

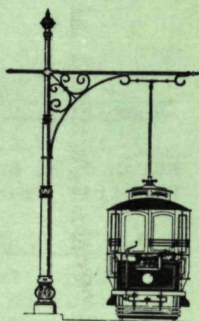
TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY
AUSTRALIAN ELECTRIC TRANSPORT
MUSEUM

WESTERN AUSTRALIAN ELECTRIC
TRANSPORT ASSOCIATION

Registered at the G.P.O., Sydney, for transmission
by post as a periodical. Category B

THIRTY CENTS



OCTOBER 1971



INCORPORATION THROUGH

The W.A.E.T.A. was officially incorporated on 24th March 1971 and will now be known as the Western Australian Electric Transport Museum Incorporated.

S.P.E.R. OPEN DAY & DINNER

Don't forget the Open Day and Annual Dinner to be held at Loftus on the 11th December, 1971. An interesting programme of films has been arranged for screening after the Dinner. Applications for the Dinner will be posted during November.

S.P.E.R. ANNUAL GENERAL MEETING

The following members were elected to the Board of Directors at the recent Annual General Meeting of the South Pacific Electric Railway Co-operative Society Ltd:

R. Clarke (Chairman), M. Giddey, L. Gordon, P. Kahn, D. Rawlings
V. Solomons, W. Tuffnell.

The Board subsequently appointed the following positions:

General Manager..	..	..	D. Rawlings
Secretary ..	..	..	L. Gordon
Treasurer ..	..	..	L. Gordon
Chief Engineer ..	..	..	R. Clarke
Chief Traffic Officer	..	..	P. Kahn
Assistant Secretary ..	..	..	M. Giddey
Minutes Secretary ..	..	..	W. Tuffnell
Membership Secretary .	..	..	B. Parle
Assistant Treasurer ..	..	..	P. Parker
Works Superintendents	..	..	R. Cowing
			M. Giddey
			P. Parker
Librarian & Archivist	..	..	N. Chinn
Librarian (Tapes & Films)	..	..	W. Turnbull

FRONT COVER: The lace-like intricacy of cast iron on the verandah of the North Star Hotel frames two Ballarat tramcars in Lydiard Street North on 17th September 1971. Bogie car 35, a 1916 vintage ex-Hawthorn Tramways Trust vehicle, waits in the Seymour Street loop for the arrival of single truck car 17 running special with a load of school children. Car 17 dates from 1915 and was built for the Prahran and Malvern Tramways Trust. The North Star Hotel was built just before the Gold Rush and, like the two story "Ballarat Terrace" in the background, has recently been given a face-lift.

TROLLEY WIRE

New Series Vol. 12 No. 5

Issue No. 136

OCTOBER 1971

TROLLEY WIRE is published bi-monthly by the South Pacific Electric Railway Co-operative Society Limited, Box 103, G.P.O., Sydney, New South Wales, 2001

Editor: R. I. MERCHANT

Subscription rate (for non-members):
\$2.00 per annum, post paid.

NEW MEMBERS.

The Board and Shareholders of the SPER welcome the following members to the Museum:-

A.H. Ford	254
R.J. Cock	255
G.W. Harper	256
C.J. McDonald	257
C.H. Davidson	258
H.E. Cain	259
P. Henderson	260
P.G. Ferguson	261



Relaying the S.P.E.R. main line with newer rail and better quality sleepers. The three members nearest the camera are Bob Cowing, Phil Parker & Dick Hall.

Photo: Mike Giddey

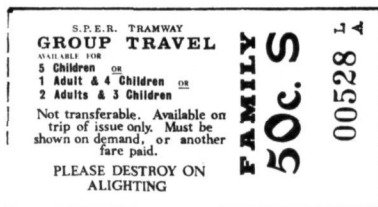
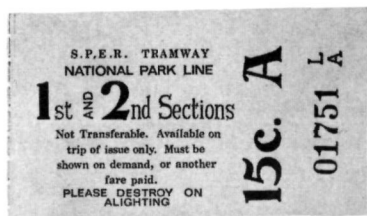
REVISED FARES

Due to increased running costs it has become necessary to revise the fare schedule for the National Park Tramway.

