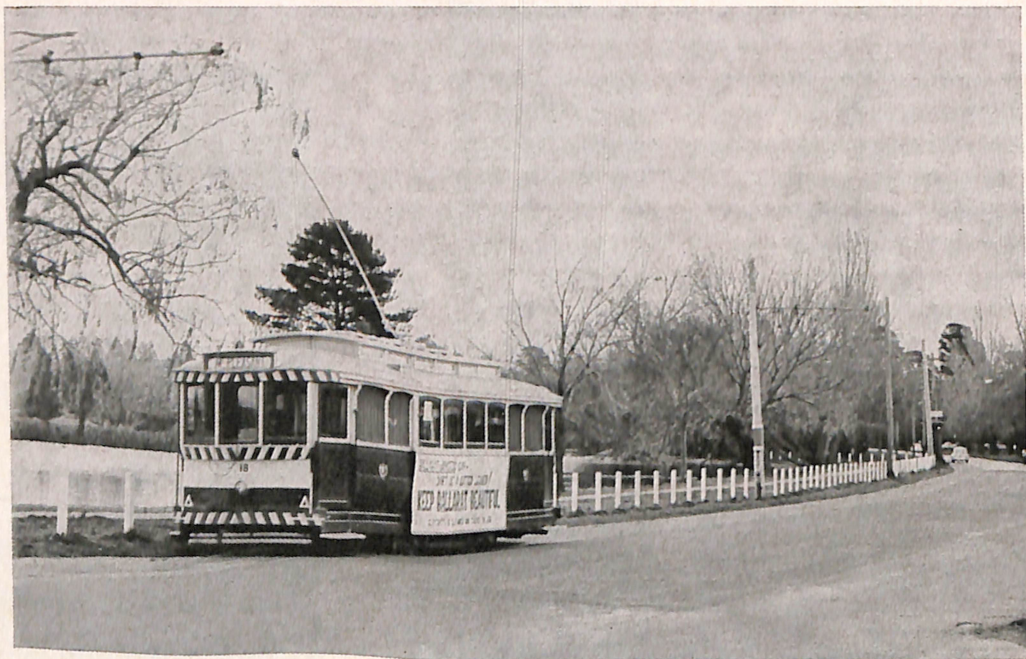
Old Soldiers

Friday, 2nd February, 1962, cast a dark shadow over Ballarat, as the S.E.C. announced that it would petition State Parliament to close its tramways in that city (and also at Bendigo). It was stated that the loss on the previous year's operations amounted to £94,969 and was expected to rise by several thousand pounds for the current year. The rehabilitation of the system was estimated to cost about £900,000 against possibly £150,000 to instal motor buses. Local reaction was adverse, and opposition grew steadily and became organised. Protest meetings and deputations were arranged, and the Ballarat City Council eventually decided in favour of their retention. The Minister for Electrical Undertakings told State Parliament that tramcars from the recently abandoned three local routes at Footscray (Melbourne) were quite unsuitable for Ballarat as they were over 30 years old, of the rigid four-wheel type and had only one door per side. (The first point was correct, the second overlooked the predominance of this type then in use in Ballarat and the third incorrect for ten of the sixteen cars in question). It is interesting to note that the Ballarat City Council received a letter from the Municipal Tramways Trust, Adelaide, stating that it had 56 trolley-

buses available, which were suitable for one-man operation, as they were being replaced by diesel buses to bring about a standardised fleet. They also offered a comprehensive range of spare parts and much overhead and sub-station equipment, but the offer was not accepted. Several months went by with the matter being occasionally mentioned, but the Notice to Abandon was not tabled in State Parliament and the issue eventually faded from public attention.

The next major move at abandonment came late in October, 1967, when the Minister for Transport announced that the Transport Regulation Board would investigate public transport facilities at Ballarat and Bendigo and report on whether the tram services could be adequately replaced by motor buses. The combined loss for Ballarat and Bendigo for the (then) current year was estimated at approximately \$500,000. The inquiry was eventually held in April, 1968, and heard evidence from several local Councils, Progress Associations, Businessmen's Associations, Unions, bus proprietors and the S.E.C. The Government announced in July of the same year that it had accepted the T.R.B. recommendation that the trams could be adequately replaced by buses. It was expected that the Notice would be tabled in Parliament quickly and that the tram service could close early in 1969. At this time, the Government had a majority in the Lower House of State Parliament, but the combined Opposition parties held a majority in the Upper House. The Notice to Abandon was duly tabled in Parliament and, when voted on by the Upper House on 2nd October, was defeated





No. 18 trundles around Wendouree Parade alongside the lake.

by the Opposition parties combining. The S.E.C. could submit the Notice again, but not before a lapse of twelve months. The issue next came to public attention in July, 1970, after the Government had gained a majority in the Upper House. It was reported that plans were made to replace the trams by private buses by the middle of 1971, and once again the local opponents of the scheme began rallying.

