

Council and of the Eastern Counties Omnibus Co. and the Company remained in existence until 1955 when it was dissolved. It remained 'independent' even after control of the parent company had passed to the British Transport Commission in 1948.

The trams were soon to be replaced and on 27th July 1935, the Dereham Road - Royal Hotel and Earlham Road - Thorpe Road routes were replaced by bus services. The press became active again, noting the disappearance of the trams. The Eastern Daily Press of 17th July 1935 carried a picture of a new fleet of double decker buses "Waiting to replace the trams". On 25th September 1935, the Eastern Daily Press noted the "Disappearing Norwich Trams" showing scenes of Corporation workmen lifting the rails in Earlham Road by St Johns Roman Catholic Church and the old tram terminus at Cemetery Gates. The last tramway service was the Newmarket Road - Cavalry Barracks service. It ceased to run on the 10th December 1935 and Bus service 90 took over the next day and it was extended to Cringleford. Car number 10 was the last car and it started its journey from Orford Place at 11.10pm. The EEN (11.12.35) described the scene thus:

"The last tram of all was that which ran from Orford Place to Eaton and thence back to the tram sheds, starting from Orford Place at ten minutes to eleven. A crowd of about 500 people gathered in Orford Place to see it start and when it did there was a rush which packed the tram inside and outside, including the conductor's platform.

Among the passengers was Mr Charles Watling an ex Sheriff of Norwich.

"I rode on the first tram that ever ran in Norwich" said Mr Watling, "and I thought I would like to see the last of them".

People on top of the tram yelled "Are we downhearted? No". With that the tram moved off to the accompaniment of cheers by the crowd in Orford Place. As it moved up St Stephens, people on the pavement cheered it, and were answered by cheers from the crowd on top, who forgot the biting east wind in their enthusiasm.

Along Newmarket Road people stood at the gates of their houses to see the last tram go past. When the tram got to the Eaton terminus, the passengers sang "Auld Lang Syne" for the twelfth time on the trip. Then they sang "Old Faithfull", "The Last Round-up" and "Roll along covered wagon, roll along".

The tram started on its last journey to the sheds with the passengers pulling and pushing every bell within reach. It was now that the conductor first became visible to the majority of the passengers. He had been hemmed in and it was only as the passengers became fewer on the return journey that he was able to collect his fares to the accompaniment of a chorus of "All fares, please".

The people inside were sedate. Those on top sang most of the time.

The tram started once more from Orford Place to a fantasia of cheers and bell ringing. A long trail of cars and bicycles followed it. On the way a man went round with a hat and took a collection for the driver and conductor. Just before the last stop of all, the song was "For he's a jolly good driver", accompanied by vociferous cheering, which lasted until the tram had arrived at the entrance of the sheds...

The driver was G. Hill who had seen 37 years service with the tramway company and the conductor B. Fisher, the youngest conductor in the Company's employ. For half an hour they were famous.....

Such was the end of the tramway service in Norwich".

On the last days of the trams Norwich Omnibus Company tickets had been issued. The rails were lifted by the Corporation workmen and the overhead standards.