The new fares came into effect on Sunday 1st August and are as follows:

Adults	15 cents
Children (over 5 years) ..	10 cents
All Day	60 cents
Family or Group Ticket ..	50 cents

The Family or Group ticket is available for five children or 1 adult and 4 children or 2 adults and 3 children. The former adult 10 cent ticket has now become the new child ticket. The new Adult and Family tickets are illustrated below.



Around the Depots---

Perth

The Association has been busy with acquisitions in recent months. First on the list is Tower Wagon No. 19, a 1938 Chevrolet with 34,000 miles on the clock, which was purchased from the M.T.T. for \$50.

Two tramcars have been rescued from the Rose Park Caravan Park at Emu Point near Albany. They are the bodies of "New Yorker" 63, a Hedley-Doyle stepless car and the Fremantle Municipal Tramways 29. The stepless car was purchased for \$150 and is a valuable and interesting exhibit, being one of the only two ever exported from the U.S.A. (the other went to Brisbane) and the only narrow gauge one built.

63 arrived at Castledare from Albany on Friday 23rd July. Publicity was obtained through TV channels 2 and 9 on Friday evening and the "West Australian" carried a photograph on Saturday 24th. Jack Stanbridge, Bob Pearce, Ric Francis and Brother Dick assisted with the unloading.

Bob Pearce, the Association's Works Co-Ordinator, travelled to Albany in order to supervise and take movies of the loading of the Fremantle car, which was thought to be 36 but is now known to be 29. Bob travelled back to Perth in the transporting truck and reported tremendous interest shown by people in the various towns en route. Number 29 was unloaded at Castledare on Thursday 5th August and Channel 7 covered it on the evening news. An article also appeared in the "Sunday Times" on the 8th.

Loftus

Bob McKeever has spent many hours at home working on new pumps for the hydraulic workshop jacks. Trevor Glenn had three new pump bodies cast for a very reasonable price using an original as a pattern, while Bob carried out the drilling, boring and reaming of the castings, fitting valves and pistons. This work has been completed and the Museum now has four jacks which are serviceable and safe to use.

Grahame Ball has remetalled four axle brasses for the bogie from 948 which is being overhauled for the southern end of N 728.

Bob Cowing and his erecting gang have been raising large RSJ columns between I road and the A road storage track. A 30 foot 6"x 3" RSJ has been hoisted to the top of the columns to support the roofing timbers over the A and B road tracks.

The self-retrieving trolley base fitted to N 728 has been removed as it was causing too much strain on the roof when the mechanism tripped (the roof tended to retrieve instead of the pole!). A standard six spring base has been fitted in place of the heavier unit.

PROJECT-A-MONTH No. 2

The second job in the Project-a-month programme commenced on Saturday 14th August when the depot junction pointwork (the famed Point McCarthy) was lifted in preparation for relaying with pointwork acquired since the junction was jig-sawed together from bits and pieces six years ago. By nightfall the point timbers had been replaced and the blades and crossing were in position. Traffic operations on Sunday were curtailed while the rails were connected to the southern part of the main

Traffic operations on Sunday were curtailed while the rails were connected to the southern part of the main line. On Sunday 22nd August traffic operations were restricted

to the line south of the depot while final cutting, plating and spiking of the new work took place. The relocated track position also made alteration and adjustment of the overhead necessary and this was carried out in conjunction with the ballasting and levelling of the new work. The new switch became fully operational on Sunday 29th. Some twenty members made themselves available for this job with the result that the Museum now has a main line turnout which is smoother and safer to operate over with less wear and tear on the trams.

PROJECT No.3

The third job in the special project series was set for Saturday 24th September when members were asked to meet at Bob Harvey's home to assist with the moving to Loftus and erection of the former Wallsend tramway semaphore signal and to clean up the area surrounding the depot to lessen the bushfire risk. Only six members turned up - a very poor rollup - and although the signal was successfully erected at the depot junction, the most important work, the fire clearance, was not carried out. To top it off, the efforts of our faithful six were hampered by rain during the afternoon.