At this point, Ballarat's most spectacular tramway accident happened. No. 20 was on the single track in Victoria Street, Ballarat East, about 7.20 p.m. on Wednesday, 16th September, 1970, when it was struck on the off-side front corner by a laden semi-trailer truck. The force of the impact virtually demolished the tram — in effect, it was literally scrapped in an instant. Portion of the near-side and its adjoining saloon bulkheads survived, but in twisted and damaged condition; the roof was ripped off the side and corner pillars, turned through some 75 degrees and landed across the saloon seats and floor; the only passenger was sitting near the front on the near-side; both motorman and passenger escaped with minor injuries. A remarkable accident and a very lucky escape for the persons concerned. No. 20 was towed back to the Depot and officially scrapped shortly afterwards.

Tuesday, 15th September, 1970, saw the S.E.C. lay before Parliament another Notice to abandon its tramways. As the Government now controlled both Houses, this application succeeded and permission was granted. December 19th saw the Transport Regulation Board place advertisements,

calling tenders for the operation of motor buses in Ballarat, in the newspapers. Applications had to be lodged by 31st January, 1971, and a public hearing was to be held on the tenders submitted. The advertisements listed the future bus services in considerable detail as to routes and timetables. Some of the existing tram services (mainly around Lake Wendouree) did not note replacement bus services, while other modifications were made to existing bus routes and tram-replacement bus routes. The public hearing of the applications took place in Ballarat on April 1st, when the main contenders for the licences were H. A. Davis Motor Services Pty. Ltd. and B. A. and R. A. Wilkins, both of Ballarat. The T.R.B. announced on 17th May that it had granted the replacement routes to the Davis company, and that the trams would probably cease running in August and September during the school term holidays. Davis' ordered nine new buses which, together with existing vehicles not fully utilised at present (that is, used on industrial traffic, school specials and charter), will replace the 24 trams (10 bogie and 14 single truck). The Government has repeatedly stated that it will ensure that the replacement services will be well run and use the best vehicles available, and the Transport Regulation Board has been given the task of supervising this promise. The first of the new buses was delivered in mid-June, and the dates upon which the trams will cease to run have been fixed as follows:—

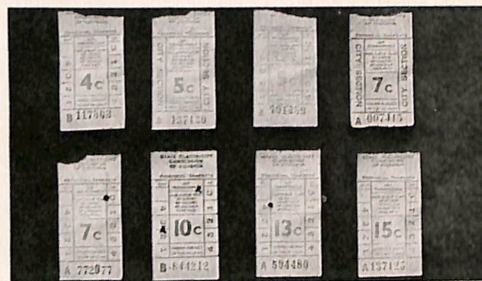
- (1) Sunday, 22nd August, 1971 — Victoria Street and Gardens via Sturt Street West.
- (2) Sunday, 5th September, 1971 — Mount Pleas-

- ant and Gardens via Drummond Street North.
- (3) Sunday, 19th September, 1971 — Lydiard Street North and Sebastopol.
 - (4) View Point — this route virtually ceased to function after Friday, 13th March, 1970. A new timetable commenced from the following Monday, and the very limited service previously provided was withdrawn due to the extremely limited patronage received. One of the last trams from the city each night is nominally routed via the View Point line, but it is some considerable time since a tram has traversed this route as it normally reaches the Depot via the Drummond Street North line.

And so Ballarat's electric trams will cease to run over their old routes a little over 66 years after their inauguration, and nearly 84 years after the horse trams first rolled along the wide carriageways of Sturt Street. Statistics are not available to tell how many people have journeyed with them through the streets they traversed, but one notable achievement has been recorded. On 29th June, 1968, tramcar No. 27 completed running 1,000,000 miles in Ballarat. It achieved this in 38 years, having arrived from Melbourne in June, 1930, where, in 14 years, it ran 270,731 miles. Thus, by the time it last leaves Sturt Street and trundles towards the former horse car sheds on the shores of Lake Wendouree, No. 27 will have travelled approximately 1,320,000 miles in the service of the citizens of Melbourne and Ballarat — quite a notable achievement.

