

Box 157 (CONT.)

4.3.32 - SEC to council - refers to Councils letters of 10/2 & 1/3 pointing out necessity for re-conditioning of tram tracks. The carrying out of such work depends on provision of necessary moneys. Extremely difficult to secure finance for public works over last 2 years.

Box 160

27.12.33 - E.S.C. to council, re graveling of Stuart & Lydiard sts, which fills up grooves in tram tracks.

8.11.33 - E.S.C. to council, re arrangements for Show Days, 15 & 16 November. Proposed to operate 10-minute service on 15/11 between city & Drummond-MacArthur intersection from noon - 6 pm, & on 16/11 a 5-minute service from 11.45 am - 6.30 pm. Buses will be hired to convey passengers from MacArthur St to showgrounds. No extra charge on buses, but tram passengers must buy return ticket. This contingent on council agreeing to this bus operation, & prevention of bus operation by other proprietors to showgrounds, other than present Howard St bus.

14.11.33 - E.S.C. to council, giving details of no. of buses to be used in conjunction with trams on 15/11 & 16/11 for Show Day. Three buses to be used at busiest times on 16/11, the buses being hired from Davis & Glasson.

20.11.33 - E.S.C. to Council - the co-ordinated service of buses & trams on Show Day worked satisfactorily. Thanks council for issue of notice of 13/11, warning bus proprietors not to leave their authorised routes on 15/11 & 16/11, & names of urban licensed buses notified that permits "would not be issued to accept fares in city area on show days."

However, many bus ~~operated~~ ^{owners} ~~owned~~ operated on that day. Large proportion of show traffic carried by unauthorised buses. Council inspectors tried to prevent this, but their directions ignored. If bus owners can flout law, then useless for company to ~~run~~ incur financial risk to meet special traffic requirements. The inspectors took notes of irregularities - many bus owners had notices in windows, such as "Show Ground Fare 3d."

12.10.33 - Aust. Tramway Employees Assoc. to council - requests council to see delegation from union ~~at~~ next Monday, to discuss matters that will affect tramway employees, in event of proposals for curtailment of routes being put into operation.

26.9.33 - E.S.C. to council - advises that within next few days it is proposed to reconstruct the tram track in Lydiard St between Gregory & Howard Sts. - therefore Howard St. will be temporary terminus.

4.5.1933 - Reconstruction of Ballarat & Bendigo tramways 7 page report copy

17.6.33 - SEC to T.T. Hollway, M.L.A. - re his inquiries about Ballarat tramway track
Application made by SEC to Employment Council, for grant of £170,000 re Ballarat
& Bendigo tracks, but this refused, & suggestion made that SEC apply for a loan,
which SEC did not do. A sub-committee of cabinet is dealing with the matter, &
it seems the SEC is willing to relinquish all control of trams. Suggested that
councils, if tracks put into proper order by state, would be willing to manage
tramways.

Box 165

12.11.34 - SEC to council - proposal to operate pairs of Glasgow buses from
Maunder St to Shongrounds - similar arrangement to 1933.

3.5.34 - ESC to Council, re congestion at west end of Bridge St. Traffic staff
have instructions to as far as possible leave a minimum clearance of 30 ft. between
the car & building alignment of Grenville St. Occasionally tramway timetable disorganises
so that trams arrive in Bridge St out of their proper sequence, resulting in
prohibited space being occupied.

Recently I put a scheme before you to lay rails to north side of present track
in Stuart St Sch, from tram shelter to Albert St. It approved by council, plan will
be submitted to SEC.

2-8-34 - letter to council at request of Mt Pleasant & Golden Point residents, also
Bridge St & Main Rd traders. This group met City Council some weeks ago, & a
petition containing 1365 signatures presented; not given the consideration by council
that it should have. A strong indignation meeting held here last night, to
protest council's attitude to closure of this service. Mt Pleasant & Golden Point rapidly
growing districts; with a reconditioned service this line could be turned from a loss
into a profit.

19.7.34 - SEC to council. ~~Re~~ Re future extensions - outlook not favourable
to Lydiard St Nch & Skipton St. extensions - Re Botanical Gardens cork-spur
lines, it is assumed that on special occasions the council wants the trams to stop
at each of the outer gates, to eliminate tram traffic through the Gardens. To
convenience public, essential that trams be allowed to enter Gardens & carry people
where they want to go. The cork-spur lines (virtually sidings) would involve addition
cost for special work, rails, etc → proposal rejected.