548 MOVES AGAIN

Brisbane tramcar 548 has been moved from Petersham and has taken up residence in No. 1 roundhouse with the locomotives and rolling stock of the Rail Transport Museum at Enfield. The move took place on Wednesday 25th August and proved uneventful until the bogies were placed on the track at Enfield. After carefully guiding the wheels on one side of the bogie onto the rail, it was found that when the crane fully lowered the bogie down, the wheels on the other side fitted neatly inside the rail! This caused some consternation among the watching railway men and there were even whispers of "didn't we know that Queensland was 3'6"? Our tapemeasures soon showed that the gauge varied between 4'8½" and 4'11", quite satisfactory for the wide tyres of a steam locomotive but not so good for the narrow tramway tyres on 548. However it did not cause too great a problem as all pointwork and the pits in the shed were dead to gauge and the tram, slowly towed by 30 class tank 3046, rerailed itself without any trouble. 548 was moved onto the turntable and into the shed on Friday morning 27th August. Our thanks are due to John Forsyth of the Department of Railways for arranging this change of residence for us, and to Harry Riches for his assistance and care in housing 548 safely behind the wire at Enfield.

290 CELEBRATES 75TH ANNIVERSARY

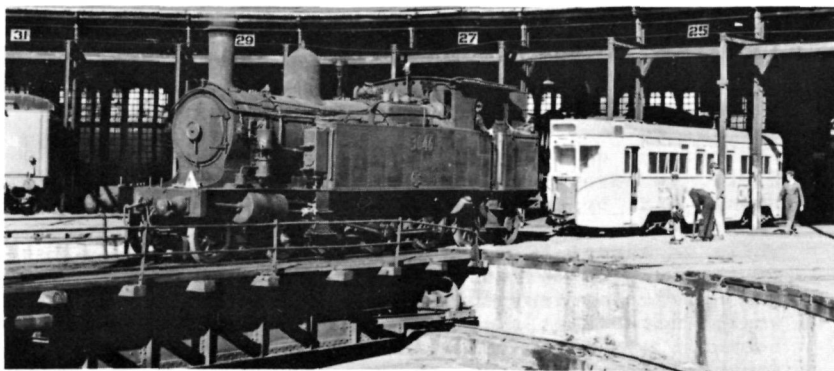
On the 7th October, 1896 the Sydney Tramways placed in service two small four-wheeled saloon electric tramcars, one a motor, the other a trailer. They were patterned on the original three cars imported from the U.S.A. but were locally built.

The ensuing 75 years has seen the rapid rise and the almost as rapid fall of the Sydney tramways with over 2000 electric cars being built and almost to the last one being scrapped, yet that small trailer placed in service on a spring day back in 1896 still travels on.

At first numbered 1 in a separate trailer series, it was belatedly re-numbered 290, a number which gives no indication of its true age. Motored in 1911, it was grouped with 96 similar cars as the C class. Its passenger carrying duties came to an end in 1914, when, slightly altered and given the number 115s, it was transferred to the newly electrified Enfield system for breakdown use. 1948 saw the closure of the Enfield system and 290 (alias 115s) bade farewell to its home of 34 years and moved to Dowling Street Depot.

Officially withdrawn in 1955, 290 moved to Loftus two years later and then waited seven years before being able to run under power on the Museum tramway. So today after 75 years of varying use, 290 still serves although in semi-retirement, not having been fully restored for passenger carrying, an active remnant of a period when life was more leisurely.

- Laurie Gordon



548 is towed into No. 1 Roundhouse by 3046. The tram negotiated the 150 feet into the shed without any major difficulty despite the tracks being spread in some parts.

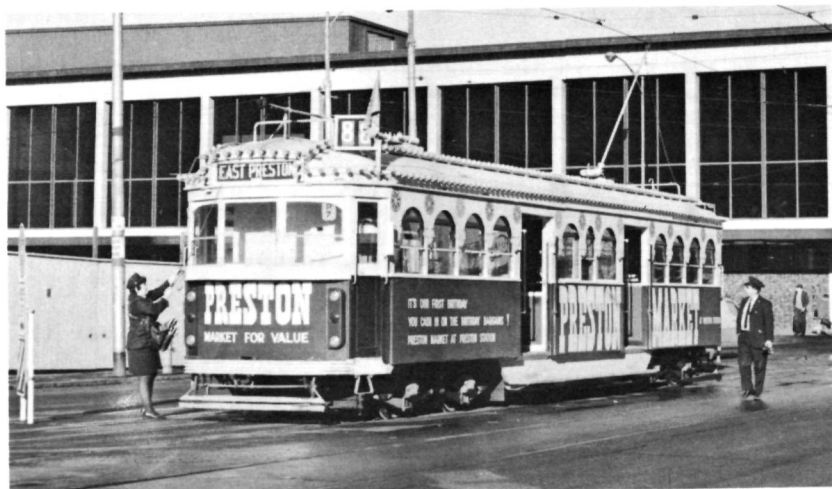


1024 advertises "Briquettes" on route 6 from Glen Iris. It is waiting for the lights at Glenferrie Road on 15th May. Photo: Bob Belzer.

