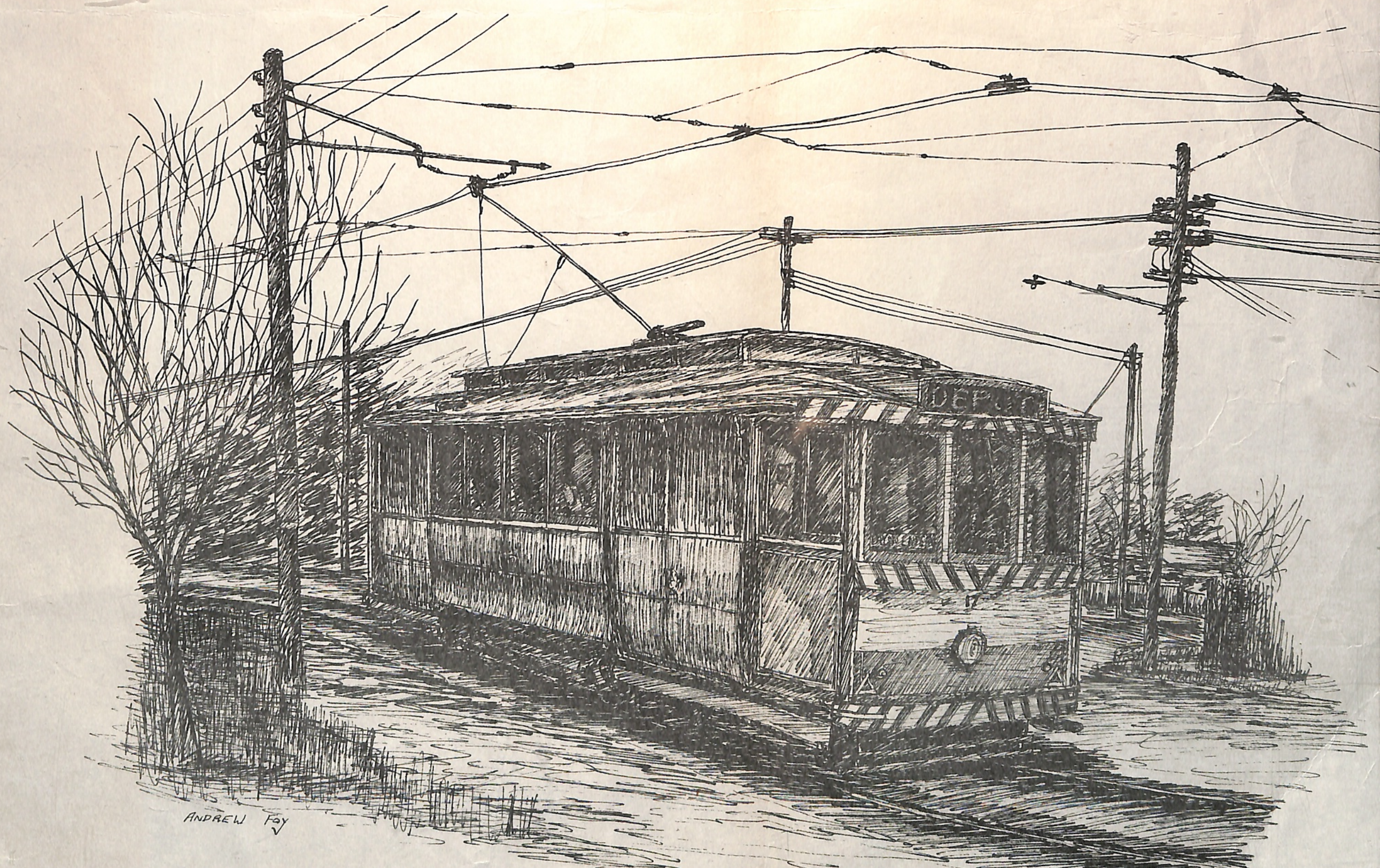




BALLARAT TRAMS, SIMILAR TO THIS ONE, WILL SOON BE OPERATING AGAIN.

