

MANAGER: BALLARAT BRANCH:

ENGINEER & MANAGER:

5th March, 1962.

BALLARAT TRAMWAYS - STATISTICS:

I refer to the 14 questions submitted in your letter (AVM/LS) of 6th February, 1962.

The appended Schedules and Statements are in confirmation of, and supplementary to, the information and particulars furnished, by telephone, last Wednesday, 28th February, by the Branch Tramways Superintendent to the Departmental Tramways Superintendent.

In regard to the "Numbers of Employees" - part of question No.6 - I would mention that the Overhead Trolley System and associated Signalling Lights are maintained by the Branch's Distribution section, with a three-man party, and a Tower Waggon, which is occupied half-time on "non-Tramway" duties.

In elaboration of question No.12 - "Average Fare per Passenger (System)" - the traffic figures for fiscal year 1960/61 are detailed in the tabulation below:-

Type of Passenger.	Fare	Revenue £	Passengers	Average Fare d.	
Pensioners	2d.	1,926	231,057		
	3d.	334	26,691		
	Sub-Total:	2,260	257,748	2.1044	
Daily Checks	7d.	1,584	54,315		
	6d.	8,024	320,972		
	5d.	24,840	1,192,304		
	4d.	11,406	684,360		
	3d.	1,871	149,694		
	2d.	5,277	633,234		
	2d.City	1,544	185,312		
Sub-Total:		54,546	3,220,191	4.0652	
Scholars	Junior	8/6d.per month	1,128	233,464	1.1598
	Senior	11/- "	358	57,288	1.4997
	Sub-Total:		1,486	290,752	1.2267
Chartered Trams	-	210	19,657	2.564	
PASSENGERS - TOTALS		58,502	3,788,348	3.7062	
Papers, Parcels & Sundries	-	131	-	-	
TRAFFIC - TOTALS		58,633	3,788,348	3.7145	

In connection with questions Nos.5 and 13, extraction of traffic figures for "Average Summer Season" is well advanced, and these should be despatched towards the end of next week.

Enclos.

*Tuesdays 6.2.62*

*After discussion with 8/10 I phoned Comptroller Section (Miss Wynn) and asked her to see the second list and where changed from "this" to "next".*

*1-0200*

*HWL*



:BALLARAT TRAMWAYS UNDERTAKING:

1. DETAILS OF FARES AND CHARGES

First section 4d., additional sections 1d.  
 A 2d. and 3d. adult concession fare operates in the City Area.  
 Children's fares (under fourteen years of age), 2d. for one or two sections; 3d. for three or four sections, (under four years free).  
 Pensioners' fares (on presentation of authority), at children's rates.  
 Parcels charge (maximum 28 lbs.) 4d.  
 Prams folded, free of charge; unfolded, full adult fare (minimum 4d.).  
 Scholars monthly concession tickets (four trips per school day) under 15 years, 8/6d.; over 15 years and under 18 years 11/6d.

2. LENGTH OF EACH ROUTE

	<u>Miles</u>
Cr. Lydiard and Sturt Sts. to Gardens via Drummond Street N.	3.0
" " " " " " " via Sturt Street West	2.7
" " " " " " Macarthur St. via Ripon Street	1.6
" " " " " " Sebastopol	3.8
" " " " " " Grey Street	2.5
" " " " " " Bell Street	1.8
" " " " " " Norman St. via Lydiard St. Nth.	1.7
" " " " " " Gregory St. " " " "	1.2
" " " " " " Stawell St. via Victoria St.	1.5
" " " " " " Cobden St. via Barkly St. Mt. Pleasant	1.6
" " " " " " Depot via Drummond St. North	2.4
" " " " " " Depot via Sturt Street West	3.3

3. SERVICES, THROUGH-ROUTED AND THROUGH-ROUTE MILEAGES

From Gardens via Drummond Street North to Stawell Street via Victoria Street and return via Sturt Street West to Gardens.  
 A 20 minute basic service operates on weekdays and Saturdays until 8.00 p.m. then 30 minute service until last car.  
 A 30 minute service operates on Sundays from first until last car.  
 Two intermediate cars run from Lydiard and Sturt Streets to Haddon Street and return in the Noon peak hour on Week days only.  
 Round trip 8.7 miles (via Drummond Street North, 4.5 miles; via Sturt Street West, 4.2 miles)

