

STATE ELECTRICITY COMMISSION OF VICTORIA.  
ELECTRICITY SUPPLY DEPARTMENT.  
BALLARAT TRAMWAYS.

**SPECIAL ANNOUNCEMENT**

Upon the opening of the Extension to the New Cemetery of the Lydiard Street North route on Saturday, 28th August, 1937, at approximately 11.15 a.m., the following fares and sections will apply to that route: —

City to New Cemetery . . Adults 3d. Children, 1½d  
City to Brougham Street. Adults 2d. Children, 1½d  
City to Railway Station . . Adults 1d. Children, 1d

The section between the Railway Station and the old tram terminus at Gregory Street will be eliminated.

**THROUGH ROUTING AND TRANSFER OF TRAMWAY CENTRE TO LYDIARD STREET.**

The change of service will commence on Sunday, 29th August, 1937, and will operate as follows:—

Trams run through from Victoria St. route to the Gardens, via Sturt Street West.  
Trams run through from Mt. Pleasant to the Gardens, via Drummond St. North.  
Trams run through from Lydiard St. North route to Sebastopol.  
Trams run through from Gardens, via Sturt St. West, to Mt. Pleasant.  
Trams run through from Gardens via Drummond Street North to Victoria Street.  
Trams run through from Sebastopol to Lydiard St. North route.

A complete change of timetable is effected, which provides earlier morning and later night services.

Time table booklets are available at the Tramway Offices and from Motormen or Conductors.

Scholars' Tram Tickets will in future be obtained at the City Tramway Office in lieu of Head Office, Wendouree Parade.

H. N. HORNABROOK,  
Manager.

**THROUGH ROUTING**

**TRAMWAY RUNNING**

**Impending Changes**

An announcement is made in our advertisement columns to-day of the impending changes in the tramways running, and the week-end will usher in a new era for Ballarat Tramways.

The opening by the Mayor (Cr J. Pryor) at 11 a.m. to-day of the extension of the Lydiard street north route from the old terminus at Gregory street to the New Cemetery brings to this district a transport facility which has been long contemplated. A special service has been arranged for to-day only to meet the extended route to Grenville street, which will give a ten-minute frequency of trams to 8 p.m. and a thirty-minute service afterwards.

**INAUGURATION TO-MORROW.**

To-morrow (Sunday) the new through routing service will be inaugurated, which, the Commission believes, will undoubtedly be of greater convenience to across-town travellers, and will be a notable contribution to the elimination of traffic congestion through Bridge street and at the Grenville street bottleneck. The old terminus at Grenville street has, with the growth of road traffic, developed into a veritable "No man's land," and has entailed tramway passengers in negotiation of wide open spaces in which traffic is moving in several directions.

The improvements as regards Bridge street will be obvious from the inception, in that trams will not be stationary in this thoroughfare, except for the purpose of picking up or setting down passengers. The adoption of the Lydiard street-Sturt street intersection as the new tramway centre places it in the geographical centre of the commercial, industrial and theatre areas of the city. The Electricity Commission has taken advantage of the characteristics disclosed by the through routing system by adopting a basic service of twenty minutes' frequency for all tramway routes, which will operate without any variation as to time schedules from the commencement to the conclusion of the service each and every day. During certain peak periods, when a more frequent service of trams on any route or section of route is considered justified, an intermediate service is introduced which will give in effect a ten-minute service.

In the past there has been present the difficulty that increases in services for any period on a route have totally changed the time-table. The elimination of the disability will be greatly appreciated by the travelling public, as, no matter what service is being operated to meet any special traffic characteristic, the basic service remains unchanged.

The commencement of the tramway service earlier in the morning will give on many routes facilities which have previously been non-existent, and a similar variation on Sundays will undoubtedly be taken advantage of, especially during the summer months.

**THEATRE TRAFFIC.**

One of the greatest difficulties encountered by the local tramway undertaking, especially since the advent of "talkies," has been the catering for theatre traffic.

cover for late theatres, the last trams being:—

To New Cemetery, 11.9 p.m.  
To Victoria street, 11.19 p.m.  
To Mount Pleasant, 11.8 p.m.

## TRAMWAY RUNNING

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#### THEATRE TRAFFIC.

One of the greatest difficulties encountered by the local tramway undertaking, especially since the advent of "talkies," has been the catering for theatre traffic. There has been no co-ordination, such as is noted in the City of Melbourne, where practically all shows conclude simultaneously at 11 p.m. Consequently, to cater for four theatres closing at various times, a complement of twenty-four trams would be necessary to provide a tram for each route at the conclusion of each theatre programme. However, the extension of the night tramway services to a later hour should ensure that the last trams will give a reasonable

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- To Mount Pleasant, 11.8 p.m.
- To Sebastopol, 11.15 p.m.
- To Depot, via Sturt street west, 11.40 p.m.
- To Depot, via Drummond street north, 11.30 p.m.

A margin of five minutes may be allowed on the above times to meet social occasions, but there will be no variation in the schedules prior to the last tram. Time-table booklets are now available to the public, either at the Commission's offices or from the tramway staff.