Minutes of special meeting on 12/4/1934, between Mr R.D. Birney, General manager of ESC
re proposed reconstruction of tramways, with City Council copy

SEC - Electrical Development Branch. Details of Electricity Supply in Victorian Centre.
Populations - Ballarat 41,750, Bendigo 26,359, ~~Ge.~~ (P. 5), Sebastopol 1,728 (P. 2)

28.12.34 - SEC to Council - the SEC has decided ~~to~~ offer as a settlement of its liability for ^{tramway} rates, the sum of £150 p.a. This not to be regarded as rental of roads for tram tracks, as the SEC does not acknowledge any liability in this respect. As in 1928 the E.S.B. paid £107,800 for tramways. On direct proportion of these amounts the rates payable on tramways would only amount to £107 (out of total rent of £309), the sum of £150 p.a. should be acceptable.

22.10.35 - SEC to Council - complaints caused by the way in which tramway passengers board & alight from trams in Saint St. Trams pass intersection before stopping, so that passengers step into water channels - makes step unduly high, & sometimes water is in channels. This could be overcome if trams stopped on "near" side of intersections, as channels there are covered over, & it would mean uniformity throughout the system.

20.2.35 - SEC to Council - a cross-over from north to south side of Saint St. at Doveton St. is being considered. This is mainly required for emergency use such as civic closure of City Hall frontage, or any other obstruction. Ballarat East cars could be extended to Doveton St. at certain times of the day, esp. as weekly concession tickets on these two lines extend to Doveton St. Single line working could go as far as Lydiard St. - desirable that this single line be kept to a minimum, so Doveton St. better than Dawson St. City engineer suggested Dawson St. because of extra traffic crossing Doveton St. Easier for truck to conform with road surface at Doveton St. - practically no cross-fall; whereas in Dawson St. a crossfall of 19 inches.

9.4.35 - SEC to Council - states why it would be impossible to increase the number of men employed on track reconstruction work.

22.6.35 - SEC to Council - plans forwarded to City engineer of new loops required on Drummond St. side - Gardens route. A new loop required in Macarthur St. in Hamilton Ave. near Carlton St. & opposite parish in Gardens. This eliminates present loop opposite McDonald Memorial gates.

14.8.35 - SER to Council - under present operation on Gardens route, normal service interval of 20 minutes, supplied by 5 trams, is increased for holiday traffic, by running trams in duplicate, using 10 trams, or triplicate, using 15 trams. These intervals cause congestion due to no. of passengers. Intended in future to eliminate duplicate & triplicate, & run more frequently at these times. Proposed to operate every 5 minutes via Stuart St West, & every 10 minutes via Immersed St Nth. Passing points occur near existing loop at McDonald memorial, & also near ferry. To avoid construction of two loops, & to avoid delays caused by loops, the short section involved could be duplicated. To avoid difficulties with parking, this further investigated. The elimination of the present loop at McDonald memorial, & installing of a loop at Carlton St, will allow a more efficient service to deal with holiday traffic.

Box 172

18.6.36 - SER to Council - in reply to query of 3/3 last, the approximate cost of the tramway extensions is as follows:

- 1) Lydiard St. Nth to New Cemetery - distance 3,220 feet, capital cost £5926, annual charge £523
- 2) Brinkly St - to Manton St corner " 1,122 " , " " £1,871, " " £197
- 3) Victoria St, along Stowell St to Charlesworth St - " 1,676 " , " " £2,814, " " £294

The annual charges don't include interest. Any alterations to Victoria St & Mt Pleasant routes would involve installation of loops in Bridge St. A sum of money needed to defray cost of altering position of certain loops which have already been placed in reconditioned sections.

2.12.36 :- SER to Council - Eureka Progress Assoc. has requested special tram service on Victoria St. line next Sunday, 6/12, for anniversary services at Eureka stockade. Last year our tramway services lost traffic through the Eureka bus operating from Grenville St instead of Peel St. Our tramways inspector was informed that the bus operator had applied to Council for a permit to again operate from Grenville St. This bus supplies no services to Eureka for 51 Sundays in the year, & on the one Sunday offering good traffic he wants to compete with tramway service. Last year the York St bus (Lucas) also operated between Grenville St & Stockade.

