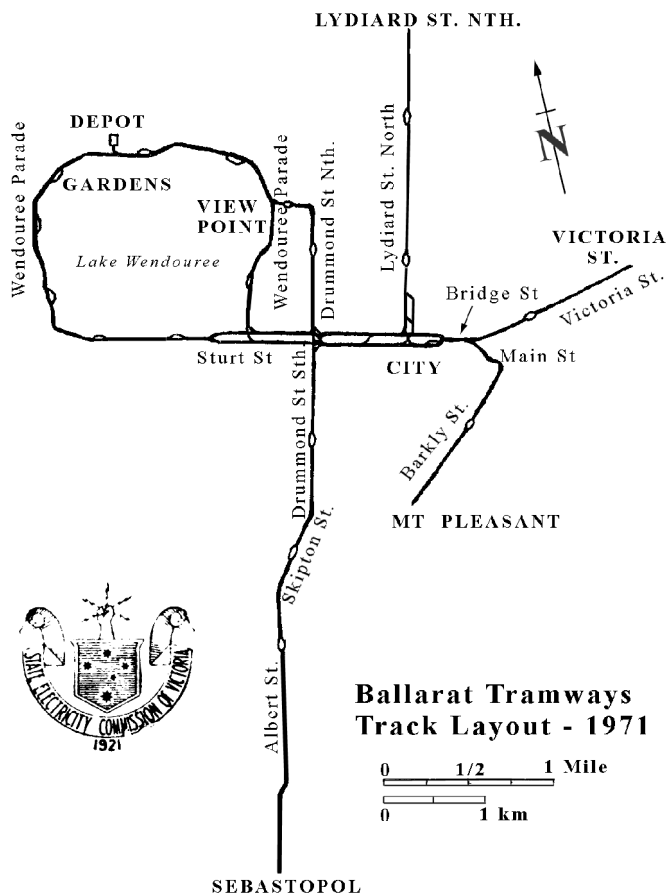


## Ballarat's Tramways

Horse trams commenced running in Ballarat in December 1887. It was not a profitable operation, and they were replaced by electric trams between 1905 and 1913. Ballarat's electric trams and power supply was operated by the Electric Supply Co. of Victoria, a private power company in turn taken over by the State Electricity Commission of Vic. in 1932. Between 1934 and 1938, the SECV rebuilt the system, extended the line to Lydiard St. North and bought more second-hand trams. The busiest days of Ballarat Trams were during 1942 and 1943 when about six million journeys were made. Patronage slowly declined, mainly in the 1960's and the trams were replaced by private buses in September 1971.



## The Trams Themselves

Ballarat's first trams were double-decked horse trams. Tram No. 1 (of 1887) is part of our collection and can be seen in the Depot. In electrifying the Ballarat tramways, second-hand cable tram trailers came from Sydney in 1905. They were rebuilt to form Ballarat's first electric trams. One of these is at present being reconstructed in our Depot along with another built in 1913.



As these trams wore out, more used trams came from Melbourne and Adelaide. Our fleet consists mainly of single truck (4 wheel) trams, painted in various colour schemes that existed from 1930 through to 1971. These were the principal trams used in Ballarat, especially at night when they could be run without a conductor, or with just the driver, known as a Motorman. From 1945 some larger bogie (8 wheel) trams from Melbourne were purchased and were used during busier periods. They needed a conductor to run them. Ballarat's trams were a male dominated operation. Women were employed only as Conductresses during and just after the Second World War.



## Your Trip

The tram line you are travelling on is all that remains of the Ballarat tram system that closed in 1971. The steel rails, laid on wooden sleepers form the single tram track positioned on the east side of Wendouree Parade. To enable trams running in opposite directions to pass, there is a 'crossing loop' near the Lake Pavilion and Adam Lindsay Gordon's cottage.

You may notice that the tram stops are painted with red and white markings on the poles that support the tramway overhead wiring. This is one of the tramway traditions of Ballarat that we have preserved. In addition we wear authentic tramway uniforms, pick up and set down passengers at stops along the line and issue paper tickets, usually by a Conductor who gives bell signals to the Motorman. In this way, we conserve the Ballarat trams as they once ran.

The trams operate on Direct Current power at 600 volts. This was an Australian tramway standard.



Your tickets are copies of the SECV tickets issued in the early 1960's, with pre-decimal currency prices shown. The Adult ticket is shown as 1/- (one shilling). When Australia changed to decimal currency in 1966, this had a value of 10 cents. The Child ticket is 6d, (six pennies), which was equal to 5c. Paper tickets stapled in blocks were once common in Australian street public transport.