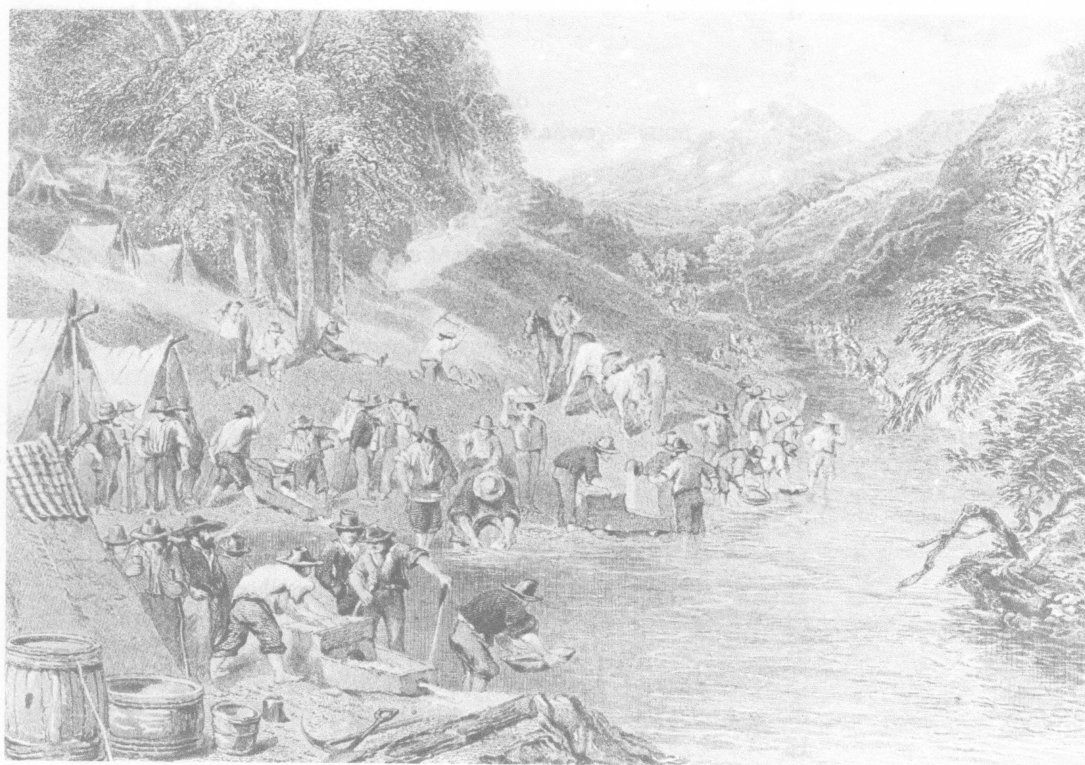


*Brown Hill Our
Golden District
Eureka Goldfields Town That Grew
to a
Suburb of Ballarat.*

TRANSPORT



TRANSPORT USES AND BRIDGES

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RAILWAYS, BUSES AND BRIDGES

The train line to Melbourne is the boundary line for Brown Hill. With the wealth of Gold, people started to settle and stay in Ballarat, the progress of roads began and finally the railways came to Victoria. The Melbourne railway line to Geelong in 1857 and then five years later a train line from Geelong to Ballarat in 1862. The railway line to Ballarat from Melbourne via Bacchus Marsh came later.

So originally, the railway line did not exist in the gold rush days, and most of the traffic came from Geelong via Eureka Street and Main Road. When the line did come into existence, Ballarat East obtained a bridge over what was then known as Victoria Street. This bridge is called the "Caledonian Bridge". Scott's Parade finishes here at Water Street and the Old Melbourne Road is at this intersection too.

The town also had a footbridge over the railway line at Stawell Street, which was originally a wrought iron bridge but has since been replaced. Stawell Street runs along the outside of Russell Square and over the train line it continues to the Eureka Stockade. The other footbridge is at King Street and this is one of the original iron footbridges. The footbridge that is missing is the one that used to be over the line to Villa Maria School, which was removed by the railways and never replaced.

King Street Railway Footbridge.



Stawell Street Footbridge.



Caledonian Railway Bridge.

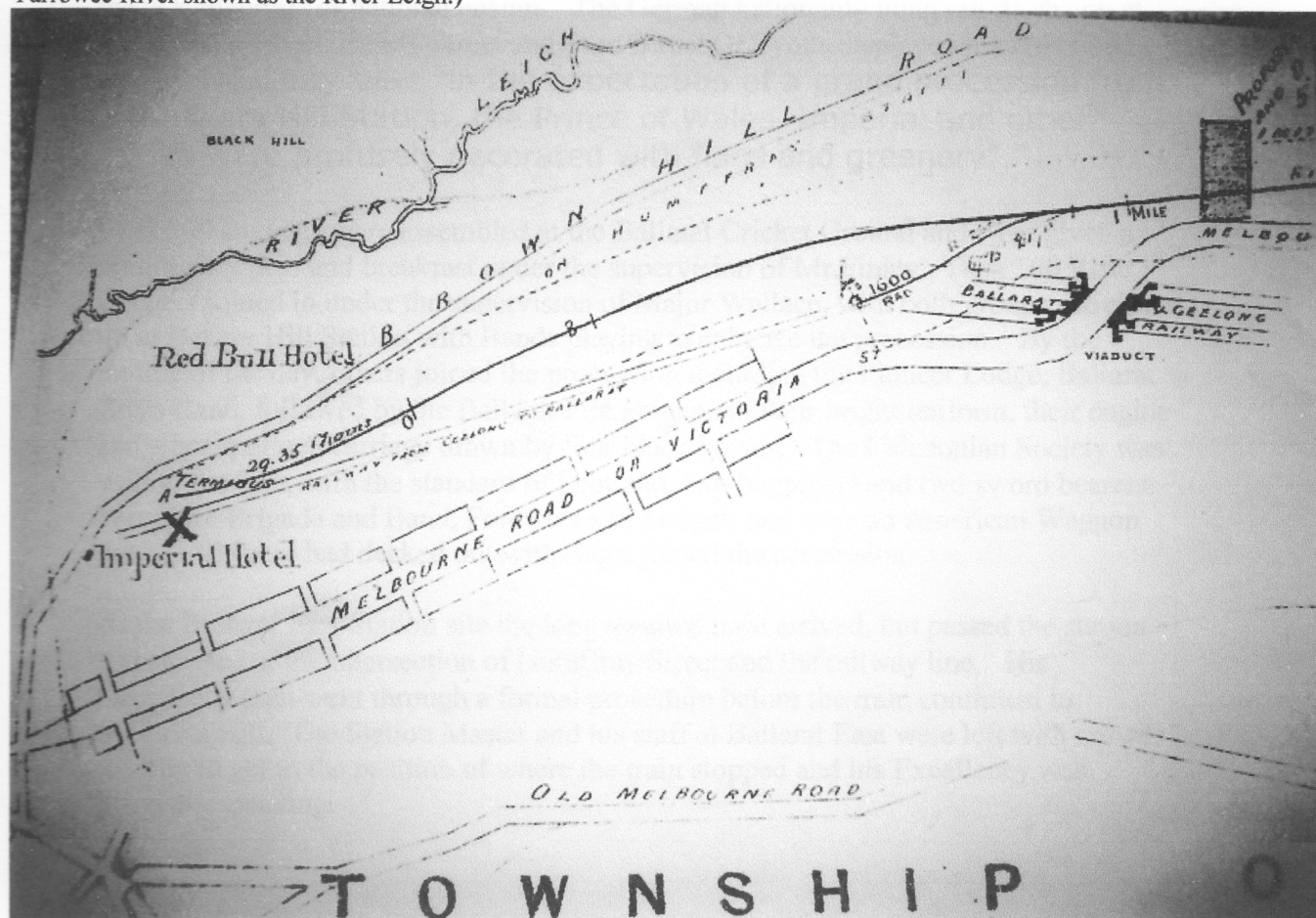


In 1859, they had the news that there was a good chance of the railway line being completed on time. "The high embankment running out Ballarat to the Warrenheip ranges and crossing the old ground of the Caledonian, will soon be finished all the way across the valley, part of the earth works being made by barrow men from the debris thrown up by the miners, the faster work of the tip carts marching gradually over, and completing the work the slower foundation work of the barrow. A large quantity of hewn bluestone, comprising some enormous blocks, has been thrown down near the point where the line intersects the present Melbourne road."

The bluestone of course was for the construction of the Caledonian Bridge, and the report goes on to say that the line is now formed from the Melbourne Road to near the rear of the Imperial Hotel. This hotel was destroyed by fire in December 1857, rebuilt, and later sold the land to the Railways.

The Caledonian Bridge was known as the "sixty-sixth cutting" and was expected to be finished in ten weeks. At this stage of the construction of the railway line there were three thousand men employed "night and day".

Map showing proposed Ballarat to Melbourne Railway line plus the Geelong railway line going across Victoria Street. (N.B. Yarrowee River shown as the River Leigh.)