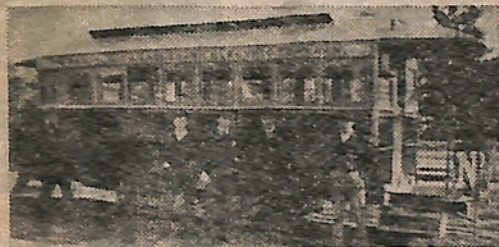
THE BALLARAT TRAMWAY PRESERVATION SOCIETY WILL SOON COMMENCE A TOURIST SERVICE OVER NEARLY A MILE OF TRACK IN WENDOUREE PARADE OPPOSITE THE BOTANIC GARDENS. PLEASE HELP PRESERVE PART OF AUSTRALIA'S HISTORY FOR THE BENEFIT AND EDUCATION OF FUTURE GENERATIONS BY SENDING YOUR \$2 MEMBERSHIP FEE TO P.O. BOX 632, BALLARAT. 3350.

BALLARAT TRAMWAYS EMPLOYEES 1971



FRONT ROW L. TO R. - N. Lorensini, E. Lake, R. Williams, A. Jeffreys, A. Turnbull, H. Smerdon,
 D. Kellett (Insp.), T. Dunstan (Insp.), L. Denmead (DTS), A. Maxwell (STI), L. Wellard (Insp.),
 H. van Oorschot, N. Hunt, J. Billman.
 SECOND ROW L. TO R. - J. Maher, H. Knight, S. Lakey, B. Peart, W. Trusler (WS), G. Gray,
 D. Thompson, I. Tierney, R. Morris, B. Mannion, D. McGregor, N. Hamilton, N. Robe,
 W. Tuddenham, H. Reynolds, W. Segrave, D. Chambers, W. Ward, M. Blackman, W. Kell, R. Courtney,
 L. Bird, R. Hall.
 THIRD ROW L. TO R. - D. Powell, S. Davies, M. Cahill, W. Newell, J. Mason, B. Morris, I. Trenfield,
 R. Knight, A. Mercer, D. O'Leary, D. Domaschensz, T. Nancarrow, D. Everett, E. Fish.
 FOURTH ROW L. TO R. - W. Davies, A. Domaschensz, H. van Rooy, B. Melville, V. Gill, L. Walker,
 I. Wallis, T. Williams, E. van Rooy.

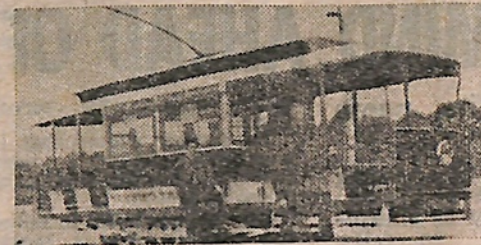
MAGAZINE



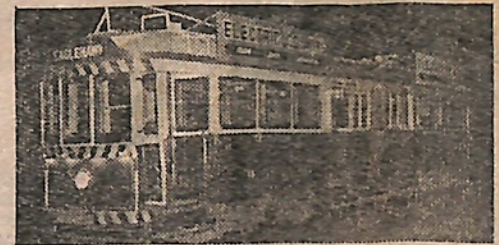
1888 . . . A Bending battery tram.



1892 . . . a steam tram



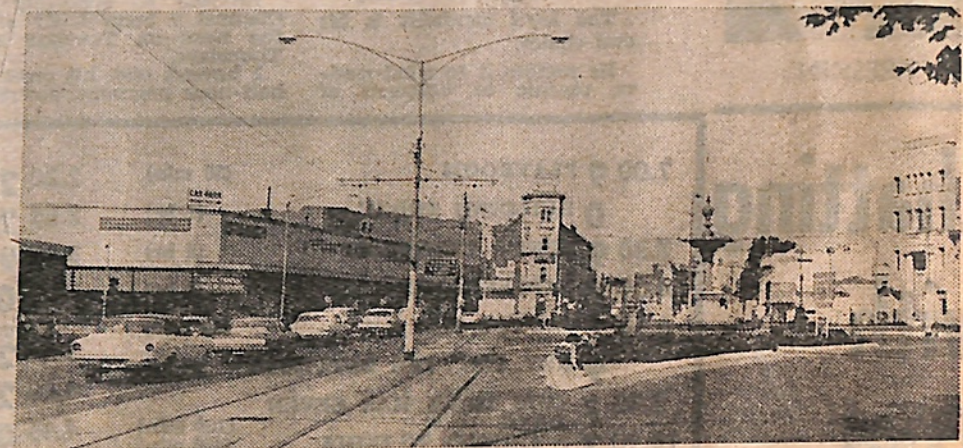
1903 . . . one of the first electric trams.



1972 . . . the end of the line.



CHARING CROSS, Bendigo, in the 1880s . . . the trams had yet to come.