From Gardens via Sturt Street West to Cobden Street, Mt. Pleasant and return via Drummond Street North to Gardens.  
 A 20 minute basic service operates on week days and Saturdays until 8.00 p.m. then 30 minute service until last car.  
 A 30 minute service operates on Sundays from first until last car.  
 Two intermediate cars run from Lydiard and Sturt Streets to Hamilton Avenue in the A.M., Noon and P.M. peak hours on week days only.  
 Round trip 8.9 miles (via Sturt Street West, 4.3 miles; via Drummond Street North, 4.6 miles).

From Queen Street, Sebastopol to Norman Street via Lydiard Street North (return same route).  
 A 20 minute basic service operates on weekdays and Saturdays until 8.00 p.m. then 30 minute service until last car.  
 A 30 minute service operates on Sundays from first until last car.  
 Three extras run short trips doubling basic cars from Sebastopol in the A.M. peak.  
 Two intermediate cars run to Grey Street in the Noon peak and five intermediate short trips to Bell or Grey Streets in the P.M. peak hours on week days.

(Cont'd.)



Two intermediate cars run to Gregory Street via Lydiard Street in the P.M. peak and one only in the A.M. peak on week days. Two intermediate cars run to Grey Street in the Noon peak on Saturdays.  
Round trip 11.00 miles (5.5 miles each way).

From Lydiard and Sturt Streets via Ripon Street to Macarthur Street (View Point).  
Four Noon peak and three P.M. peak trips on weekdays only -  
3.2 miles. (Round Trip)

4. FARE SECTIONS ON EACH ROUTE AND LENGTH OF EACH SECTION.

<u>Via Drummond Street North to Gardens</u>	<u>Fare</u>	<u>Miles</u>
Lydiard and Sturt Streets to Drummond and Sturt Sts.	4d.	.55
Drummond and Sturt Sts. to Haddon Street	4d.	1.15
Haddon Street to Gardens Terminus	4d.	1.30
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<u>Via Sturt Street West to Gardens</u>		
Lydiard and Sturt Streets to Drummond & Sturt Sts.	4d.	.55
Drummond and Sturt Streets to Alfred Street	4d.	1.00
Alfred Street to Gardens Terminus	4d.	1.15
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<u>Victoria Street</u>		
From Lydiard and Sturt Streets to Queen Street	4d.	1.09
Queen Street to Stawell Street Terminus	4d.	.41
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<u>Mount Pleasant</u>		
From Lydiard and Sturt Streets to Grant Street	4d.	1.00
Grant Street to Cobden Street Terminus	4d.	.60
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<u>Sebastopol</u>		
From Lydiard and Sturt Sts. to Drummond & Sturt Sts.	4d.	.55
Drummond and Sturt Streets to Rubicon Street	4d.	1.51
Rubicon Street to Sebastopol Town Hall	4d.	1.03
Sebastopol Town Hall to Queen Street Terminus	4d.	.71
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<u>Lydiard Street North</u>		
From Sturt and Lydiard Streets to Brougham Streets	4d.	.88
Brougham Street to Norman Street Terminus	4d.	.82
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<u>View Point</u>		
From Lydiard and Sturt Sts. to Drummond & Sturt Sts.	4d.	.55
Drummond and Sturt Streets to Macarthur Street	4d.	1.05
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<u>Concession Sections</u>		
From Sturt and Dawson Streets to Main Street	3d.	.60
From Lydiard and Sturt Streets to Main Street	2d.	.40

Pensioners' - Children's Rates.

Children's Rates - one or two sections 2d.  
three or four sections 3d.

Prams- folded, free of charge  
Unfolded - full adult fare - minimum 4d.

Parcels - Maximum weight 28 lbs., 4d.

5. AVERAGE PASSENGERS PER TRIP (EACH ROUTE).

(Attached)

(Cont'd.)



6. STATISTICS - NUMBER OF EMPLOYEES, ROLLING STOCK, TRAMS IN SERVICE.

<u>Number of Employees</u> - Traffic Wages	62	as at 12.2.1962
Depot Wages	17	
Track Wages	10	
Traffic Staff	8	(includes 3 Clerks)
Depot Staff	1	(Foreman)
Track Staff	1	(Foreman).