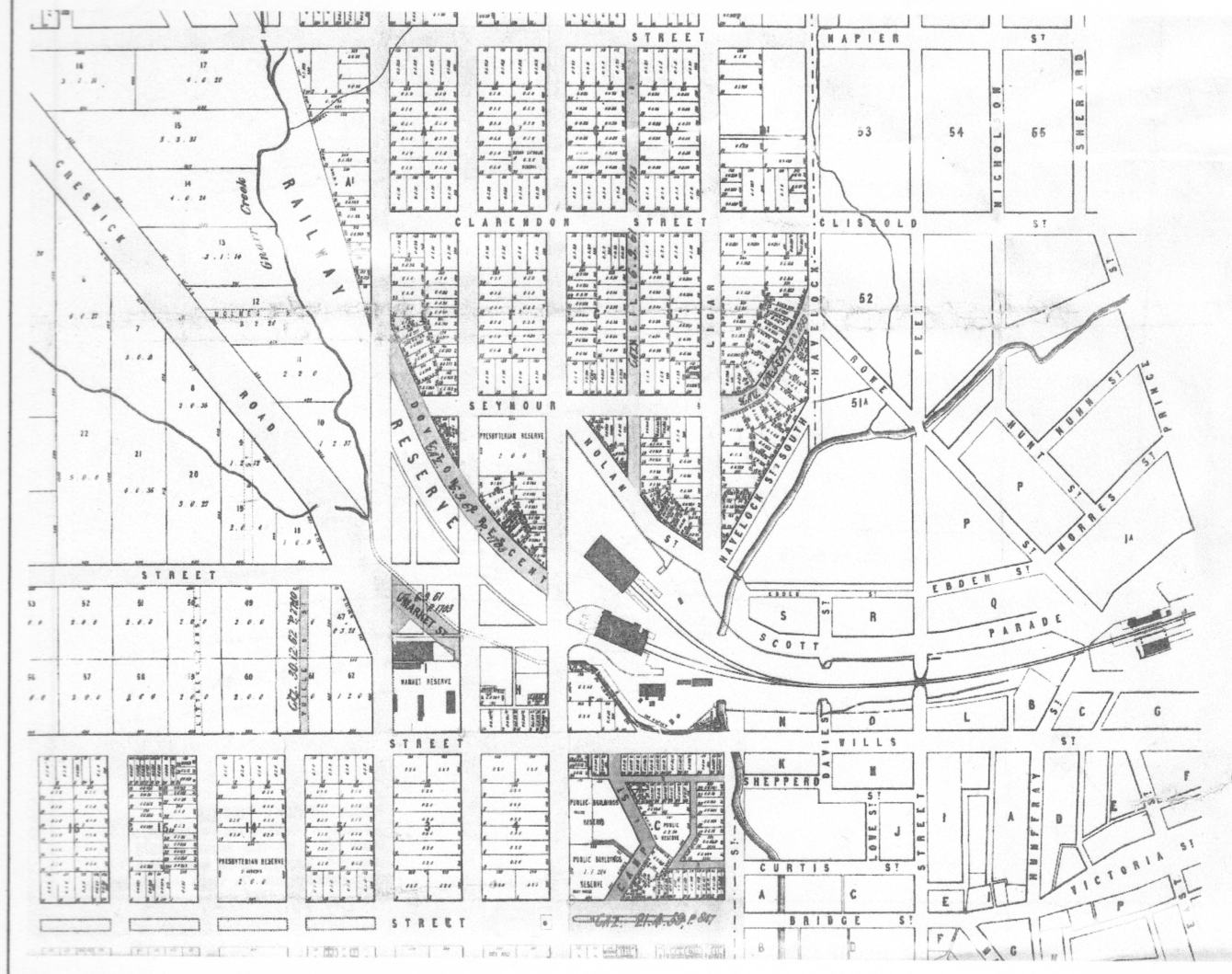
On The 11th April 1862, the railway between Ballarat and Geelong was officially opened. Some dignitaries travelled to Geelong by train to meet their Geelong representatives in the morning with the plan being to come back on the official train with his Excellency as the first official train from Geelong to Ballarat. The steam train was to leave Ballarat at 7.30a.m to take the dignitaries to Geelong for Breakfast left Ballarat at the rate of 15 miles per hour, but as they slackened speed at Caledonian Bridge, the two engines hauling the train did not get up the gradient there and had to return to the station, after coming to a "dead lock at the Peel Street Bridge". Finally, they left at 8a.m., the speed increasing to 25 miles per hour at Warrenheip. Through Lal Lal and then stopping at Green Hills "to give the iron horse another drink" and again after Lethbridge to quench the thirst. "The Melbourne road is now approached, and at a distance is seen the six horse mail coach that leaves at a quarter to six a.m." After another few cuttings, the train arrives at Moorabool Station, and then finally the train arrives at 11 o'clock at Junction Station.

The Geelong dignitaries had now given up waiting for the Ballarat representatives and were having their breakfast at 10.30a.m. While the Ballarat, visitors were still seated in the train to Geelong, as the train was delayed by having to allow another train through before they could enter the single line. The Ballarat party finally arrived at 12, after taking four and a half hours to get to Geelong; they now had to rush to make sure they were on the official train to Ballarat, which was leaving in twenty minutes. Decorations for this celebrated day included the "Union Jack on St.Paul's new Tower, owners of the Llanberris Mining Company the blue ensign; and the Danish Company the "Dannebrog" or national ensign. The German nationality hung out its ensign at the Phoenix Hotel, Barkly Street and Sturt Street Dr.Lyons displayed the American Flag. In Humffray Street, "in the expectation of a grand procession from the Bakery Hill Station, the Prince of Wales, Imperial and other Hotels were profusely decorated with flags and greenery".

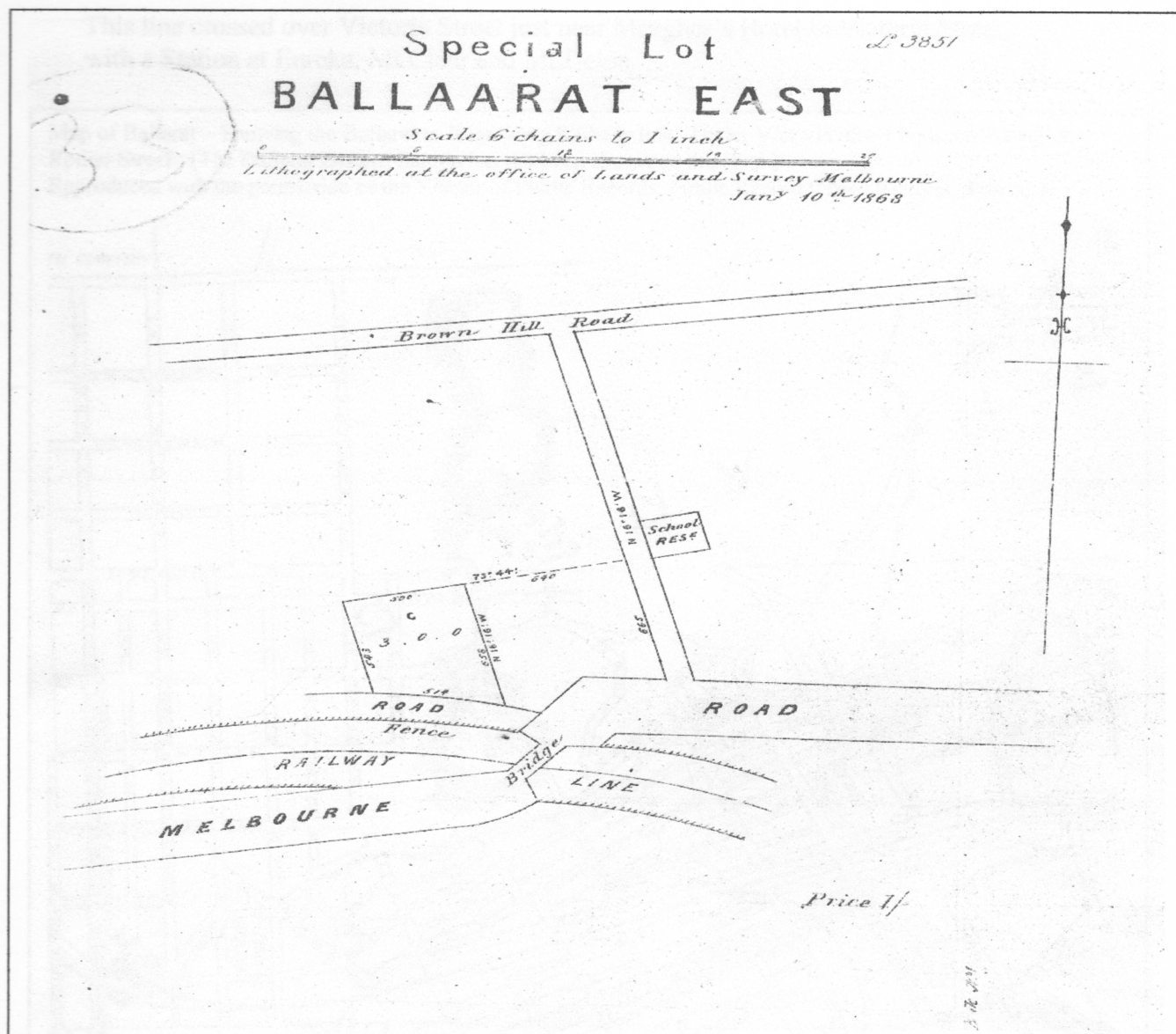
Over 300 students were assembled at the Ballarat Cricket Ground and were given a preliminary drill and breakfast under the supervision of Mr.Finlay. Then 100 Rifle Rangers joined in under the supervision of Major Wallace, with both groups marching up to Bakery Hill Station with Bands playing to enhance the procession. By the middle of the day, others joined the procession including the Pioneer Lodge, Ballarat Brass Band, followed by the Ballarat Fire Brigade in their bright uniform, their engine and a horse drawn carriage drawn by four black horses. The Caledonian Society was well to the fore, with the standard of Scotland, two bagpipers and two sword bearers. West Fire Brigade and Band, Foresters and Lodges, and even an American Waggon that the Chinese had decked out with flags, joined the procession.

At the Ballarat East Station site the long awaited train arrived, but passed the station and stopped at the intersection of Humffray Street and the railway line. His Excellency then went through a formal procedure before the train continued to Soldier's Hill. The Station Master and his staff at Ballarat East were left with crowds jostling to get to the position of where the train stopped and his Excellency was officially speaking.

This map shows the Ballarat Railway Station and the Ballarat East Railway Station with the Station just past the East Railway Gates in Humffray Street North. You will also notice that Mair Street was originally Wills Street, and the Yarrowee River crossing under Wills Street and then across and under Curtis Street and under Bridge Street.



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Public Record Office Victoria, Australia.



Reproduced with the permission of the Keeper of Public Records, Public Record Office Victoria, Australia

Map dated July 1868, showing the position of the Caledonian Bridge, and the National Brown Hill School in Thompson Street. The Brown Hill Road is of course Humffray Street North.

The direct route from Adelaide, via Bacchus Marsh and Ballarat, opened in December 1889. It reduced the journey from Melbourne to Ballarat from 160 kilometres via Geelong, to 118 kilometres from Melbourne, Bacchus Marsh and then to Ballarat. There was also a railway line built to Buninyong (1889). The line left the main Ballarat line shortly beyond the Ballarat East Station (just past the Humffray Street North Railway Gates and Signal Box).

This line crossed over Victoria Street just near Meagher's Hotel in Victoria Street, with a Station at Eureka, Mt. Clear and Mt. Helen.

Map of Ballarat – Showing the Ballarat to Buninyong Railway line. Under Victoria Street between Stawell & Rodier Street. (The Ballarat Eastern Station has not been shown on this map.)
Reproduced with the permission of the Keeper of Public Records, Public Record Office Victoria, Australia.



On Thursday 12th September 1889 the long awaited Ballarat to Buninyong Railway, line was officially opened. From the time the contract was let over eighteen months prior there were several problems and the poor contractor was caught in the middle of these upheavals, and who had to forfeit Fifteen Pounds per day if he was overdue in the contract. The cost of the contract was Thirty Four Thousand Eight Hundred and Twenty-Five Pounds.

It was discovered just when they were preparing to lay the permanent line that the Railways would disfigure one of Ballarat's most beautiful avenues, Victoria Street, by running the railway line across Victoria Street. The Victoria Street residents started being worried when they witnessed the gatekeeper's cottage being erected in their vicinity and thus raised objections to this idea. The railways then agreed to take the line under the street, and thus eliminating building inclines up and over the road. By October, the suggestion was for a wooden bridge with seventy-one foot roadway and two ten feet footpaths. Objections to this then put the bridge plan back on the agenda for another design with the result the Government agreed to a brick bridge with forty-six feet of roadway and two ten-feet footpaths. By January, the plans duly arrived, but the iron listed in the plans was not procurable, so they once again had to change the plans of the iron specifications to suit what could be purchased in Australia. Even then, it was thought that the original bridge could have been made to bridge the whole of the street with the same amount of bricks, instead of fencing half of it off.

The next problem was the design of the railway line itself, which had to be changed to a separate line from the Ballarat Station to the Ballarat East Station. With protests abounding, the Eureka Street Bridge was also altered and increased to fifteen and a-half feet wide to double the width allowing two vehicles to pass side by side. The Railway line of approximately eight miles long leaves the main line about half a mile past the Eastern Railway Station, then proceeds through a curved cutting twenty-two feet deep under Victoria Street. An iron bridge brick walls erected for the train to go under Victoria Street (between Meagher's Hotel and Rodier Street) past Quayle & Williams factory, Cowley's Boiler Maker and approximately one hundred yards east of the Eureka Monument. The line then continued past Pennyweight and under Clayton Street. Stations included Eureka, Mt. Clear and Mt. Helen.