THE CENTRE of Bendigo today . . . the trams are clanking into history.

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The Courier

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MONDAY, JUNE 22, 1970

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SIXTEEN PAGES



A Ballarat man was injured when a tram careered across the road and collided with an oncoming car in Drummond street north on Saturday morning.

Alwyn McKay, of Albert street, Sebastopol, the driver of the car, was taken to the Ballarat Base Hospital suffering from multiple fractures.

The two vehicles collided at the intersection of Drummond and Duncan streets at 11.05 am.

No-one in the tram, which was driven by Victor Gill, of Creswick road, was injured.

The car was extensively damaged.

The tram was travelling north in Drummond street when it left the track just after the loop near Duncan street.

Tram careers into car: Man injured

It careered across the road and blocked the east side of Drummond street and the entrance of Duncan street to traffic.

Police spent an hour directing traffic before the tram was towed back onto the tracks and proceeded under its own power back to the depot.

Meanwhile another tram which should have arrived in the city at 11.39, was stranded with its passengers a little further north until the track was cleared.

McKay was trapped behind the steering wheel of his car for 15 minutes before police could free him.

He was reported to be in a satisfactory condition late on Saturday afternoon and was admitted to one of the wards for treatment.

This is the second time in a month that a tram and a motor vehicle in Ballarat have been involved in accidents.

No-one was injured in the other collision.