Rolling Stock - 26 ( 10 Bogies  
 ( 15 Single Truck  
 ( 1 Cleaner Car

Trams in ServiceWeek Days

A.M. Peak - Largest number in Traffic thirteen reducing to ten after 9.00 am  
 Noon Peak - Largest number in Traffic thirteen reducing to ten after 2.00 pm  
 P.M. Peak - Largest number in Traffic fourteen reducing to ten from 6.00 pm  
 until 8.00 p.m. then further reducing to seven until 11.00 p.m.  
 then increasing to nine for Theatre exits.

Saturdays

A.M. Peak - Largest number in Traffic eleven, reducing to ten after 9.00 am.  
 Noon Peak - Largest number in Traffic twelve, reducing to ten after 2.00 pm.  
 and until 8.00 p.m. then further reducing to seven until 11.00 pm.  
 P.M. Peak then increasing to nine for Theatre exists.

Sundays

Service commences - Seven trams in traffic from 1.00 p.m. to 11.00 p.m.  
 at 1.00 p.m. - 30 minute service.

7. TRAMS USED ON EACH ROUTE AND HEADWAYSDrummond Street North - Gardens - Mt. Pleasant Route

Weekdays - Three trams - for basic 20 minute service - until 8.00 p.m.  
 Two trams - for 30 minute service - 8.00 p.m. till last car  
 One trip extra on Noon peak to Haddon Street only.  
 Two extra trips on Sturt Street West side for school and  
 college loading.  
 One extra trip on Mt. Pleasant end only for return school  
 loading.

Saturdays- Three trams for 20 minute basic service until 8.00 p.m.  
 Two trams for 30 minute basic service from 8.00 p.m. until  
 last car.

Sundays - Two trams for 30 minute basic service.

Sturt Street West - Gardens - Victoria Street Route.

Weekdays - Three trams - for basic 20 minute service - until 8.00 p.m.  
 Two trams - for 30 minute service - from 8.00 p.m. till last car.  
 One extra trip on Noon peak to Hamilton Avenue only.  
 Two extra trips Sturt Street West side for school and college  
 loading (see Drummond North above).  
 One extra trip Victoria Street end only for morning and  
 return school loading.

Saturdays- Three trams for basic 20 minute service - until 8.00 p.m.  
 Two trams for basic 30 minute service from 8.00 p.m. until  
 last car.  
 One extra tram Noon peak run in via Sturt Street West to Depot.

Sundays - Two trams for 30 minute basic service.

Macarthur Street (View Point) to Main Street.

Weekdays- One tram runs four Noon peak and three P.M. peak trips.

Saturdays- One tram runs in after Theatre exit via View Point.

Sundays - Not in operation.

(Cont'd.)



Sebastopol - City - Lydiard Street North.

Weekdays - Four trams for 20 minute basic service - until 8.00p.m.  
 Three trams for 30 minute service - 8.00p.m. until last car.  
 Three extra trams run short trips on Sebastopol end for school loading A.M. Peak.  
 One extra trip run on Lydiard Street and only A.M. Peak.  
 Two extra trips run lunch time peak to Grey Street only.  
 Five trips run P.M. peak for school and peak loading.

By referring to question No.6 (part) (trams in service), you will note that the largest numbers of trams in service are as follows:

Weekdays	-	Fourteen
Saturdays	-	Twelve
Sundays	-	Seven

Extra Trips run do not necessarily mean extra trams run because the extra trams operate on more than one route during the peak hours referred to in question 7 above.

8. AREA AND POPULATION SERVED (SYSTEM).

Area = 8 Sq.Miles approx.

Population = 45,000

9. EXPENDITURE - 1960/61.

£155,172

10. REVENUE - 1960/1961.

£60,203 (Includes £1,570 Advertising)

11. LOSS - 1960/1961.

£94,969

12. AVERAGE FARE PER PASSENGER 1960/1961. (INCLUDING PENSIONERS, SCHOLARS & CHARTERED TRAMS).

3.7062d.

## 13. ATTACHED.

14. Extra Trams for special events during the year do not exceed six in any instance and do not exceed a total of thirteen in traffic on Sundays - the only day on which such "special events" occur in Ballarat and Sebastopol.