The Special Train from Melbourne to Ballarat carrying all the distinguished guests was one and quarter hours late, taking four and a half hours to travel from Melbourne to Ballarat. The visitors included twenty members of Parliament, and included a Banquet at the Buninyong Town Hall that was for one hundred guests but nearly two hundred people joined the celebrations. The Buninyong School children sang a song at the Station especially composed for the day, and were thanked by a special ride in the Buninyong train. The Headmaster of the School, Mr. Pearce, issued a special newspaper for this very special occasion. Buninyong certainly had reason to celebrate this long awaited event.

Opening of Rail lines included:

April 11, 1862	North Geelong to Ballarat
July 7, 1874	Ballarat to Creswick
May 21, 1879	Geelong to Queenscliff
March 17, 1880	Trentham to Daylesford
August 1, 1883	Ballarat to Scarsdale
January 1, 1886	Lal Lal Racecourse spur
January 19, 1887	North Creswick to Rocky Lead
June 1, 1887	Rocky Lead to Daylesford
September 12, 1889	Ballarat East to Buninyong.
December 4, 1889	Adelaide, via Bacchus Marsh & Ballarat.

In 1904, you could travel to Buninyong for eight and a half pence. Burrumbeet for a picnic or races two shillings and four pence, Creswick for two shillings and two pence, and Daylesford for six shillings and nine pence. Geelong nine shillings and eleven pence, and to go to the Lal Lal Races it cost two shillings and four pence, and for your holiday destination of Queenscliff it would have cost you fourteen shillings one way.

By 1914 the Railways By-Laws included

"Passengers are forbidden, under a penalty not exceeding Two Pounds, to place their feet on the seats".

"Spitting on Railway premises, or on rolling stock, is punishable".

"A maximum penalty of Ten Pounds confronts the male traveller who persists in entering a room or carriage set apart for ladies".

"Only full-fare passengers are permitted to travel in smoking compartments"

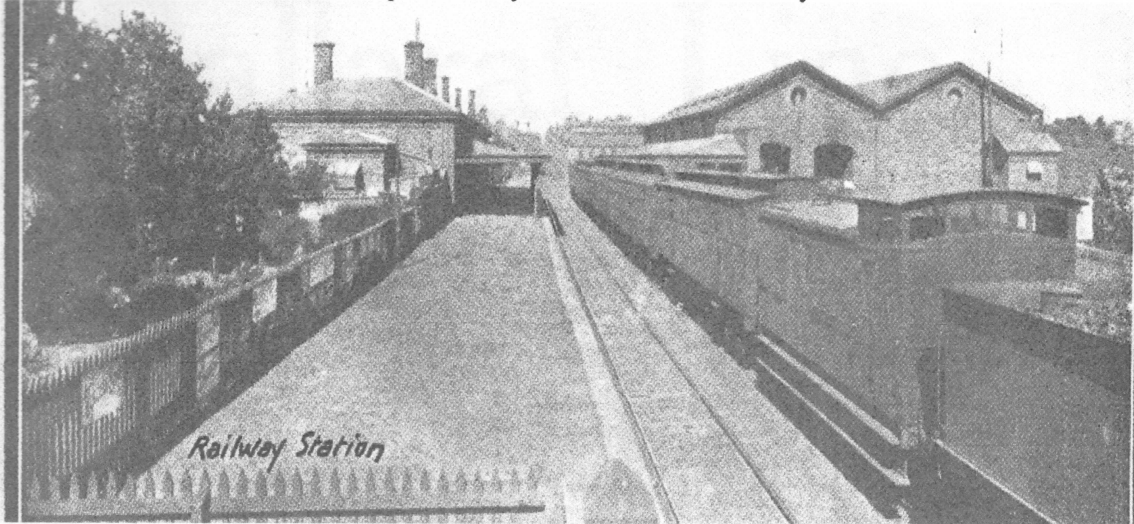
By 1936, we had the Courier reporting that the Railways were saying that the Trains are faster now, giving the example that in 1890 the average time for the journey from Melbourne was three hours and fifty-seven minutes via Geelong, and via Bacchus Marsh, it was only two hours and thirty-two minutes. Whereas in 1874 the Ballarat Passenger trains via Geelong averaged three hours and thirty-seven minutes from Melbourne.

The time of travel to a destination has always been a hotly debated point, and to highlight the speed of trains we have it reported in May 1936 that the "Midday Scot" of the London, Midland and Scottish Railway Company was to start the fastest service from London to Glasgow in rail history. "The Midday Scot will leave Euston (London) at 2 o'clock, and will reach Glasgow seven hours and thirty-five minutes later, completing the four hundred and one miles at an over-all speed of fifty-two miles per hour. Hundreds of other London Midland Services are being accelerated as part of the summer programme."

The XPT (Country Link Express Passenger Train) started on the Melbourne to Sydney line in 1992. In 1992, this train set a speed record of 193kmh with an average operating speed of 160kmh with the trip taking around eleven hours for a trip approximately 870 km.

The Ballarat East Station was situated in Scott's Parade, just past the Humffray Street Railway Gates with the Eastern Station Hotel, Eastern Railway Hotel and the Imperial Hotel all having accommodation provided for the weary traveller. The Ballarat East Goods Sheds were completed by 25th September 1862.

Photo of Ballarat East Railway Station –
As shown in "Ballarat Illustrated" republished by Ballarat Historical Society 1972.



In May 1936, we had the contentious problem thrown up by the Railways to highlight the problem of having a Railway Station in the East and West of Ballarat. The railways were sorting out the timetable for the Melbourne to Adelaide train, and they wanted the Ballarat East Railway Station not to be used as a station for the Melbourne to Adelaide train. The Council were furious and claimed that this type of service would not be tolerated in the metropolitan areas. The Railway Commissioners pointed out that Ballarat East already had two trains stopping daily, but for the long distance traveller time was of the essence and they required the Adelaide train to only stop at the major Ballarat Station.

Councillor Pryor with the support of Cr. Mackenzie thought that, as there were fifteen thousand ratepayers in the East, that surely these people could be considered. Cr. Stewart directed attention to the fact that there had been a proposal made some time ago to have the Adelaide train to run express through Geelong and Ararat. Cr. MacKenzie also mentioned that the engine drivers had informed him that the stop at Ballarat East only involved a three-minute stopover.

Pamphlet - MELBOURNE - BALLARAT LINE
 SUNDAY - Cheap Excursion Passenger Service.
 December 4, 1938.

Melbourne— Ballarat Line

SUNDAY... Cheap Excursion Passenger Service

Earlier running of 10 a.m. Ballarat-Melbourne train and
 acceleration of 9.25 a.m. Melbourne to Ballarat train.

Commencing... **Sunday, Dec. 4, 1938**

		Excursion Passenger			Excursion Passenger
		a.m.			a.m.
Ballarat ...	Dep.	8 25	Melbourne (Spencer-st.) Dep.		9 25
Ballarat East ...	"	8 28	North Melbourne ...	"	9 29
Warrenheip ...	"	8 38	Footscray ...	"	9 35
Dunnstown ...	"	§	Sunshine ...	"	9 43
Bungaree ...	"	8 50	Deer Park ...	"	9 50
Wallace ...	"	§	Rockbank ...	"	10 1
Millbrook ...	"	§	Melton ...	"	10 10
Gordon ...	"	9 6	Parwan ...	"	10 25
Bradshaw ...	"	§	Bacchus Marsh ...	"	10 32
Ballan ...	"	9 17	Rowsley ...	"	10 38
Ingliston ...	"	9 24	Ingliston ...	"	11 4
Rowsley ...	"	9 38	Ballan ...	"	11 12
Bacchus Marsh ...	"	9 47	Bradshaw ...	"	§
Parwan ...	"	10 5	Gordon ...	"	11 24
Melton ...	"	10 15	Millbrook ...	"	§
Rockbank ...	"	10 23	Wallace ...	"	§
Deer Park ...	"	§	Bungaree ...	"	11 38
Sunshine ...	"	10 40	Dunnstown ...	"	§
West Footscray ...	"	††	Warrenheip ...	"	11 48
Footscray ...	"	10 48	Ballarat East ...	"	11 55
Spencer-street ...	"	11 0	Ballarat ...	Arr.	noon
Flinders-street ...	Arr.	11 5			12 0

§ Stop to pick up or set down.

†† Stop to set down if required.

9.5 a.m. Express and 7.20 p.m. Passenger, Melbourne to Ballarat,
 and 6.0 p.m. Passenger and 6.35 p.m. Express, Ballarat to Melbourne,
 will not be altered.

After the exciting times of expanding all the railway services the result of profit and loss came into account, resulting in the closure of several rail lines, which included:

March 1947	Eureka to Buninyong
July 1, 1948	Burrumbeet Racecourse spur
September 4, 1951	Bungaree Racecourse spur
July 28, 1953	Newlyn to Daylesford
February 1, 1968	Ballarat Racecourse to Waubra
December 1, 1986	Ballarat East to Eureka.

The Ballarat East Railway Station has gone and the building removed.

COBB & CO COACHES:

Cobb & Co coaches were introduced in January 1854, having started in Melbourne six months prior to this. Passengers, luggage and consignments of gold to and from Ballarat, were transported by Cobb & Co.

When the service started, Cobb & Co arranged with hotelkeepers for stopovers for passengers, passenger meals, and arranged stopover for the changeover of horses, and stables for the horses to be stabled and fed. Most of the stops were spaced out at approximately 14 kilometres. The Hotel at Woodman's Hill was one of the Cobb and Co Coach stopovers.

A new sporting interest was added to the interest of the goldfields by way of The Farriers. This was in the form a horseshoeing contest and they advertised a match between Richard King of Bakery Hill and Charles Dunn of Main Road for Thirty Pounds Sterling, with the match to be decided at the Rising Sun Hotel. While this was going on Dowlan, Madden & Co were challenging Trengrove and Snowball to "We again repeat our challenge for Twenty-Five Pounds or Fifty Pounds a side, to shoe one draught and one back horse, either our forge against theirs, or one man in our business against one man in theirs" to be held at Bath's Hotel.

At this time, the Cobb & Co's Royal Mail Coaches were leaving for Melbourne direct at 5 o'clock with a first-class fare costing One Pound Ten shillings and second-class One Pound Eight Shillings and Sixpence. The four horse Coaches were leaving the Rising Sun Hotel at 6.15a.m. Travelling to Creswick for five shillings, the Nugget Line of Coaches were travelling to Smythe's Creek and the Hobby & Co's four horse coaches were travelling to Creswick Creek, Yandoit, Castlemaine, Melbourne & Bendigo.

In 1861, we had Cobb & Co Coaches Telegraph Line of Royal Mail Coaches leaving Bath's and The George Hotel. They advertised it as "**To Melbourne Direct in Nine Hours**", leaving Ballarat daily at 7.30a.m. and then passing through Gordon, Ballan and Bacchus Marsh, connecting at Keilor Road Railway Station with the Murray River Railway, arriving in Melbourne at 5 o'clock p.m. Fares were first-class One Pound and Nine shillings. Other coach trips were as follows -Back Creek (Talbot) left at 6.30am at the price of One Pound two shillings and six pence, Smeaton at 6.30a.m. at Twelve shillings and six pence, Deep Creek, Jim Crow (Daylesford) at 9.a.m., Thirteen shillings, Springs at 6.30a.m. Twelve shillings and six pence, and if you wanted to travel as far as Pleasant Creek (Stawell) it would have cost you the sum of Two Pounds.