MA

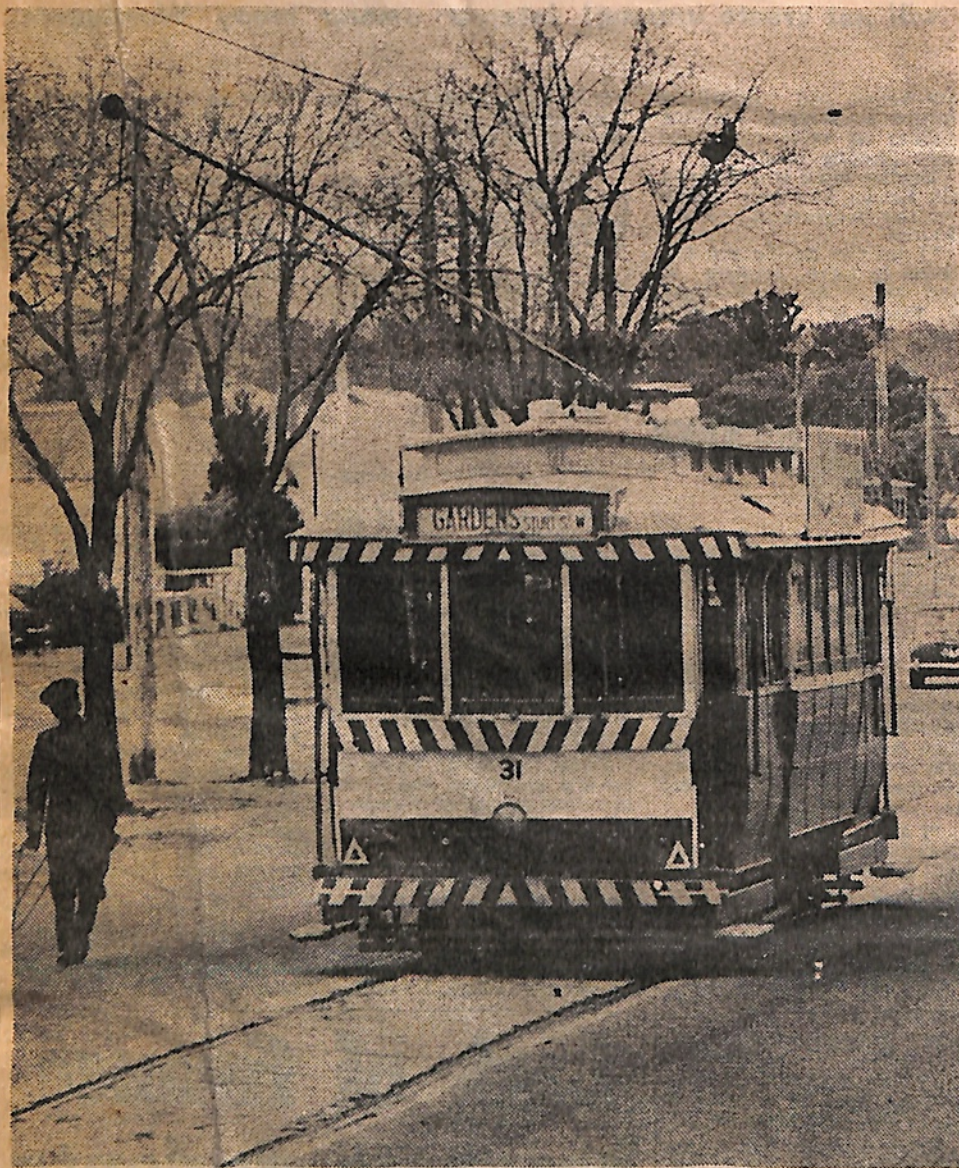


FIRST BALLARAT TRAM ROUTE CLOSES TODAY

Sixty years ago last Wednesday, the first electric tram ran on the Victoria street tram route. Today the tram service has ceased. Trams are to be replaced by motor buses and, although the changeover will take a few weeks, Victoria street is the first tram route to close.

HISTORIC DAY IN CITY'S LIFE

MANY WILL MISS THE TRAM



This is a sight which will not be seen again. A tram stands at the Victoria street terminus as the driver changes the pole over for the return journey to the city. From today, buses replace trams on the Victoria street route.

This morning Victoria street will appear empty with the closure of the tram route from Main road to Stawell street.

I have not been a regular tram traveller for many years, but once I used them daily, and, somehow, I think I will miss the Victoria street trams.

Six days a week for three years a group of young school-boys boarded the Sturt street west tram from Victoria street every morning at 10 past eight.

Many stories could be told about happenings on the 8.10 from Victoria street.

We occupied the back of the tram, and the first person on usually had the privilege of sitting in the rear driver's compartment.

A small metal notice read "Passengers must not travel in this compartment."

The "good connies" never worried about us, but we knew the few who enforced the rule and we kept out of the compartment when they were on duty.

If someone's foot "accidentally" touched the sand button and wasted valuable sand, there would be a roar from the front driver's cabin. But six innocent red-faced youths would deny the possibility of a deliberate action in standing on the button — typical school-boy procedure.

When the bogie trams were introduced we commandeered the rear compartment, and there was more room to finish

a school assignment or check how to do a difficult mathematical problem that was set for "homework."

As the tram proceeded through Bridge and Sturt streets more passengers and rival college students joined us.

The Ballarat High School boys occupied the front of the tram and had the opportunity to converse with the motor-man while the tram was in motion, despite another one of those metal discs which warned against such an act.

There was always a delay at Drummond street waiting for the Sebastopol tram to arrive and passengers for Sturt street west to change trams.

Pleasant street was an important landmark. School caps were always donned so that we arrived at college in full uniform.

The return trip home at night necessitated changing trams at Lydiard street.

The 10-minute wait allowed time to buy our monthly concession tickets. The tickets allowed us to travel to and from school every day for four shillings a month.

The trams were usually full of passengers at night and we always behaved, as good college boys should.

Saturday mornings were different — we were the only passengers on the tram.

The "good connies" allowed us to open and close the back doors at Grenville and Pleasant streets, and even change the point at Drummond street to set the track for Sturt street west.

On Sundays we often bought a concession ticket for a shilling and travelled over every Ballarat tram route.

It was a good afternoon's entertainment.

After leaving school, the trams served as a means of transport to entertainment and other social outings.

In later years, they served when the car was in dock or when rain began falling after walking to work.

Today the trams are going from Victoria street, and I feel a pang of sadness at their loss as I made many friends among Ballarat's trammies. — Staff Reporter.

DEPARTING TRAMS HAD CELEBRITY FAREWELL

The first of the city's departing tram services went out last night to the accompaniment of crowds, cameras and "Auld Lang Syne."

The final day of the Victoria Street and Gardens via Drummond street north services brought the best patronage for years.

Trams were crowded for most of the afternoon, while large groups of enthusiasts stood by to photograph the familiar trams which have become the city's chief celebrities.

Interest mounted during the evening, and the last tram to leave the city for Victoria street was already crowded when it reached Lydiard street.

Most of the passengers were tramway enthusiasts, including members of the Ballarat Tramway Preservation Society, from Ballarat and Melbourne who handed out publicity circulars during the journey.

Tramway employees and their families were also among the travellers.

Police were rostered for special "tram protection" duty and police cars cruised alongside the trams on the final journeys, but no incidents were reported.

Tramway officials said crowds had been orderly throughout the day.