1024

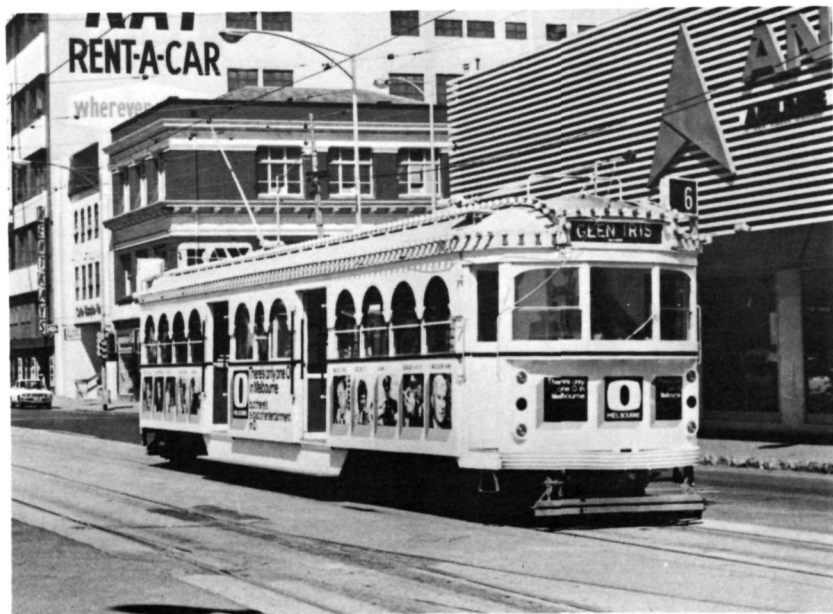
MMTB REVENUE EARNER

The Melbourne & Metropolitan Tramways Board is earning revenue from advertisers using W2 1024 as an advertising car. During April 1024 was used by the S.E.C. to advertise "Briquettes" and appeared in an orange and "briquette black" livery. In June the car ran for Heinz to make known their new "Toast Toppers" while in August 1024 advertised the first anniversary of the Preston Market. Channel "O" television hired the car during September and it ran in a black and white (naturally!) colour scheme. Advertisers have booked the car for the rest of the year and these include Penfold's Wines and the Melbourne Cup Carnival Committee. The only routes not serviced by the car are those operating from the Batman Avenue terminus as the light globes on the car roof foul the shelter at this terminus.



Advertising the Preston Market, 1024 prepares to leave the Bourke and Spencer Streets corner bound for East Preston on 15th August.

Photo: Col Gilbertson



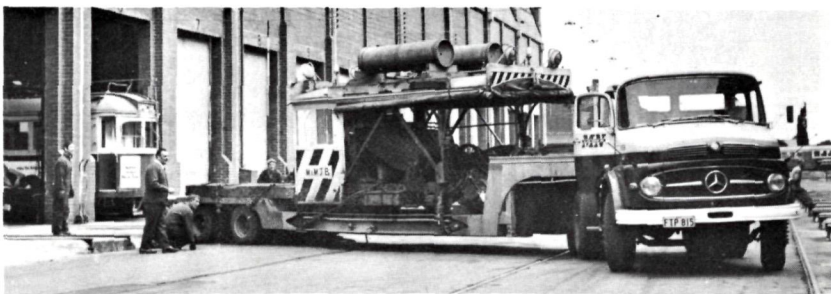
W7 1024 advertising Channel "O" television running in Swanston Street during September.

ARRIVAL OF GRINDER

As reported in the August issue of "T.W." the Melbourne and Metropolitan Tramways Board has donated Rail Grinder No. 3 to the S.P.E.R. This is an "Essanee" Reciprocating Grinder and was formerly Department of Government Transport No. 2. It saw service in Sydney and Newcastle before being sold to Melbourne in 1958. During its stay in the south it was fitted with a cab at one end, the water tanks on the roof were remounted higher, extra lighting installed, the trolley wheel replaced by a carbon insert shoe and zebra stripes applied.