By 1882, Cobb's Coach Office was in Lydiard Street next to the Royal George Hotel with the Coaches travelling to many destinations, including on the St. Arnaud Road - Miners Rest for 1/6d, Learmonth 2s, Mt. Bolton 3s, Springs 4s. On the Skipton Road - Symthesdale 1s, Piggoreet 2s. Gordon's Road - Millbrook (Moorabel) 1/6d, Gordon 2s, Ballan 4s, Bacchus Marsh 7/6d. Celebrations of the 125th Anniversary of Cobb & Co from Melbourne to Ballarat were held in May 1979.

HACKNEY CABS -Started in 1862

The Cab Stands in 1882 included, opposite Burke & Wills monument, opposite Post Office, at corner of Peel and Bridge Streets, and the Brown Hill Cab, opposite North Grant Hotel. Fares were by distance - not exceeding one mile for one or two persons cost one shilling (10c). Fares by time cost three shillings (30c) the first hour and then reverted to two and sixpence (25c) for every half-hour after.

In 1906 the Coach for Brown Hill left the corner of Bridge & Peel Streets at 9.24, 10.12a.m, 8.45, 9.42a.m, and **every 12 minutes** until 6.54, 7.30, 8.30 and 9.30p.m. That must have been amazing, every 12 minutes a departure to Brown Hill. There is no mention of the condition of the roads in winter.

The Cab Fares from the Ballarat Railway Station in 1914 were by the hour. First hour three shillings (30c) and for every subsequent 15 minutes the cost rose by sixpence (5c). A special journey from the Ballarat East Railway Station to the Ballarat Railway Station cost one shilling (10c).

Fines for offences with vehicles were enforced in those days with the following extract showing the driver's problems:

"Henry Powell, a Brown Hill cabman, was charged with having carried more passengers in his cab than his license permitted. It was alleged that ten persons were in the cab on one trip on the ninth instant. The case was adjourned until the 25th instant the defendant promising to contradict Constable Mansfield. John Rogers and Patrick Kane, Buninyong cabmen, were charged with having broken the law in a similar manner, but the cases were dismissed as the defendants were stage carriage drivers, and not hackney carriage ones."

There was a letter into the local newspaper complaining about the Buninyong Cars in 1859.

"Permit me to ask through your columns whether there is any limit to the number of passengers to be carried by the Buninyong cars?"

On Saturday evening, I was a passenger by one of them, the whip on the occasion rejoicing in the cognomen of "Fred". When I mounted, we numbered eight, fully occupying the seats. Still the driver continued to shout "Buninyong!" Presently another was seated on the front footboard, and again another found accommodation on the hind footboard, so making our number ten; then with a "Hoi, hoi!" and the whip he forced his horses at the rate of at

In 1927 least seven miles an hour, boasting that on the previous evening he had driven down seventeen with the "same little mare".

In reply to some remark of Mr. Spargo's at the Half Way House, he said he wanted to see if she could not go as fast with twelve as with one."

BUSES

Brown Hill had three privately owned bus owners in the mid 1920's they were Arthur Smith, Trevor Smith, and Jack McKenna. Between the three of them, they ran a bus service down Humffray Street North to the City every 20 minutes. These three owners continued until the early 1940's. Mr. C. Tucker, purchased the three bus routes and buses from the previous owners, and carried on during the war years with some difficulty. The continual problem of petrol rationing, the supply of spare parts and tyres for the vehicles, was a constant problem. Even after purchasing a new bus to make sure that he could avoid some of these problems and keep the buses running to time, he sold out to J. Littlehales. Tucker did have an extensive timetable for that era, and included Saturday afternoons, Saturday night up to and including the finish of the pictures and dances and a regular Sunday bus service. No night at the pictures was complete until you had called in to Ashkar's pastry shop on the Sturt Street hill, to buy a Hot Pie just out of the oven, and then down to White's the Florist corner to catch your bus home to Brown Hill.

Timetable of Tucker's

C. E. TUCKER. PHONE 1742

Brown Hill Bus Service

TIME TABLE

LEAVES—

BROWN HILL: CITY:

WEEK DAYS.

MORNINGS.

7.30; 8.30; 8.40; 9.30; 10.00;	7.45; 8.45; 9.00; 10.00;
10.30; 11.00; 11.30; 12.00.	10.30; 11.00; 11.30; 12.00.

AFTERNOONS.

12.40; 1.00; 1.20; 1.40; 2.00;	12.30; 1.10; 1.30; 1.50; 2.10;
2.50; 2.40; 3.00; 3.20; 3.40;	2.30; 2.50; 3.10; 3.30; 3.50;
4.00; 4.20; 4.40; 5.00; 5.20;	4.10; 4.30; 4.50; 5.10; 5.30;
5.40; 6.00.	5.50; 6.15.

NIGHTS.

7.10; 7.30; 10.30.	7.20; 8.00; After Pictures.
--------------------	-----------------------------

SATURDAY.

MORNINGS.

8.40; 9.20; 9.40; 10.00; 10.20;	9.00; 9.50; 10.10; 10.30;
10.40; 11.00; 11.20; 11.40;	10.50; 11.10; 11.30; 11.50.
12.00.	

AFTERNOONS.

12.20; 12.40; 1.30; 2.00;	12.10; 12.30; 12.50; 1.10;
3.00; 4.00; 5.00; 5.45.	1.45; 2.30; 3.30; 4.30; 5.30;
	6.30.

NIGHTS.

6.50; 7.00; 7.10; 7.20; 7.30;	7.00; 7.10; 7.20; 7.30; 7.40;
7.40; 8.00; 10.30; 11.30.	8.00; After Pictures and Dances.

SUNDAY.

2.00; 2.30; 3.00; 3.30; 4.00;	2.15; 2.45; 3.15; 3.45; 4.15;
4.20; 5.00; 5.30; 6.30; 7.30;	4.45; 5.15; 5.45; 7.00; 8.00;
8.30; 9.30.	9.00; 10.00.

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On the 25th November 1946, Littlehale's Bus Service took over from the Tucker Bus Lines. This bus line continued for many years on the Brown Hill route, and finally in 1953 the buses were sold to Barry Wilkinson. Davies Bus Services were the next operators, and they are still operating the bus service in Brown Hill.

In 1921 there was a pamphlet to the City Council for Vulcan Passenger Buses dated London 1921. This was for Station Buses, 22-Seater Bus, Country Carrier's Bus and a Public Service Omnibus for 22 passengers. The 22 Seater Public Service Bus was priced at 950 Pounds, (\$1,900) the Enclosed Country Carrier's and Passenger Bus 850 Pounds (\$1,700) with the Station or Hotel Bus on a 2-ton chassis at 825 Pounds (\$1,650).

Vulcan Passenger Vehicles illustrated, 1921 Reproduced with the permission of the Keeper of Public Records, Public Record Office Victoria, Australia.

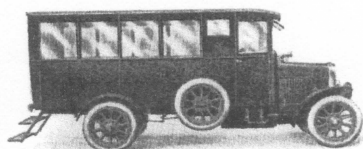


Passenger Vehicles

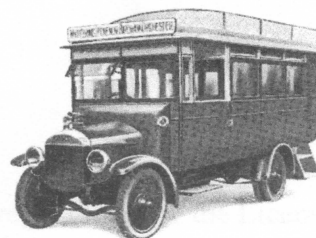
Equally suitable for
Municipal and —
Private Enterprise



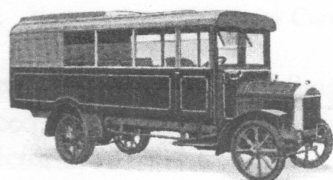
For Railway Hotel,
Town and Country
Services — — —



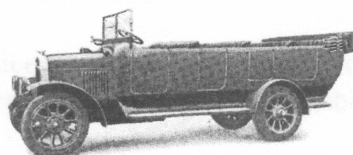
STATION 'BUS.



22-SEATER 'BUS.



COUNTRY CARRIER'S 'BUS.



CHAR-A-BANC.

The VULCAN MOTOR & ENGINEERING CO. (1906) Ltd.
CROSSENS ♦ SOUTHPORT.

Telephone :
Southport 1348.

London : Vulcan Motors (London), Ltd., 118, Gt. Portland Street, London, W. 1.

Telegrams :
"Vulcan, Southport."

OCTOBER, 1921.

In 1923 the following were listed as Motor Char-a-Bancs Plying for Hire in the City of Ballarat:

- | | | |
|-----|--------------------|--|
| 1. | Lucas, John | Route from York Street to Myer Woollen Mills via Doveton Street. |
| 2. | McKenna, John | Brown Hill route from London Bank corner Peel Street. |
| 3. | Williams, Hugh | Brown Hill route. |
| 4. | Smith, A. B. | Brown Hill route. |
| 5. | Pascoe, Thomas | Barkly Street, General Hire, Drummond Street to Cemetery. |
| 6. | Whiteley, H.G. | Porter's Corner via Sturt Street and Drummond Street to Rubicon Street terminus. |
| 7. | Hearne, Waler | Same as above. |
| 8. | James, Thomas | Grenville Street to Lydiard Street North |
| 9. | Skinner, Geo. | Craig's Hotel – Stand Hire only. |
| 10. | Stapleton, Syd. | Craig's Hotel – Stand Hire only. |
| 11. | Lake, Hugh | Motor for General Hire. |
| 12. | Cruickshank, Oscar | Mt.Pleasant route, via Peel Street South. Buck's Head Hotel terminus. |
| 13. | Taylor, Robert | Hire and special events. |
| 14. | Powell, Thomas | Irregular, passengers occasionally, Conveyance of merchandise. |
| 15. | Wilmot | Excelsior Garage. Char-a-banc trips by arrangements at Garage. Six cars can be supplied at any time. |
| 16. | Bennett, J.P. | Eureka Street, every 20 minutes. |

In December 1923 the City Council brought out regulations for the Licensing of the Motor Omnibuses, two of the regulations stated that:

1. That Motor Omnibus is granted "Municipal Stage Carriage Licences" only. "To travel along defined routes between definite termini".
2. No granting of Hackney Carriage Licenses to Motor Buses.

Copy of reproduced Municipal Stage Carriage Licence & Endorsement of routes
 Reproduced with the kind permission of the Keeper of Public Records, Public Record Office Victoria, Australia.

ENDORSEMENTROUTES

THIS LICENSE gives authority to run the following trips only -

7 a.m. Daily except SUNDAY from YORK ST. VIA MAIN, BRIDGE, ARMSTRONG STREETS, DOVETON CRESCENT, CLYDE ST., to HOWARD ST.

RETURN TRIP to LUCAS' FACTORY, Doveton St. Sth.

7.45 a.m. CANADIAN POST OFFICE corner Lal Lal & Main Sts., VIA GRANT and DOVETON STS., to LUCAS' FACTORY & RETURN.