8. Physical Training

Junior Boys

9. Rhythmic Dance

Junior Girls

Both Groups Directed by Mrs. E. C. Dempster

10. School Orchestra

Conductor, Allan R. Winslow

1. Play: "A Christmas Carol"

Charles Dickens

Cast, in order of appearance:

Ebenezer Scrooge
Bob Cratchit, his clerk
Mrs. Cratchit
Martha
Peter
Belinda
Sue
Tiny Tim
Messenger Boy
The Christmas Spirit

Mark Day
Brian Lienert
Jan Mapleback
Helen Pfeiffer
David Gibbs
Carol Kinsman
Rosemary Whelan
Laurie Frost
Robert Cook
Marlene Geller

Vote of Thanks to Guest Speaker

Mr. W. T. Reeves

B.A., B.Ed., District Inspector of Schools

"The Best School of All"
Christmas Carol, "Silent Night"

Senior Choir

(Franz Gruber)

National Anthem

Musical Director
Accompanist

Flora MacPherson
Laird Briggs

The State Electricity Commission has allocated Tram number 18 to be set up at Sebastopol when the trams are replaced by buses in October.

The single-bogey tram, which was used during the Sebastopol Borough Council's centenary celebrations in 1964, will be set up in St George's Reserve.

Cr Ron Lee told the council this week that he had held a conference with SEC officials who agreed that the tram be allocated to Sebastopol.

The SEC said that, when the trams were withdrawn from service, it would restore the tram and take it to the reserve.

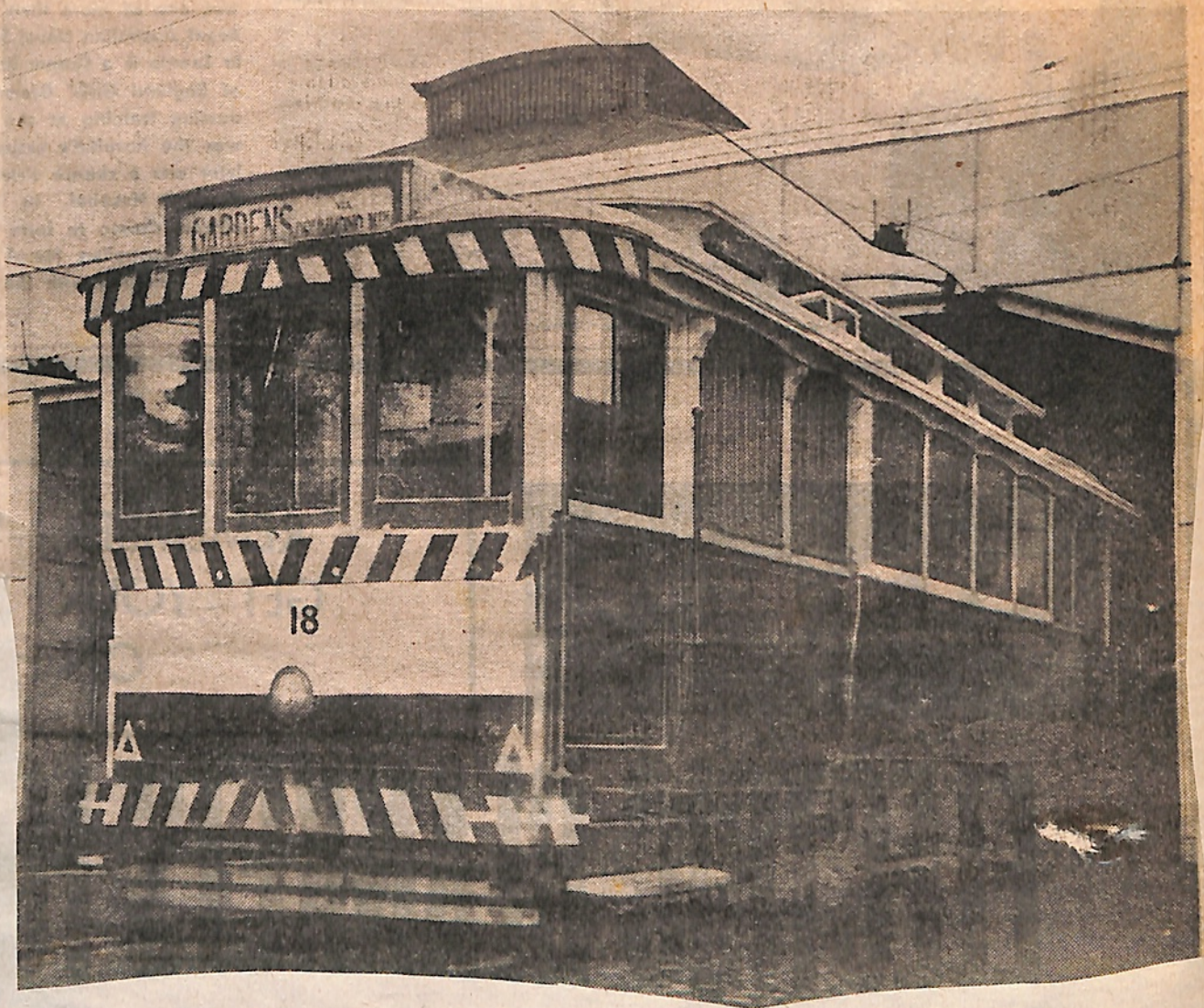
"The SEC is prepared to set the tram up on the site we choose, and suggested that we use some of the tram tracks, set on railway sleepers, as a base," Cr Lee said.