8.9.36 - SER to Council - replying to your query of 4/9 regarding losses on proposed extensions - little or no annual loss would be incurred by Lydiard St extension, so long as construction cost covered & cemetery bus route deleted. Mt Pleasant extension would create no additional traffic - distance only 17 chains, the

21.3.36 - SEC to council - the loops on tramway system now named as follows:

Loop in Drummond St Nth	Mill St loop
" " Macarthur St	Macarthur St loop
" (previously showgrounds loop)	Hadden St loop
" near car sheds	Car sheds loop
Gardens loop	Gardens North loop, Gardens south loop
loop near Carlton St	Carlton St loop
" " Victoria Park	Victoria Park loop
" in Victoria St	King St loop
" near Parker St	Parker St loop

19.3.36 - SEC to council - requests council to move easterly from present positions the lakeside pillar of the large stone gate pillars at each end of the Gardens. With introduction of new tram type, passengers will always get on or off on lake side. If a passenger is on footboard he is in danger of striking these pillars which are close to car steps. A movement of 7 feet at north gates, & 8 feet at south gates would be safer, & allow track to be moved closer to the lake to provide a greater width of roadway.

20.1.36 - SEC to council - traffic conditions in Bridge St would be improved by a double track. The existing single line allows three rows of moving traffic to operate between 2 rows of parked cars, in a street only 45 feet between kerbs. A double track would ~~reduce~~ allow only two rows of traffic, & give more space for parked & moving vehicles. Hopkins St, Footscray, is an example of double track operation in a street of similar width, & has better traffic conditions than Bridge St, & probably carries more traffic. A model of Bridge St has been prepared, together with trams & cars to scale, showing single & double track operation.

13.2.36 - RACV Ballarat Branch to council - protests at proposal for double track tramway through Bridge St. "We feel ^{sure} that such a system would be a serious danger to all classes of traffic."

6.3.36 - SEC to Council - acknowledges receipt of letter of 4/3, & note that council does not desire a double track tramway to be laid in Bridge St.

25.6.36 - Employment Council to Council - acknowledges application for grant of £5,926 to construct tramway extension in Lydiard St to New Cemetery.

2.9.36 - Employment Council to Council - re question of providing a grant of £10,611 towards cost of 3 suggested tramway extensions. After consideration of a report from the SEC the Employment Council has decided that, having regard to the adverse financial circumstances of the suggested extensions, it cannot recommend that assistance be given from unemployment relief funds.

Box 173

5.5.37 - SEC to Council - three reasons for reversion to rear side stops in Sturt St.

- 1) Uniformity throughout system, & conformity with other tramway systems - since October 1935, when change made, less collisions - many of which took place because motorists did not expect tram to stop at rear side of intersection.
- 2) Convenience to passengers - avoids higher steps from gutters, which often running with water in winter.
- 3) If one tram following another, & the first tram stops unexpectedly, the other tram blocks intersection.

4.5.37 - SEC to Council - complains about bus operators departing from timetable conditions & routes set out in City of Ballarat by law NO. 115. Tramway revenues are lower this year than last year. It was anticipated that, with improvements in rolling stock & tracks, that increased patronage would result, but this not the case. Tramway losses now £4,000 p.a., & when reconstruction charges are shortly applied, will be around £10,000 p.a. -

Sets out observed contraventions on several bus routes.

17.6.36 - SEC to Council - next month, hoped to introduce through routing. Need to alter tramway centre from Grenville St to start Lydiard St. corner. Requests permission to move shelter - as in sketch. Sketches of proposed timetable boards.

Report of conference between SEC & Lake ward councillors 15.10.37. Petition from ratepayers urging reinstatement of Rymon St. tram service was discussed. Mr Hornbrook said a special service had been run to View Point the last 3 Sundays, & has run at a loss. Alternative routing of trams via Drummond & Rymon Sts. impractical on account of position of loops; the distance via

Decided to divert intermediate service via Stuart St to Victoria Park (the 2 pm to 8 pm 20 minutes intermediate service) via Ripon St, along Ripon St to Macarthur St, & to supply a lunchtime service for one month on trial. This additional lunchtime service will cost an extra £85 per week, & if patronage insufficient it will be discontinued.

3.11.37 - Morsheds to Council - Bridge St. traders wish council to meet deputation from Bridge St. shopkeepers & reps of Selwicks & Lydiard St N. & re tramway sections, fares, etc, next Monday at council meeting.

22.12.37 - SER to Council - re your letter of 23/11, & to relation from tram users presented by Mr Holloway M.A. The elimination of Grenville St. terminus, the "bottle neck", is for economy, safety & efficiency. Greater mileage now covered with fewer trams. The old terminus a danger to passengers & road traffic. 4 out of 6 routes can now travel east & west through the city without passengers having to change from one tram to another.