4.30 p.m. VIA STURT, ARMSTRONG, DOVETON, & CLYDE STS., to HOWARD ST. and Return Trip by same Route to YORK ST., immediately following the 4.30 p.m. trip and return, one trip to Lucas' Factory and a return trip from that Factory.

WEDNESDAY, FRIDAY and SATURDAY NIGHTS at 7.15 p.m. from CANADIAN one trip Canadian Post Office (Wright's corner to G.P.O. Ballarat) returning 9.15 p.m. & 11 p.m.

SUNDAYS one trip from YORK ST. to CEMETERY and thence to GARDENS (one trip only) returning by same Route.

Geo. H. Martin
Town Clerk

Licence for Municipal Stage Carriage to Ply for hire - 31/12/1923

Licence No. 10 belonging to John Lucas. Fee of fifteen shillings.

Endorsement of Routes shown on the back of Licence.

No.....	CITY OF BALLARAT	No 10
<p>LICENCE FOR MUNICIPAL STAGE CARRIAGE TO PLY FOR HIRE WITHIN THE MUNICIPALITY OF THE CITY OF BALLARAT</p>		
<p>In pursuance of the powers vested in the Council of the City of Ballarat by By-Law 87 of the City of Ballarat and by By-Law 38 of the Town of Ballarat East the City Council doth hereby grant this Licence to.....</p>		
<p>JOHN LUCAS..... of No. 87 York Street, Ballarat, Owner of the Motor Omnibus hereunder described to ply for hire as a Municipal Stage Carriage from such Stands as may be from time to time appointed by the Council by a Regulation in that behalf and to carry in such Omnibus passengers only exclusive of Driver. This Licence shall remain in force until the 31st day of December 1924 unless sooner suspended revoked or determined under the provisions of the said By-Laws Dated this 31/12/1923.</p>		
<p>Fee 15/-</p>	<p>DESCRIPTION OF MUNICIPAL STAGE CARRIAGE ABOVE REFERRED TO.</p>	<p>(TOWN CLERK)</p>
<p>Make of Chassis..... Ford/Vedau</p>	<p>Tonnage or Weight Carrying Capacity..... 2 tons</p>	
<p>Color of Body..... Green</p>	<p>Regd. No. Under Motor Car Act 1915 & Regulations.....</p>	
<p>Color of Wheels..... Light Green</p>	<p>Engine Power..... 9 H.P.</p>	
<p>SIGNATURE of Person to whom Licence Granted..... <i>John Lucas</i></p>		

Licenses were granted and each operator given a definite route for travelling:
 Licenses were granted to Messrs. H. Williams, Arthur E. Smith, A. T. Smith and J. McKenna for the Peel Street-Brown Hill route From North Grant Hotel corner Peel Street via Bridge Street, Victoria Street, and Humffray Street to Brown Hill. Returning via Humffray Street, Scott's Parade, and Peel Street to stand.
 Timetable for the four buses on weekdays were from Brown Hill starting at 7.30a.m. Each bus was on a regular hourly interval with the first bus leaving at 7.30a.m. the second at 7.45a.m, the third at 8 a.m, and the fourth at 8.15a.m. The starting times were interchanged every Monday thus allowing each bus to have a turn at the 7.30a.m 7.45a.m, 8a.m., and 8.15a.m.

Pascoe's Licence - 1925

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City of Ballaarat, Borough of Sebastopol, and Shires of
 Ballaarat, Bungaree, Buninyong, and Grenville

No. 15

FORM B

LICENCE FOR MOTOR VEHICLE

to ply for hire as Municipal Stage Carriage within the common prescribed space of the City of Ballaarat, Borough of Sebastopol, Shires of Ballaarat, Bungaree, Buninyong, and Grenville

In pursuance of the Powers vested in the Councils of the City of Ballaarat Borough of Sebastopol and the Shires of Ballaarat, Bungaree Buninyong and Grenville, the said Councils do by their Licencing Council (The Council of the City of Ballaarat) hereby grant this Licence to Thomas Pascoe of No. 209 Victoria Street Ballaarat East Owner of the Motor Omnibus hereunder described to ply for hire as a Municipal Stage Carriage from such stands as may from time to time be appointed by Regulations in that behalf and to carry in such Omnibus... 22 passengers only exclusive of Driver. This licence shall remain in force until the 31st day of December 1925 unless soon suspended revoked or determined under the provisions of the said By-laws.

DATED this 2nd day of May 1925

License Fee £2. Car Number 6d.

Geo. H. Barton
 Town Clerk of the City Council.

DESCRIPTION OF MUNICIPAL STAGE CARRIAGE ABOVE REFERRED TO.

Make of Chassis Rec. Tonnage or Weight Carrying capacity 30 cwt
 Color of Body Red Reg. No. under Motor Car Act 1915 and Regulations 14545
 Color of Wheels White Engine Power 27.5 h.p.

Signature of person to whom License granted Thomas Pascoe

Licences were also granted to the following:

H. Whiteley Prop.	Windermere Street
Pascoe	Victoria Street and Caledonia Bridge
Thomas James	Armstrong North
Bennett	Galloway Monument, Main and Eureka Streets
Cruickshank	Mt. Pleasant Route
John Lucas	York Street
Hugh Williams	Crocker's Corner, Armstrong Street

By December 1923, The Ballarat Motor Company wrote "as there are 4 licences for charabanc's on the Brown Hill Routes like to transfer our charabanc to Crocker's Corner". Hugh Williams (Ballarat Motor Company) gave up his Brown Hill route and transferred to Crocker's Corner. The three Brown Hill buses then ran every 20 minutes, on the hour, 20 minutes past and 20 minutes to the hour.

There was of course letters flying thick and fast from The Ballarat Electric Supply Company in regards to protecting their Tram Service.

Whiteley's also had a bus running from Ballarat East Humffray Street along Nolan and Armstrong Streets to Myer's Mill. Plus via Victoria Street, Eureka Street, York Street, Durham Street to corner of Humffray and Grant Streets for the Sunnyside Mill. The Victoria Street Route via Orphanage and Caledonian Bridge left the Galloway Monument in Sturt Street (opposite Suttons) stopping once in Bridge Street. Leaving Caledonian Bridge at 7.40am, 8.45a.m and 9.45a.m and then regularly at half hourly or 20 minutes intervals throughout the day with the last bus being at 8.30p.m. Starting times of the Omnibuses were to be mid-way between the starting times of the Victoria Street Tram.

In 1925, the Licence for a Motor Vehicle cost 2 Pounds (\$4.00) and a Drivers Licence Fee was 10/- shillings (\$1.00).

Smith's Brown Hill Bus with kind permission from the Smith family.



Smith's Bus Service – c.1925

Bus fare cost Adults threepence and children one penny.

Brown Hill residents pictured are:

Seated in Bus left to right – Albert & Win Wilson, unknown, Syd & Gert Robinson.

Standing left to right – Mona Cook (Huggins) Fred and Flo Tolliday, Clive Bowman, Bertha Ham (Holding the teapot), Trevor Smith (Owner) Jean Smith, Frances Tolliday, Harold Tolliday.

Driver's and Conductor's Licence for Municipal State Carriage
 Thomas Pascoe – 21st May 1925
 License Fee ten shillings.

City of Ballaarat, Borough of Sebastopol, and Shires of
 Ballaarat, Bungaree, Buninyong, and Grenville

No. 17

FORM C

Driver's and Conductor's Licence for Municipal State Carriage

Licence to Thomas Pascoe of No. 227 Victoria Street
 Ballaarat to act as ^{Driver}_{Conductor} of any Motor Omnibus licensed to ply for hire as a Municipal Stage Car-
 riage within the common prescribed space of the City of Ballaarat, Borough of Sebastopol, Shires of
 Ballaarat, Bungaree, Buninyong and Grenville. This licence is issued under the By-laws of the said City,
 Borough and Shires and shall remain in force till the 31st day of December, 1925, unless sooner
 suspended revoked or determined under the said By-laws.

DATED this 21st day of May 1925

License Fee 10/-

Geo. V. Barton
 Town Clerk of Licensing Council.

Thomas Pascoe
 Driver's
 Conductor's } signature.

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 Public Record Office Victoria, Australia.

Photo of Smith's Bus – c.1925



A deputation from the Motor Omnibus Proprietors Association put forward their case to increase speed limits in 1937. There had been no change to the speed since 1928, and since that time there had been a marked improvement in the functioning of brakes and the reliability of tyres, with the solid rubber tyres now nearly obsolete and the new pneumatic tyres being used. The vehicles could now stop in half the distance they used to be able to stop, according to the members of the deputation.


The vehicle if not exceeding three tons, a speed of 25 miles per hour and fitted with solid tyres; not exceeding 3 tons in weight, a speed of 15 miles per hour; and over three tons a speed of 12 miles per hour. Passenger carrying vehicles with pneumatic tyres under three tons, were allowed a maximum speed of 30 miles per hour. Wouldn't that have been fun to be caught behind a vehicle doing 12 miles per hour on a single lane going up a hill?

In 1939, the Caledonian Bridge Service Station at 216 Victoria Street with the proprietor S.R.Curnow had dual petrol pumps removed from the kerb and two single pumps on the kerb. They paid the City Council a licence fee for petrol bowsers. During the later part of the 2nd World War Hire Cars had to have a Motor Spirit Consumer's Special Licence, 1520 units allows distribution of 20 gallons per month. (10 gallons of petrol is approximately 45 litres.)

The National Security Regulations came in to force as the Victoria Park Reserve in February 1942, as the forces took possession of Victoria Park during World War II. In July of 1942 Marks and Davis bus lines, ran a bus to the Wireless Air Gunner's School. The Airforce defended the price of travelling on the bus stating, "over two thousand personnel as well as the American Camp fluctuate from two hundred to two thousand". The proprietors defended their claim "fares are now 6d and Weekly Ticket 4/6d – when we started this service petrol was 1/8d per gallon – now 2/8d per gallon". They did not get their bus fare increase.

Mark's Motor Service ceased their route to the Air Force Camp in 1946, which was after the end of the II World War.

Mark's Motor Service – letter of 13th September 1946



Phone 653
MARK'S MOTOR SERVICE
(ALBERT E. MARK, PROPRIETOR)
 Provincial Garage, 119 Lydiard Street North, Ballarat
 Picnics, Dances and Concert Parties Catered For
 Buses and Cars for Hire. Wedding Parties a Specialty

13th September 1946

The Town Clerk,
City of Ballarat,
Mildura.

Dear Sir/

I refer to your recent letter regarding transport personnel from the Air Force Camp to Ballarat and return.

I desire to advise you that I have notified the Air Force Authorities of my intention not to provide this service in the future.

I will terminate my engagement at the week end.

Yours faithfully,
Albert E. Mark

TOWN CLERK'S OFFICE
 Forwarded 16.9.46
 To Mr. Mayor
 S.M.

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Office Victoria, Australia.

In 1945, J.H. Littlehales was running a commercial bus with a capacity for thirty-two people between Colac and Ballarat.

Buses have come a long way since their inception in 1923. In September 2002, the Begonia Bus Line ceased and Gold Bus took over its operation. The Gold Bus Company has a fleet of 57-seat coaches, which are all fitted with seat belts, televisions, video equipment, and the luxury of climate control. They also have 5 star coaches that carry 48 passengers, for inter-state and express travel, which includes Coach Captains (never say Bus Drivers for these excursions) and commentaries on the areas that people are travelling through.