Is there a future for the trams? To a certain extent — yes. The Tramway Museum Society of

Victoria plan to save at least one, maybe two Ballarat trams, to be preserved as part of their representative collection of tramcars which have served the people of Victoria since the 1880's, at a Museum to be built at Bylands, south of Kilmore. The Ballarat City Council are investigating a small line as a tourist attraction, and the recently formed Ballarat Tramway Preservation Society hopes to have the lakeside track retained for a similar purpose. Tramway Museums in Sydney and Adelaide hope to add one or two trams each to their present collections of local trams, while several other Museums and bodies in Victoria and even overseas have applied for cars. So, some will continue their public service; others . . . will fade away.



Decimal currency tickets currently in use.

Acknowledgements

The line drawings for the sketches and maps have come from the pen of Alan Stempel, while the destination roll and signs were draughted by Robert Green. Data for the early maps and early destination signs were supplied by the late Wally Jack to the author many years ago. Photographs have come from the cameras and/or collections of Messrs. P. W. Duckett, R. Pearson, R. H. Prentice, R. W. Green, L. N. Miller, M. G. Rowe, K. S. Kings, and The Tramway Museum Society of Victoria Limited Archives. Printing and Publication was arranged by Messrs. R. Alexander and R. K. Whitehead of the Australian Railway Historical Society Victorian Division Publications Committee. Information has been supplied by the late W. H. Jack and several past and present S.E.C. Tramway employees, including Messrs. L. J. Denmead, S. Lakey, D. Irvin, W. Lyons, and the late Messrs. A. V. Mawby and C. Hodgson. Thanks are also due to Mr. R. G. Henderson, Editor of "Electric Traction", and Mr. F. Rogers, Town Clerk, Ballarat, for assistance rendered. Other information has been gleaned from the S.E.C. and Ballarat City Council Annual Reports and "The Courier", "The Star", and "Destination Eaglehawk". Assistance in clarifying various points has been received over the years from Messrs. P. W. Duckett, K. McCarthy, R. H. Prentice and the late Messrs. J. Alfred and C. R. G. Field.



APPENDIX A

EARLY DESTINATION SIGNS

These signs have been drawn from notes made over twenty years ago for the author by the late W. H. Jack, at which time it was about 15 years since they were last used on the old electric rolling stock. Mr. Jack noted that his lettering and layout was not accurate and that he was not certain of the sequence of the signs on the destination rolls. Therefore, they are presented as a series of individual signs and make no claim to be an accurate copy of an old roll. The shape and size of the lettering has been based on old photographs, and is reasonably accurate in some signs but uncertain in others. After the drawing was completed, and almost on "press time", additional old prints located showed that the word "via" should be placed vertically at the start of the second line instead of between the lines in the sign "Depot via Convent". (A photograph had previously given the correct layout of "Gardens via Convent"). This, therefore, suggests that the other three signs which contain "via" should be amended likewise. The words printed adjacent to each sign on these drawings indicate the route colour. Metal plates were carried on the front and sides of cars by day and a coloured light was displayed at night from the upper front portion of the destination box. The sign "Sebastopol Town Hall" was not on the roll, but was a metal plate which slid across the front of the destination box. The signs were approximately 11" high and 24" wide.

**GARDENS
VIA
RIPON ST**

red

DRUMMOND ST NTH

white

SHOWGROUNDS

red

**DEPOT
VIA
CONVENT**

green

CITY

**SPECIAL
CAR**

CITY OVAL

green

**GARDENS
V
I
A
CONVENT**

green

**RUBICON ST
ONLY**

blue

SEBASTOPOL

blue,
white
centre

LYDIARD ST NTH

yellow

REGATTA

red

**ORPHANAGE
CURIOSITY SHOP
EUREKA STOCKADE**

green

**ALFRED ST
ONLY**

green

FOOTBALL

?

**SEBASTOPOL
TOWN HALL**

blue,
white
centre

APPENDIX B

ROLLING STOCK ROSTER

Although Ballarat has a relatively small tramway system, the rolling stock movements have been quite complicated. The multiple use of car numbers, including re-numbering, can only be dealt with satisfactorily by listing each usage of each number separately. This would involve a total of 62 operations which, unfortunately, is beyond the capacity of this book. The Roster which is printed here shows the cars grouped together to a reasonable degree of condensation.

Abbreviations used are:—

- D. & F. — Duncan & Fraser, Adelaide.
- Stephenson — John Stephenson, U.S.A.
- Hudson — Hudson Bros., Sydney.
- Brush — Brush Engineering Co., U.K.
- Meadowbank — Meadowbank Manufacturing Co., Sydney.
- Moore — James Moore & Sons, Melbourne.
- S.E.C. — State Electricity Commission of Victoria.
- MMTB — Melbourne & Metropolitan Tramways Board.
- Peckham — Peckham Truck Co., U.S.A.