Although only small in comparison with a tramcar it presented some problems with transport as it stands 10 feet to the top of the column upon which is mounted the trolley base. Whilst this presents no problems in N.S.W., Victoria has a much lower loading gauge for road vehicles and this ruled out an ordinary semitrailer. Low bed trailers are available but generally at a somewhat higher price. After much negotiation Mayne Nickless was given the job and arrangements were made to load at Preston Workshops on Monday 13th September. Monday passed with no movement as the truck had broken down and a substitute was not readily available. Loading eventually took place on Tuesday and, after being delayed by a number of punctures, it arrived at Loftus on Wednesday afternoon. It was unloaded in record time and was pushed into the former fire truck yard behind 1 road.

After replacement of a blown fuse, No. 3 gave a demonstration of its abilities on Sunday 19th September, possibly the first ever use of such a machine by a tramway museum. M.M.T.B. No. 1, an Austral-Otis Grinder, has been donated to the T.M.S.V. and will eventually be taken to Bylands. Australian museums will certainly be well endowed with scrubbers and grinders!



Grinder No. 3 is being checked prior to leaving Preston Workshops on 14th September. W5 756 is shown behind the low-loader.

Photo: J. Rush

The tramway system in Ballarat was closed over a period of six weeks from 22nd August to 19th September 1971. The following report of those last weeks has been compiled from the personal observations of the editor and three other S.P.E.R. members who visited Ballarat to say:

GOODBYE, BALLARAT TRAMS

A severe hail storm on Friday afternoon 20th August delayed services for ten minutes and one tram was reported icebound and had to be dug out before continuing its run.

The following day a special train conveyed members of the Australian Railway Historical Society and the Tramway Museum Society of Victoria to Ballarat. Two bogie cars and two single truckers were used to run the last all lines tour of the tramway system. The Saturday was chosen for this tour because the S.E.C. had ruled that no chartered trams would be operated on the final day of service of any of the three stages of the tramway phase-out.

Sunday 22nd August turned out cloudless and enthusiasts made the most of the fine weather to record on film the last day scenes on the Victoria Street and Drummond Street North lines. The last services were operated by single truck cars 31 and 33. 31 became the last tram from the Gardens to City and continued on to Victoria Street to run the last service from Victoria Street to City. Car 33, from Mt. Pleasant, became the last car from the City to the depot via Drummond Street North. 31 left Victoria Street with a crush load of enthusiasts, tramway men and a few local residents, and was escorted by two police cars with a small cavalcade of motor cars following. The service ceased without incident and it was agreed that the closure had been remarkably quiet in comparison with closures in other cities.

From Monday morning services from Mt. Pleasant ran via Sturt Street West to the Gardens and terminated just short of the loop. Mt. Pleasant trams had previously run anticlockwise to the Gardens (via Drummond Street North) with Victoria Street cars running in a clockwise direction via Sturt Street West. All depot working and changeovers

were made by cars running via the Gardens with the exception of the last tram each night from Sebastopol which often ran to the depot by the shortest route - via Drummond Street North - to avoid unnecessary shunting at Sturt St.

The overhead wiring along Victoria Street was quickly taken down as far as the King Street loop and a board was hung from the span wires to indicate that the wiring was non-existent beyond that point.

On 1st September car 33, the first of the 25 trams to leave Ballarat, departed on a lowloader bound for a transport museum in Hamilton. The resistance grids on car 37 went up in a cloud of smoke near City loop during the morning of 2nd September and car 31 had a corner pillar ripped out by a turning truck in the afternoon. Although the grids on 37 were soon replaced the car did not leave the depot again until the 19th September. Car 31 was taken back to the depot and, as sufficient trams were available to provide all services, it was set aside and no repairs were carried out.

Sunday 5th September proved to be a busy day for the Mt. Pleasant line. The "Vintage Train", running in two divisions, brought nearly 750 tourists from Melbourne to visit Sovereign Hill Historical Village. The majority of these were conveyed by tram to the nearest point to the Village and, as the "no chartered trams" ruling was in effect, the S.E.C. overcame the problem by placing four additional four-wheelers in City - Mt. Pleasant service. Up to two extras ran in convoy with the regular service cars and the photographers had a field day! The regular Mt. Pleasant to Gardens service was operated by bogie cars instead of the usual all single trucker Sunday roster. The bogies remained in service until the last car, the first time for many years that bogie vehicles had operated the normally lightly patronised night runs. By 8pm joyriding enthusiasts seemed to be the only passengers carried but after 9.30pm car 39 gradually took on the appearance of a peakhour service for this was the tram tabled to make the last runs.