TRAMS:

Ballarat East consisted of 16 Churches in 1900, 120 Hotels, 300 Shops and 4320 Dwellings, and at this time, the British Insulated Wire Company was granted the contract to build a tramline in Bridge, Victoria and Barkly Street. The electric tram service came into operation by 1905; prior to this, the trams were horse drawn. When the tramline was built in Victoria Street, it ran past Meagher's Hotel to Stawell Street, which gave transport to the Ballarat Orphanage and Orphanage School. This tram also assisted the Brown Hill community as with Trams running so frequently you could catch a tram to Stawell Street, walk over the Stawell Street Railway Bridge and then proceed to walk to your home if it was close by. (Map of, Ballarat City Map by Tullock and King in 1920 illustrates Tram and Bus Routes for the City.)

Electric Supply Company of Victoria
Letter of January 24, 1925
New regulations for Omnibuses by the Council had started in 1/1/1925, with the main idea being to regulate the buses and not to erode the passengers from the tramways.

TELEPHONES.
BALLARAT 350.
BENDIGO 52, TWO LINES.
53.

CHIEF OFFICES
255, ROYAL LIVER BUILDINGS.
LIVERPOOL.

ALL COMMUNICATIONS
TO BE ADDRESSED TO
THE COMPANY

THE ELECTRIC SUPPLY COMPANY OF VICTORIA LIMITED.

ELECTRIC LIGHT POWER & TRAMWAY UNDERTAKINGS.
BALLARAT.
BENDIGO.

Chief Office for Australia:
WENDOUREE PARADE.

P.J. PRINGLE, M.I.E.E., M.I.E.E.
CHIEF ENGINEER & GENERAL MANAGER.

P.O. Box No. 46

PJP/DE

Ballarat

24th January

1925

The Town Clerk,
Town Hall,
BALLARAT.

Dear Sir,

LICENCE FOR ORPHANAGE ROUTE.

We notice that there has been an application put in for a licence to run a motor omnibus on the Orphanage route to Caledonian Bridge. We would like to put the following points before your Council.

For a whole year you have permitted a motor bus to ply on this route practically uncontrolled. Eventually by instituting prosecutions to enforce the regulations, this bus decided to withdraw. During the above year, we were subjected to the most unfair pirating of our traffic, and the bus only ran on the busy parts of the day, and on our times if it paid them best.

The traffic offering does not, we believe, demand further facilities. There is no doubt whatever in regard to this during the slack times in the morning and evening. However, with a view to testing the position, we are putting into service on Tuesday a second car on the Orphanage route during each

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Public Records, Public Record
Office Victoria, Australia.

Buses were to be put on specific routes (in 1925) and preferably not to be on the tram routes, but if they were, they were to run half way between the times of the trams. The trams apparently at this stage were charging the same fares as they did when the tramways were initiated. "Notwithstanding the big inflation in wages and prices since the war, the only alteration in the fare has been to withdraw the tokens, which were a special concession". The Tramways employed one hundred and thirty one men at this time, and they were quite proud of the fact that seventy of the men were married men supporting wives and families, with a wages bill of thirteen thousand pounds per annum being paid by the tramways. The other big plus for the tramways was that they maintained the tramlines themselves, plus paid rates for the use of the roads.

This of course brought in the issue of licensing buses to pay for the upkeep of the roads that they used.

TRAMWAYS MUESUM:

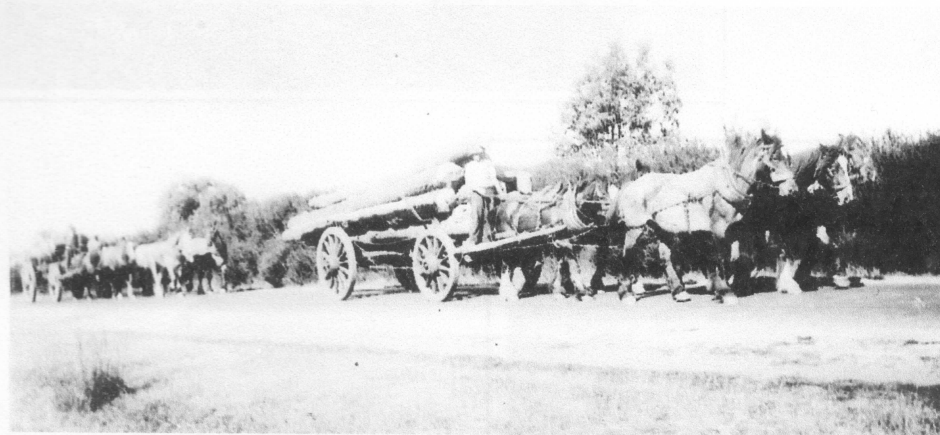
On the 18th April 1971, the Brown Hill Progress Association's sub-committee called a Public Meeting, and on that day, the Lake Wendouree Tramways Museum was started Mr.Melton Foo and Mr.Gavin Schaeffer from Brown Hill being in the forefront of trying to save our original Tram line around Lake Wendouree and a place to house and store our Trams. In May 1971 the Ballarat Tramway Preservation Society was formed.

The Horse tram number one has been restored to its original condition by the Tramway Preservation Society as reported by their President Mr.Richard Gilbert at the society's 20th Annual General Meeting held in 1992. They also made a profit of over seven thousand dollars in the 1992 financial year, even though patronage of the trams had been down on numbers in the past year.

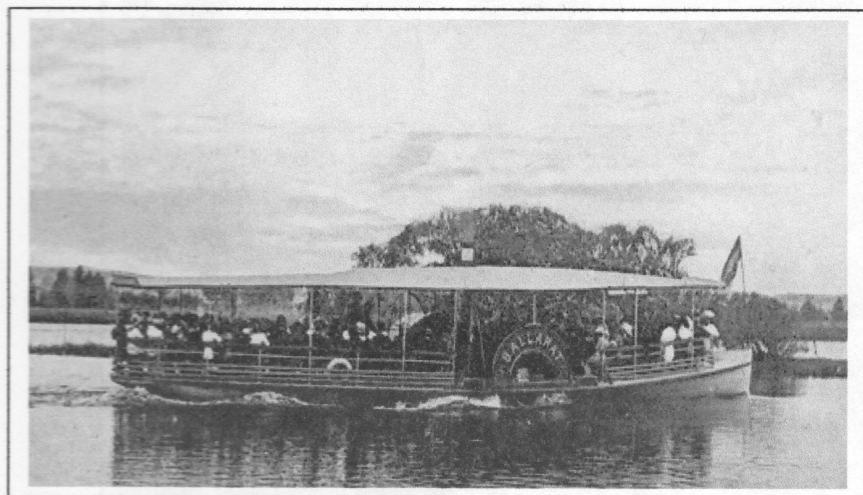
WATER BOARD CASE FACTORY:

The turnover for the Case Factory in 1936 was valued at five thousand five hundred pounds, with 350,000 super feet of timber treated. Practically all the timber used was obtained from the Water Commission's reserves. The photo of Jack Birkett hauling in logs from one of the Reserves, with a team of 6 Clydesdales attached to the jinker, was the current transport for the case factory in 1934. The Case Factory is opposite the entrance to the Gong Gong Reservoir.

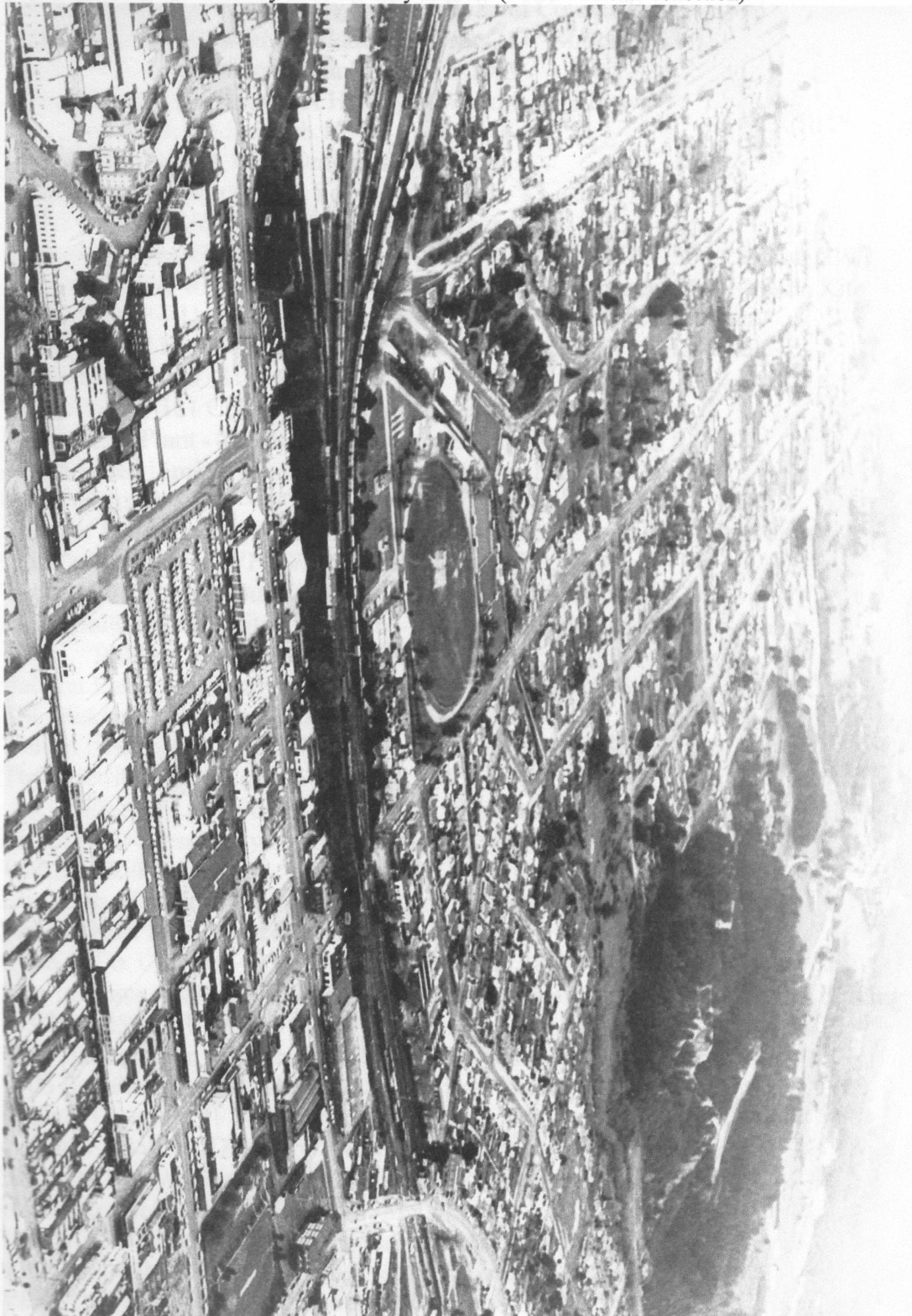
Jack Birkett at the age of 18 years, driving a team of Clydesdale horses carting in timber from the Water Commission Reserves in 1934.
Photo - Courtesy of Mrs. M. Foo



The Western Highway Bypass gave our locality another footbridge. This was the only footbridge erected over the Highway and was because the Highway had cut a swathe right through Little Bendigo. With the proposed Western Highway Bypass announced in May 1984 as the \$25 million dollar by-pass from Woodman's Hill to Gillies Street, all plans for a fun run track over the Brown Hill Ranges ceased. With the area vigorously debating for a considerable time with Vic Roads and other interested parties to exactly where this Highway was going to go and which areas people would be affected by losing their home and some even their businesses. It was eventually decided that instead of going behind the Brewery Tap Road and over towards Hillview Road that it would branch off just before Woodman's Hill and go through the top portion of Brown Hill and over Little Bendigo. This then effectively cut portion of Little Bendigo off from access to their School and other residents. A bridge was built across Lofven Street for motor traffic and the Nerrina footbridge was built from the Brown Hill side of Hillcrest road. This bridge, which was erected in January 1993, cost \$160,000 and is seventy-four metres long.