The SER appreciates that people have become accustomed to Grenville St. terminus, but objections will stop once the advantages are realised. The number of tram passengers increased immediately the change was made, & this trend has continued.

Re fares, proposed that passengers will travel from Grenville - Lydiard St. with no extra charge. Sections now at East & Victoria Sts, & Main & Berkeley Sts, being transferred to Peel St, & the one at Ripon St. going to Dawson St. Overlapping sections will apply between ~~the~~ Peel & Dawson Sts. in both directions, & between the railway station & both Peel & Dawson Sts.

24.5.38 - Council to SEC - at last city Council meeting, decided to inform SEC to danger created since inception of through-routing by trams to ~~danger created~~ turning into traffic at Lydiard - Stuart St. corner. The same danger exists at the Stuart & Drummond St. corner with Sebastopol cars. Requested that SEC make some arrangements to indicate the turn of traffic by the giving of a definite signal before the car turns.

27.5.38 - SEC to Council - re your letter of 24.5.38, arrangements made that conductors will advance to crossings & signal trams across intersections. During light traffic periods when trams one-man operated, the motorman instructed to ensure no danger exists from approaching traffic before making left-hand turn. However, we are investigating practicality of installing automatic warning signals to indicate to on-coming traffic that a tram is making left-hand turn.

10.6.38 - Progressive Selling Agency (33 Breese St Brunswick) to Council - we have on hand 2 electric traffic signal lights, made by General Electric Co, USA.

23.2.38 - SEC to Council - advises that traffic offering does not warrant the continuation of the lunchtime service (12 noon - 2 pm) to View Point - operation of this service will cease Monday next, 23.2.38. Also, on account of traffic not justifying 10-minute frequency to Haddon St between 2 pm & 9 pm, intended to revert to 20 minute service. The traffic on Friday & Saturday afternoons does not warrant a 10-minute service to Victoria St & Mt Pleasant, & decided to revert to basic 20 minute service on these routes. These economies necessary because of heavy losses in operation of tramway.

28.10.38 - SEC to Council - acknowledges letter of 13/10/38, requesting SEC to consider Council's proposal to erect shelter at tram terminus at Stuart & Lydiard St corner. Because the shelter is at the tram terminus, the SEC will in this instance depart from its general principle of not contributing to construction or maintenance of shelter shed. In agreeing to contribute £50, the SEC stipulates that Council is responsible for its maintenance & cleaning.

Box 178

Traffic - sun road safety game.

BOX 180

2.6.39 - SEC to council - re letter of 25/5, the SEC will not object to the application of H.A. Davis to operate a bus between specified points in Ballarat & Clarendon College, provided that only Clarendon College pupils are carried.

9.6.38 - re your letter of 7/6, re application by Mr. C.H. Septimus for permission to operate a bus from Grenville St to Lake Wendouee via Stuart, Doreton & Webster St, Lake Ave & Mill St, the proposed route is competitive with existing tram services. The whole route is within the mill radius of the full tram service, except for a small area in Wendouee Pde. between Webster & Exeter St. This area catered for during the afternoon service to Rippon St.

1.3.39 - SEC to council - re ~~the~~ Floral Festival ceremonies on Friday 3/3 at 8 pm, when Mayor will switch on floral illuminations & installation of new mercury vapour lamps & the illuminated tramcar, please provide names of those councillors wishing to tour city in the tram, when invitations will be forwarded. After last year's experience, tickets of admission will be necessary, to avoid overcrowding of tram by unauthorised persons.

BOX 184

14.9.1940 - SEC to council - re letter of 12/9, SEC has no objection to proposed extension of existing bus route from Armstrong St. along Howitt St to the Air Force camp. Re the proposal to run buses along Stuart & Gillies Sts, the SEC opposed to this, as it would be in direct competition with tramways.