After photographers had recorded the scene at the terminus the last inbound run from the Gardens to City picked up additional passengers en route and was met on arrival by a crowd of prospective last tram riders. Across the intervening garden strip car 43 prepared to depart for the Gardens and the depot with only one passenger on board, in marked contrast with the packed 39 which left shortly after on the final run to Mt. Pleasant. The unaccustomed load of nearly ninety passengers slowed 39 in its progress up the hills of Barkly Street and on arrival at the terminus photographers blocked traffic with a line of tripods

for the usual flash and time shots of the last tram. Passengers were brought back to the tram with a few rings of the bell and with a cheer the last tram left Mt. Pleasant for the last time, bound for the City, Gardens and the depot. Only one police car was detailed to follow the tram and follow it did, through the loops and around the curves, keeping right on the tram line! A few local residents farewelled their last tram by waving to the throng on board from their front gates or verandahs, but once into the city area the tram's passing went almost unnoticed. On arrival at the City terminus more photos were taken and the police, who had pulled up right behind the tram, turned off their lights so as not to shine into the veritable battery of camera lenses. A number of stops were made along Sturt Street to set down passengers but no stops were made on the final run through the darkness of the Botanical Gardens and the tram continued on to the depot with its crowd of wellwishers.

With the closing of the Gardens route, trams working to and from the depot reverted to running via Drummond Street North although passengers were not carried over the closed section. During the next two weeks four more trams left Ballarat for preservation. On the 8th September cars 11 and 13 left for Daylesford and Lake Goldsmith respectively. Car 12, destined for a N.S.W. traction engine group, went to Lake Goldsmith on the 9th September for storage. The first bogie car left on the 14th when Hawthorn City Council took delivery of car 36. At the depot



The last newspapers to be taken to Mt. Pleasant by tram being put aboard car 12 on the 4th September.

the trucks on many cars were being steamcleaned and sprayed black as their days for shop attention fell due. The overhead crew were busy removing the wire along Barkly and Main Streets and the remaining wire in Victoria Street. By the 18th wire and bracket arms were being dismantled along Sturt Street West. Local schools, clubs and business associations chartered trams for trips over the remaining lines and some of these travelled as far as the Gardens along Drummond Street North, a line closed to regular passenger working. On Friday, 17th, cars 17 and 21 ran from the depot through the Gardens to Carlton Street loop to pick up pupils from a local school. The two cars traversed the remaining lines before returning to Carlton Street to set down their youthful riders. Two more school specials, bogie cars 34 and 41, left City loop in the afternoon and travelled to the Gardens and to Lydiard Street North, returning direct to City loop. These two trams are believed to be the last passenger carrying cars to use the lower end of Sturt Street.

On Saturday morning, 18th September the details of the last tram appeared in "The Courier" and bogie cars



The last accident. Car 31 was damaged by a truck turning in front of it on 2nd September. Watched by the conductor and the truck driver, the Motorman (inside) inspects his damaged tram to see if it is drivable.

Photo: Ballarat "Courier"

carried the shoppers into town. Single truck cars took over the running in the afternoon with cars 21, 30 and 32 being the last four-wheelers to bounce their way along the streets of the city. Once again, on this last night but one, enthusiasts seemed to be the only riders, and they saw 32 enter the depot behind 30 and 21.

Sunday mornings in Ballarat are usually quiet. The morning train from Melbourne does not arrive until 11.39am and the trams don't start running until after 1pm. However, trams were moving within the confines of the depot and yard on this last day of service, Sunday 19th September. A camera crew from the Commonwealth Film Unit had possession of the depot taking footage for a film on Ballarat which would include a segment on the last day of the trams.