Off-street Car Parking became the major project, as shown in this photo of Coles New World Supermarket in Curtis Street. (This was prior to the opening of Bridge Street Mall in 1983.) You will notice that the Yarrowee River has been bridged over for the car park and at the right hand side is the site of the Humffray Street Primary School. (Photo - Private collection)



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 The Courier Supplement - Ballarat 150 Years, 17th March 1988
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 VPRS/2500/P0 Unit 134 - Omnibus Regulations
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 Map of Victoria with Railway Tracks - Education Department Multi-Media Kit
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 VPRS/2500/P 205 - Hire Cars
 VPRS/2500/P 181 Caledonian Bridge Service Station
 Box making Plant - Water Commission - Ballarat Courier Jan 8, 1937
 Motor Speed Limits - The Ballarat Courier - April 8, 1937
 Photo of Smith's Bus - 1925 - Courtesy of Stan Smith
 Photo of Bus servicing the Brown Hill area -c.1925 - courtesy of Stan Smith.
 Mark's Bus Service, VPRS/2500/P/000 Unit 205
 Tucker's Brown Hill Bus Timetable - VPRS/2500/P/000 Unit 205
 Photo Ballarat East Railway Station - Courtesy Ballarat Historical Society
 "Ballarat Illustrated" Facsimile Copy 1972.
 Ballarat Eastern Railway stopover - Courier May 26, 1936
 The Midday Scot Train - Courier May 4, 1936
 Vulcan Passenger Vehicles Pamphlet - VPRS/2500/P0 Unit131.
 The Electric Supply Co. of Victoria
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 List of Char-a-bancs Plying for Hire in the City of Ballarat
 VPRS/2500/PO Unit 134
 Licensing of Motor Omnibuses in City of Ballarat - VPRS/2500/P0 UNIT 139
 Trains Faster Now - The Courier April 24, 1936
 Cobb & Co. Coaches - The Star, November 28, 1861
 Map of Tram and Bus Routes - Electoral Map of Ballarat Issued by Tulloch & King
 VPRS/2500/P Unit 139
 1906 Ballarat Star Almanac Pg.126 - Coach Guide
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 Ballarat Directory 1914 - Railways By Laws
 Coaches - Ballarat Directory 1882 - Destination & Prices
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 VPRS/2500/P unit 202 - Littlehales Buses to Colac
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 Map - site of Ballarat Railway Station and Ballarat East Railway
 StationVPRS/475/P/000 - Unit 27
 Map - Caledonian Bridge -January 1,1868 - VPRS/6420/P - Unit 1-Pg.19

Driver's and Conductor's Licence for Municipal State Carriage – Pascoe
 VPRS/2500/P/000 – Unit 139
 Licence For Motor Vehicle – Thomas Pascoe - VPRS/2500/P/000 – Unit 139
 Licence for Municipal Stage Carriage to Ply for Hire within the Municipality of the
 City of Ballarat – John Lucas – VPRS/2500/P/000 – Unit 139
 Endorsement of Routes – John Lucas – VPRS/2500/P/000 Unit 139
 Opening of the Railway – The Star April 11, 1862
 Train hours late – The Star – April 12, 1862
 Buninyong Cars – The Star November 2, 1859
 Railway Line –Caledonian Bridge - The Star November 4, 1859
 Gold Bus – The Courier, May 2, 2003
 First Electric Tram – The Courier June 10, 1967.
 \$25 Million Western Highway By-pass – The Courier May 10, 1984
 Buninyong Railway Line – Ballarat Courier September 12, 1889
 Buninyong Railway Line – Ballarat Courier September 13, 1889
 Hobby & Co – The Star November 1, 1859
 Nugget Coaches – The Star November 1, 1859
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 Horseshoe contest – The Star November 2, 1859
 Nerrina Footbridge – The Courier, January 27, 1993
 Tucker's letter ceasing operations & transferring to Littlehales VPRS/2500/P Unit 205
 Ferry on Lake Wendouree – Post card c.1919

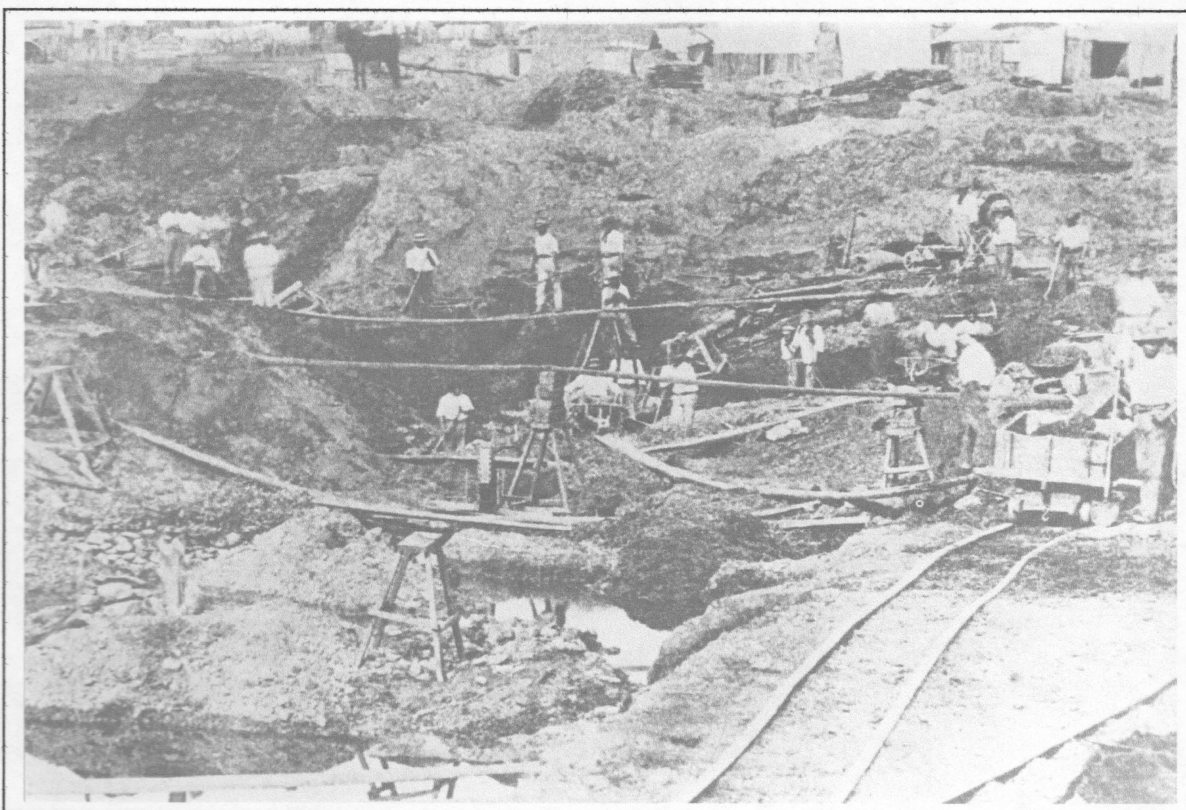
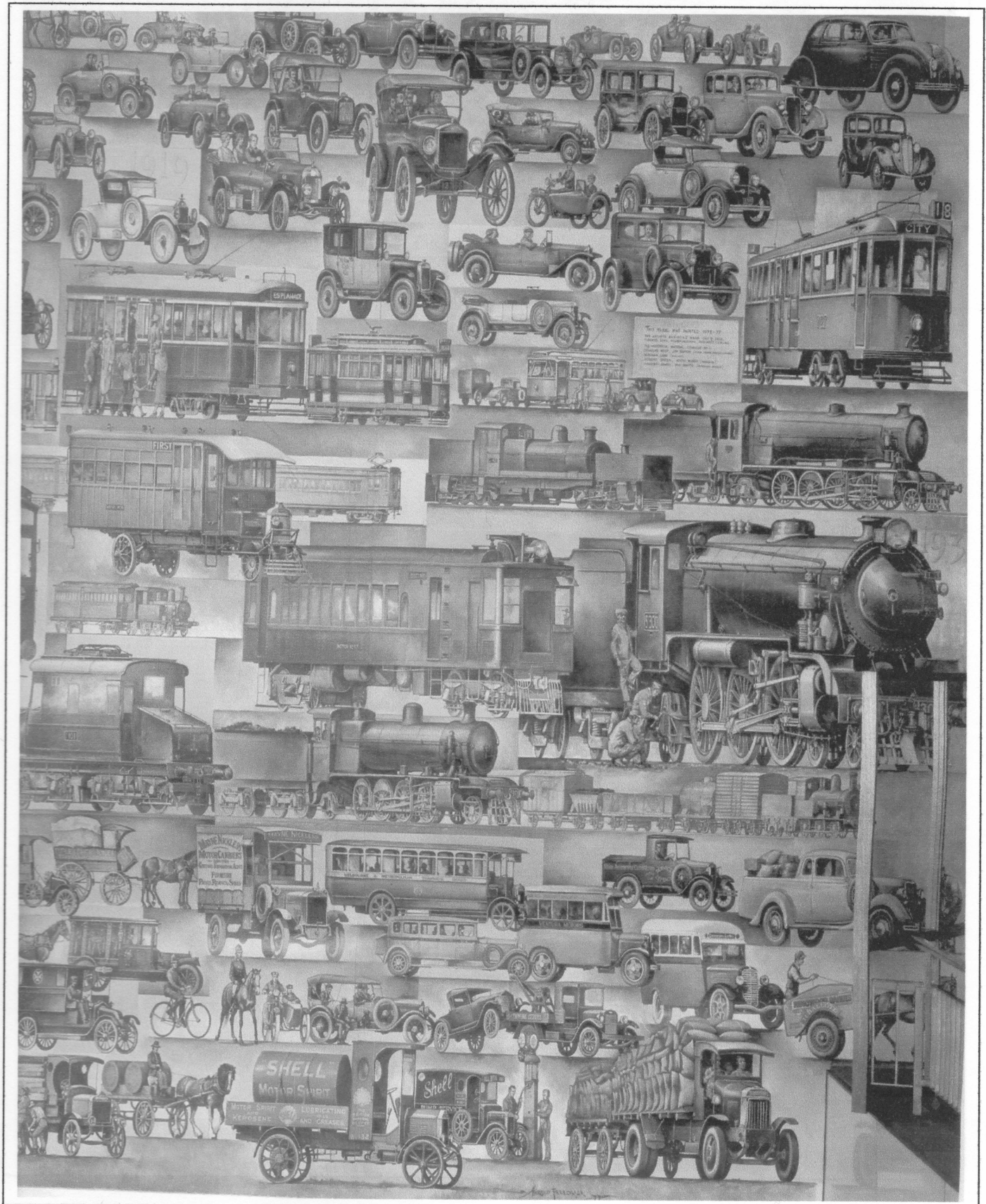
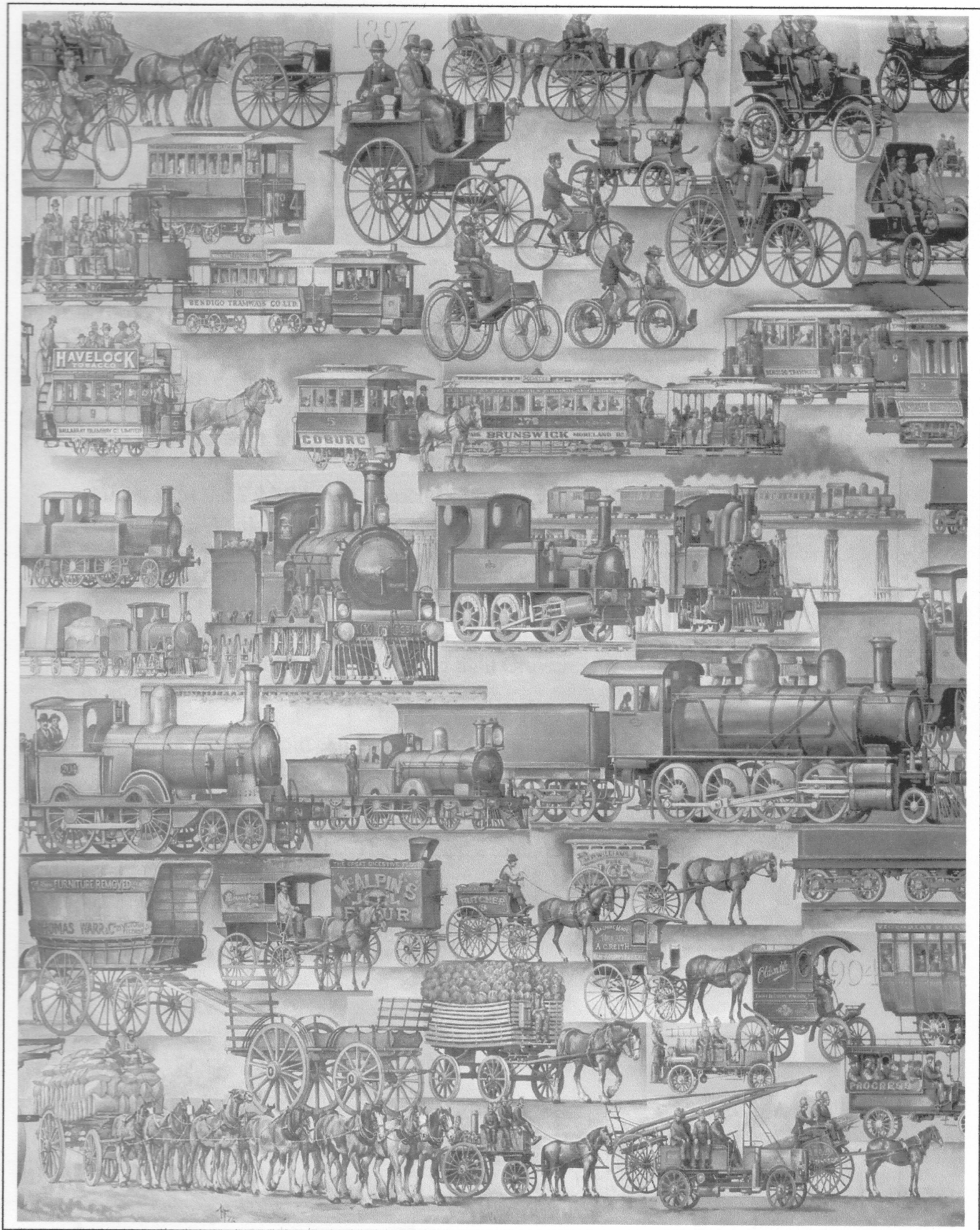