21.8.40 - SEC to council - ^{acknowledges} ~~re~~ letter of 13/8 re suggested installation of traffic lights at Stuart & Lydiard St. corner. Having regard to report from City Engineer & Claude Neon on unsuitability of Geelong type of traffic control system, any comments limited to proposals of Automatic Electric Co. The chief difficulty would arise with trams turning north into Lydiard St. from Stuart St. across traffic travelling east. A similar position arises in St Kilda & Domain Rds, Melbourne, which is overcome by showing a green arrow ^{after} ~~before~~ the red but before the green signal, thus permitting traffic to turn left across through traffic. However, this would delay the through traffic that dominates

22.7.41 - SEC to council - re letter of 18/7, when Sunday excursions commenced in 1928, the E36s then provided tram services on all routes, lack of patronage on Victoria St & Mt Pleasant caused their abandonment, probably because tram passengers got off at Ballarat East. Since then, few enquiries from tram passengers on Sunday night on those routes. This lack of patronage borne out by statistics of passengers using trams meeting the late trains on Easter Thursday & Christmas Eve - none at all for Victoria St & very few for Mt Pleasant, whereas all other routes well patronised. If we received sufficient enquiries from Mt Pleasant residents for extra facilities for late night trains, we would be prepared to try a tram on the Mt Pleasant route for a month's trial.

5.8.41 - SEC to council - Further to your letter of 30/7, re tramway service meeting Sunday night excursion train from Melbourne, we will provide a service to Mt Pleasant on trial for one month from next Sunday, 10/8. The decision to re-introduce this service, which was discontinued owing to lack of patronage has been caused by petrol rationing & hopefully under present conditions there will be sufficient passengers to warrant continuance of the service. Publicity will be given through "The Courier" re the Victoria St. tram, as the Brown Hill bus meets the train at Ballarat East, & little patronage offered, we are not prepared to re-introduce a special service on this route.

Box 191

20.5.42 - SEC to council - re your letter of 19/5, the SEC has appreciated difficulties which tramway passengers are experiencing in locating their whereabouts during lighting restrictions, & has instituted the practice of motorman or conductors calling street names whenever a stop is made. Where no conductor is on duty passengers may not hear motorman, especially if saloon doors closed, or if his voice masked by operation of compressor motor. Anticipated that, with better street lighting which may be permitted under relaxed brownout conditions, passengers will not have same problems.

Box 195

11.5.43 - SEC to council - SEC proposes to re-locate loop adjacent to Haddon St between Macarthur St. & tram sheds loop. This loop not altered during reconstruction left in position. Usefulness restricted as not being between the two loops, & to avoid delay at peak periods, proposed to move loop midway, & to be located on lake margin, rather than north section of road, as at Haddon St.

26.2.43 - SEC to council - acknowledges letter of February 23rd. Ballarat & St. Pat's colleges each supplied with stopping places located closer to respective entrances to colleges than the suggested one midway between them. Sturt & Murray St - stop ~~is~~ 53 yards from Ballarat College gate, & St. Patrick's gates only 83 yards from Wainliss St. stop - this stop to be altered closer to Service St, only 50 yards from St. Patrick's.

The Directorate of Emergency Road Transport is considering the drastic reduction of existing stops for buses & trams, to economise not only in fuel but in wear & tear of equipment. Therefore, no additional stop can be provided.

Box 198

26.9.44 - SEC to council - re application by C.E. Tucker for limited extension of Bonn Hill bus to freezing works, objects to proposal to traverse Sturt St. zone covered by tramway service. Suggests that he operate on Arch of Victory route, with some trips extended to the Freezing works.

8.9.44 - SEC to council - acknowledges letter of 22/8 requesting reconstruction of ~~car~~ ^{Tram} sheds loop, the estimated cost is £350. The loop has been in its present position for many years, & the SEC does not agree to the work being done at SEC expense.

22.5.44 - SEC to council - re inquiry of 16/5, no statistics were available re tramway passengers using Haddon or Macarthur St. stops, & an investigation was necessary to determine usage of stops, which showed approximately twice as many passengers boarding & leaving trams at Haddon St. as at Macarthur St.

Box 201

24.5.45 - SEC to Council - re letter of 2.5.45, advising that City Council passed resolution protesting against alleged huge profits made by SEC in its Ballarat operations. Includes reference to tramway operations. Since the 3 provincial systems acquired by Commission, an accumulated loss of £91,190 directly attributable to Ballarat operations. In recent years some improvement of traffic receipts had resulted in smaller losses, but with return to normal traffic conditions an annual loss of £20,000 expected.

Report of Auditor - General for year ended 30.6.1944

<u>Report of P. 57 - Tramways.</u>	<u>Ballarat - income</u>	<u>Ballarat - expenditure</u>	<u>Profit/Loss</u>
1942/43	51,179	49,075	+2,104
1943/44	50,944	53,707	-2,763