By 12.45am some 65 fans and residents had gathered at the depot gates to witness the trams running out for the last time. Seven bogie cars had been prepared for the expected large crowds riding for the last time. The first tram to leave the depot was No. 40, followed by 35 and 42. These cars took up the normal service. Four

additional cars, 34, 39, 37 and lastly 43 then left the depot and ran to City loop to be available for traffic as required. Heavy loadings during the afternoon brought car 34 from the loop to run behind the regular service car to Sebastopol. Car 39 replaced 40 for part of the afternoon but 40 returned to service later when cars 34 and 39 were returned to the loop. Cars 37 and 43 were returned to the depot at 8.35pm and their conductors were to assist on 40 and 42 for the rest of the night. Cars 39 and 34 followed 40 and 42 respectively on their last runs from the City, 40 and 39 to Sebastopol and 42 and 34 to Lydiard St. North. The Mayor of Ballarat, Cr. Chisholm, was to have ridden 42 on its last trip up Lydiard Street to the Cemetery but was unable to find a foothold and rode 34 instead. Cr. Chisholm transferred to a car when the tram arrived at the terminus and drove to Rubicon St. to meet the last Sebastopol trams.

Cars 39 and 40 groaned their way out to Sebastopol with what must be record capacity loads for trams in Ballarat. Approaching the Sebastopol shopping centre both cars were subject to flour bombing by some local youths and although some passengers received direct hits little harm was done. The scene at the terminus was amazing. The area surrounding the tramline and the roads in all directions were packed with motor vehicles and police were at work on the roadway keeping traffic moving.

A brass band had been keeping the waiting throng, estimated by the Ballarat "Courier" to be about five thousand, entertained while Ballarat radio station 3BA broadcast speeches and reminiscences, and later broadcast live the progress of the last tram back to the depot.

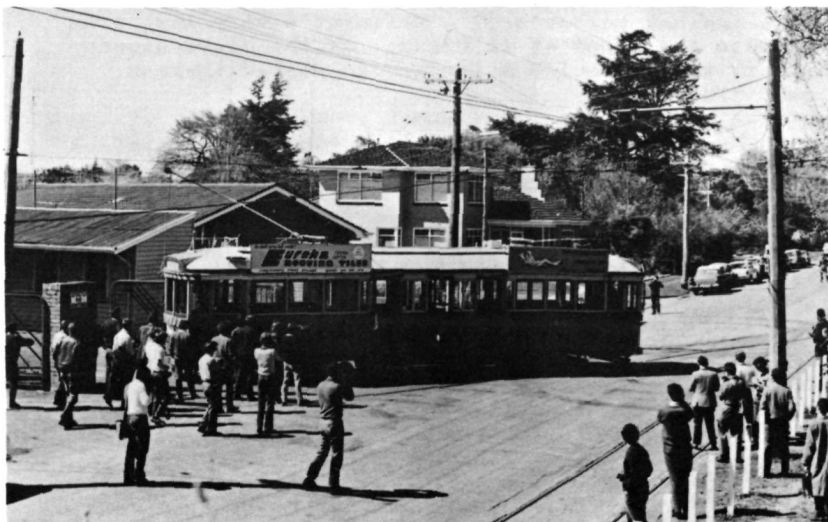
After valedictory speeches had been made, the Mayor of the Borough of Sebastopol took the controls for the last run. Car 39, leaving a few minutes before 40, had little trouble and was soon out of sight. Car 40 left the terminus at 11.02pm with two police cars in front and two behind. Local youths managed to dewire the pole on two occasions and crowded onto the footboards, just managing to keep a toehold on the already overloaded tram. 89 passengers were counted in the dropcentre with 10 in the rear platform and cabin. At least 40 were in the rear saloon and although no count was made of those travelling in the front saloon, platform or cabin, it is estimated that more than 180 people were on board.

Motor cars followed the tram and police vehicles along the tramway reservation as far as Victoria Street where the tramline swings across the road to the other



All trams had their trucks steam cleaned and spray painted before being trucked away by their new owners. The trucks on bogie car 43 are being cleaned in the depot yard on 17th September.

side. The tram was met at the crossing by three lines of cars coming along the road and an additional police vehicle arrived to sort out the tangle. Progress was slow, not because the mayor was inexperienced in driving a tram, but because the police car immediately in front of the tram would not speed up. Large groups of people were out to see their last tram go by. The tangle of traffic at Sebastopol gradually sorted itself out and followed the tram, the resulting motorcade stretching as far as passengers on the tram could see. Approaching Rubicon Street the tram was met by the Ballarat Highland Pipe Band and the tram was piped to the Borough - City border at Rubicon Street, to be met by another large crowd. Here Cr. Donald, Mayor of Sebastopol, handed the tram to the care of the Mayor of Ballarat, Cr. Chisholm. A brass band struck up "Auld Lang Syne" and the tram, with Cr. Chisholm at the controls, ran off the reserved right-of-way, crossed Ripon Street and swung into Skipton Street on the final stage of its journey to Sturt Street. Along Skipton Street police halted the tram while the youths on the footboards were removed; some of them had been swinging out in front of oncoming motor traffic.