**MOUNT
PLEASANT**

red

**DEPOT
VIA
RIPON ST**

red

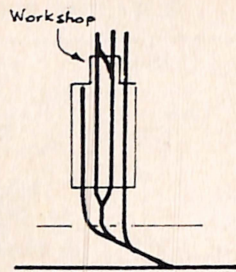
**DEPOT
VIA
DRUMMOND ST**

white

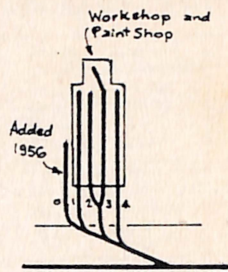
BALLARAT ELECTRIC TRAMWAYS — ROLLING STOCK ROSTER

Final Car Numbers	Body Builder	Date Built	Truck(s) (Wheel base)	Motors (h.p.)	Seats	Length	Disposal	Previously	Notes
1, 4, 6, 10-18	? /D. & F.	About 1890/1905	21E	2 x 30	32	Approx. 32'0"	Scrapped 1930-35	Believed ex-Sydney Cable Trailers	
2, 7, 9	Stephenson/D. & F.	1890/1905	21E	2 x 30	36	?	Scrapped 1930-35	Ex-Sydney Nos. 1-3	
3, 5, 8	Hudson/D. & F.	1898/1905	21E	2 x 30	32	?	Scrapped 1930-35	Ex-Sydney Nos. 14-16	
19-20	D. & F.	1905	Peckham	2 x 35	40	?	Scrapped 1930	—	
21-23	D. & F.	1913	Brush	2 x 38	40/50	31'0"	Scrapped 1934-35	—	(a)
(Sprinkler)	Brush	1905	Brush	2 x 25	—	23'2"	Scrapped 1925	—	
11-14	Meadowbank	1915	21E 6'6"	2 x 45	28	30'11"	—	MMTB 65, 71, 68, 75	(b)
16-20	Meadowbank, D. & F., Moore	1913-1918	21E 6'6"	2 x 45	28	30'11"	16—Scrapped 1956 20—Scrapped 1970 19 to Bendigo 1960	MMTB 82, 73, 63, 76, 89	
21-23	D. & F.	1909	21E 9'0"	2 x 33	No. 21-32 Nos. 22 & 23-40	33'5"	22—Scrapped 1945 23—Scrapped 1951	Adelaide 10, 92, 69	(c)
24-28	D. & F.	1916	21E 7'6"	2 x 45	30	31'10"	24—Scrapped 1957 25 to Bendigo 1960	MMTB 108, 110, 111, 116, 113	
29	MMTB/Moore	1920	21E 7'6"	2 x 50	36	33'0"	Scrapped 1950	MMTB 152	
30-33	D. & F.	1920	21E 7'6"	2 x 50	30	31'10"	—	MMTB 183, 184, 186, 189	
34-37	D. & F.	1916-1918	22E 4'0"	2 x 65	44	44'4 1/2" 45'4 1/2"	37—Scrapped 1955	MMTB 137, 124, 132, 117	
37	D. & F.	1916	22E 4'0"	2 x 65	44	44'4 1/2"	—	MMTB 119	(d)
38-43	D. & F.	1913-1914	22E 4'0"	2 x 65	44	44'3 1/2"	—	MMTB 41, 42, 35, 39, 38, 40	(e)
(Cleaner)	D. & F./S.E.C.	1913/1934	Brush	2 x 45	—	31'0"	—	Ballarat 23	

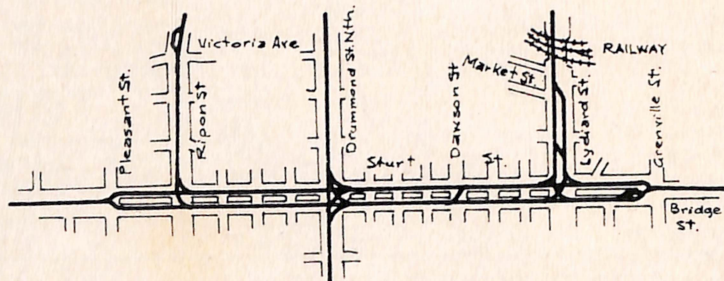
NOTES:—(a) No. 23 converted to Track Cleaner in 1934.
 (b) Ex Geelong Nos. 28, 27, 30, 29.
 (c) No. 21 received from Adelaide without a truck; Ballarat Depot Staff used parts from scrapped cars to manufacture the present truck. 2 x 65 h.p. motors fitted 1945.
 (d) Ex Geelong 35; Ex Bendigo 1.
 (e) Nos. 38 and 41 converted for 1-man operation. No. 38 seats 42.



WENDOUREE DEPOT
ABOUT 1930



WENDOUREE DEPOT
1971



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