

BALLARAT, THURSDAY, OCTOBER 30, 1947.

### THE TRAMWAY SERVICE.

**T**HE suggestion put forward by the Tramway Union to have the tram depot at Ballarat moved to some other site more central and so bring about an added economical and better tram service, should meet with unanimous public approval.

While the services at the moment are not such that would be likely to create much adverse criticism, there is every reason to believe that the matters put forward by the secretary of the Ballarat branch of the union, Mr G. Hall, in favor of the move, have much to commend them as being logical and sound.

The main reason for the establishment of the depot in a city area is, according to Mr Hall, that there would be improved services and reduction in wasted mileage. If that be so, then the State Electricity Commission should be well advised to closely examine the suggestion with a view to adopting it.

Quite apart from those aspects, the travelling public is entitled to the best service that its State authority can provide. Already the fares are higher than in metropolitan areas, and the cars old and uncomfortable. Yet in many ways, Ballarat can point to its tramway system with a good deal of pride and "ownership" as an efficient and dependable service which is something of considerable value. Owing to the decentralisation of the depot, however, there is a marked retraction from this in the unsatisfactory "last tram" services. For instance, the last tram to Lydiard street north leaves Sturt street at 11.9 p.m., while the final trip to the Gardens, via Sturt street, leaves at 11.40.

Obviously, the position of the depot at one end of the city creates that wide discrepancy and penalises the residents in the northern end of the town. The number of private buses operating after midnight on Saturdays and the fleet of taxi-cabs that is kept busy about that time is at least some indication that there is a need for later trams. But with the depot where it is, the task of supplying an adequate service seems to have many problems.

#### Tram Traffic Record

It was reported yesterday that tram traffic for the children's display at the City Oval on Thursday, combined with the usual daily travel on all routes, constituted a record high for passengers carried by Ballarat tramways on a week day. The regular basic service was supplied by all cars normally held at the depot for routine inspection and servicing. The smooth flow of road traffic was in direct contrast with that experienced during the week-end when services were most disorganised. Twenty-six trams were in service on Thursday for 11.55 am to 5 pm. This represented the total number of trams in Ballarat, with the exception of one which remained in the depot.

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