Photo courtesy of private collection.

Cavalcade of Transport – Mural at Spencer Street Station, Melbourne



Cavalcade of Transport – Mural at Spencer Street Station Melbourne.



Sixteen white-painted American Warships, known as the "Great White Fleet" visited Melbourne and Sydney in 1907, with the cities entertaining the 14,000 American sailors. At this stage, there were ongoing discussions with England (Australia was part of the British Empire) re naval defence in Australia. In 1909, it was arranged that the HMAS **AUSTRALIA** to be built at British Shipyards, plus the construction of two light cruisers, which were later commissioned as the **SYDNEY** and **MELBOURNE**.

By July 1913 all the British Admiralty's establishments were transferred to the Australian Commonwealth. Thus, the Australian Fleet entered Sydney Harbour on the 4th October 1913. The HMAS **AUSTRALIA** serving as the flagship lead the fleet in which included the two new light cruisers, **SYDNEY** & **MELBOURNE** that were mounted with eight 6-inch guns as their main armament. Plus two River Class torpedo boat destroyers, **YARRA** and **PARRAMATTA**. By May 1914 two submarines the **AE1** and **AE2** joined the fleet.

During 1914 the **YARRA** was an escort ship to Rabaul with the remainder of the war convoy escort work with the **WARREGO** and **PARRAMATTA**.

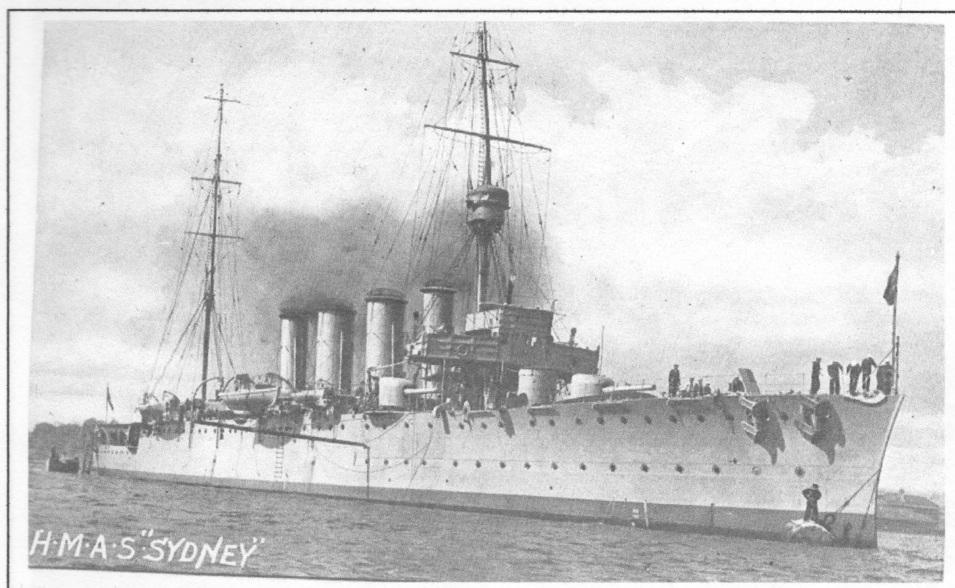
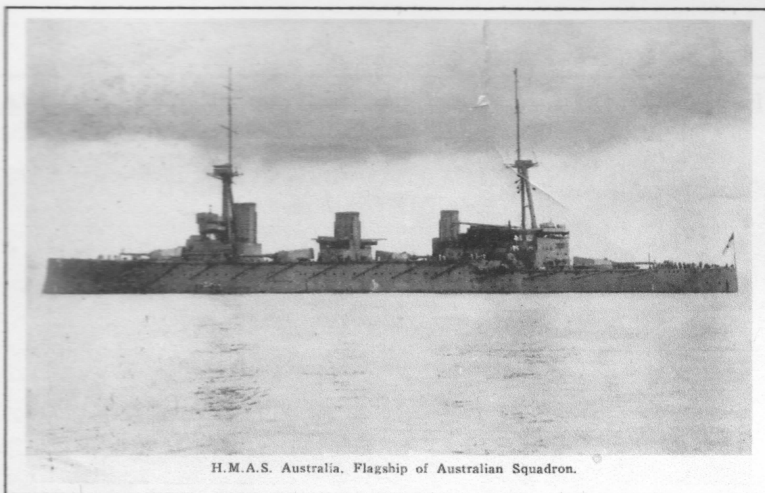
A total of 20,000 troops transported to service in Europe in November 1914 with **SYDNEY** and **MELBOURNE** escorting the convoy of 38 transports. **SYDNEY** & **MELBOURNE** were both engaged in patrols off the American coast and by 1916, the two cruisers were attached to the second light Cruiser Squadron based at Scapa Flow in Scotland.

"As the Gallipoli campaign continued, a third convoy of Australian ships was able to transit the Indian Ocean without armed escort. Over the next two years, transports were regularly despatched to Europe and the Middle East. Most travelled as part of the 27 convoys which sailed from Australia as requisitioned vessels. They carried a total of 253,000 troops and nearly 25,000 horses."

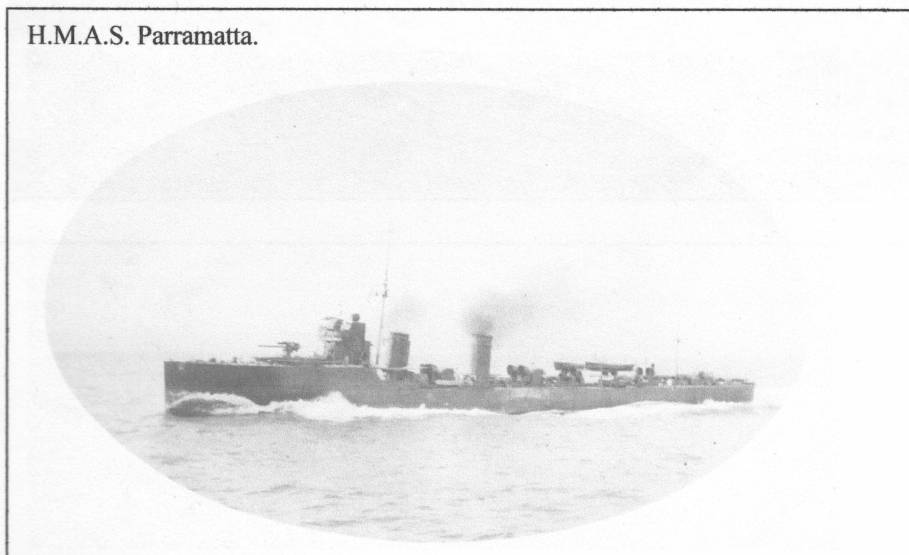
The Prince of Wales visit to Melbourne in May 1920 saw 29 ships gathered in Port Phillip Bay, the first RAN Review.



HMAS
Australia.
Postcard.



H.M.A.S. Parramatta.



References – No Pleasure Cruise – The Story of the Royal Australian Navy
 By Tom Frame. Pub.2004.
 Post card pictures – private collection. c.1919

BALLARAT 1887. Eastern Oval on the left-hand side of print with Peel Street beside the oval. photo, Eastern Railway Station shown after the Gates in Humffray Street North.