The first of seven trams to leave the depot on the last day. Car 40, rostered for the last run, leaves the depot to take up service on the Sebastopol line.

QUOTE OF THE MONTH: "This is the last time the citizens of Ballarat will be able to ride pollution-free public transport." - Cr. Chisholm, Mayor of Ballarat, on the arrival of Ballarat's last tram at the City boundary.

Another large crowd was waiting at Sturt Street and it spilled out over the roadway as no. 40 approached, completely blocking the roadway to all but the tram. All passengers alit at this point for only pass-carrying tramwaymen would be allowed the privilege of riding the tram to the depot. Under the control of Motorman Herb Knight and rostered conductor Lou Walker, car 40 moved off across Sturt Street at 11.47pm.

Outside the depot in Wendouree Parade some three hundred people were waiting for the arrival of the last car. No parking space was available for hundreds of yards along the Parade and the situation worsened as cars from Sebastopol arrived. Finally 40 came into view with an enormous crowd of motor vehicles still following. Police arrived to keep traffic moving and to clear the roadway ahead of the tram. 40 swung through the depot junction and promptly dewatered, for nobody had thought to change the pole to the depot wire. Breaking through streamers of toilet paper, the last tram entered the yard at half a minute past midnight. The crowd surged around as the tramwaymen got off and with Lou Walker at the controls and Herbie Knight by his side - Lou having 40 years service against Herbie's 37 - Ballarat's very last tram moved into the depot at 12.03½am. As the doors closed behind it they revealed a large sign pasted thereon. It read "The End".

On Monday morning the Ballarat "Courier" contained a twelve page supplement on the trams. The overhead wire on the south side of Sturt Street east of Lydiard



Street was prepared for removal. In the afternoon car 17 left for Bylands, the site of the T.M.S.V's museum. The scrubber car followed 17 to Bylands on Tuesday. On Wednesday 22nd September cars 21 and 34 left for Adelaide and the A.E.T.M. museum at St. Kilda. There were no further movements of trams from the depot until Monday 27th when car 37 was loaded for transport to the S.P.E.R. in Sydney. With the exception of trams for the Ballarat Tramway Preservation Society all trams would have to be removed from the depot within three weeks of the closure or they would be taken to the

North Ballarat Power Station and recipients would have to make their own arrangements for removal from that site. The Country Roads Board stated that it would be at least eight years before the last tramlines would be lifted from the Streets of Ballarat but the Sebastopol Council was hoping to have the rails within its area removed by the end of the year. The trams in Ballarat have gone.



A PRODIGAL RETURNS

The first of Ballarat's trams to operate in new surroundings was car 36. This car had been acquired by the Hawthorn City Council and was trucked to Melbourne on the 14th September. Arrangements had been made for 36 to run in Melbourne for one week to advertise Ballarat as a tourist centre during Tourism Week. The car left Ballarat with advertisements for Sovereign Hill Historical Village, the Annual Begonia Festival and the Royal South Street competitions attached to its sides. 36 was taken to Preston Workshops where the wheel fitted trolley poles were replaced by carbon skid equipped poles, and standard M.M.T.B. rope clips fitted. It was transferred to South Melbourne depot on 19th September and took up its advertising role at 9.30am on Monday 20th. Running was restricted to Swanston Street with the car shunting at Domain Road and Victoria Street. On 22nd September car 36, formerly car 26 in the Hawthorn Tramways Trust fleet, travelled over its old stamping ground from Batman Avenue to Hawthorn conveying the Mayors of the Municipalities which comprised the old Hawthorn Tramways Trust. Hawthorn Council is to have 36 restored to its original Trust colour scheme.

Our photo shows 36 in Swanston Street being passed by SW6 955.

Back Page: The paintwork on Ballarat bogie car 34 reflects the rays of the setting sun near Sebastopol terminus on the last day of service, 19th September.