The council decided to obtain measurements of the tram, and build a large, relatively vandalproof enclosure at the reserve.

● Tram number 18, the single-bogey tram used during the Sebastopol Borough Council's centenary celebrations, leaves the tramways sheds yesterday.

"Unless the tram is put in a strong, vandalproof enclosure, it will be wrecked within a week," the Mayor, Cr N. F. Donald, said.

CENTENARY TRAM FOR SEBASTOPOL



Never too young to help

Charity is the in thing with the younger generation. Grades 1 and 2 of Eureka Street Primary School and the Country Infant Room held a popular toys quest yesterday and raised \$45 for the school's social service fund.



The Courier

106th YEAR OF PUBLICATION

Registered for posting as a newspaper
— Category "A"

BALLARAT

WEDNESDAY, JULY 19, 1972.

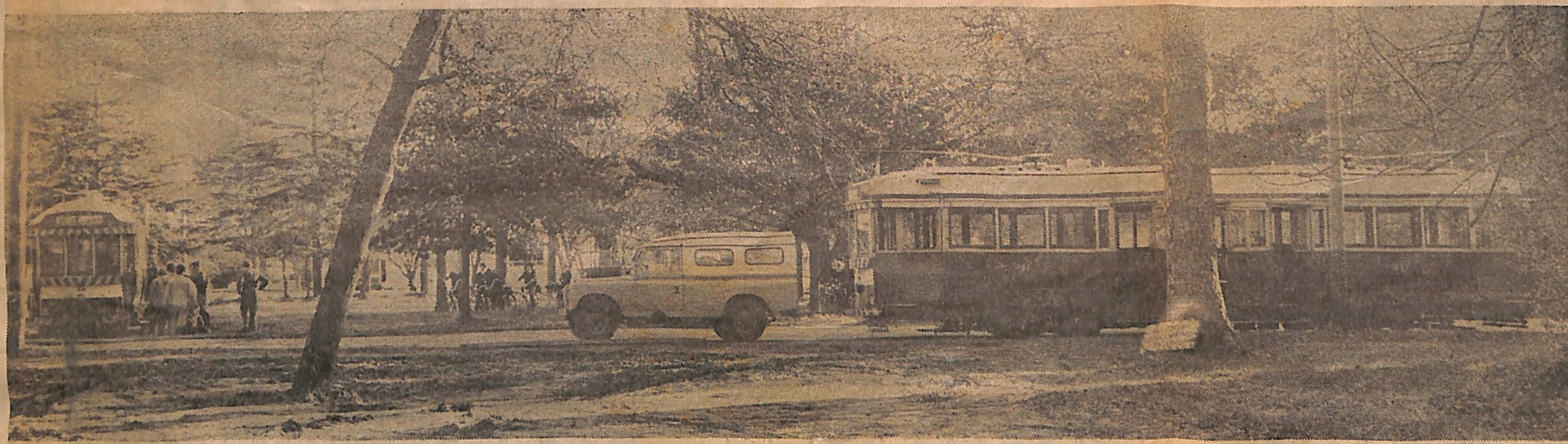
PRICE 6 CENTS

COLD, WINDY. TOP TEMP. 53

FORTY PAGES

Trams roll again

Members of the Ballarat Tramway Preservation Society spent all day yesterday moving the last of their trams to the society's new depot near the Botanic Gardens. The trams were both the large double bogeys which took members four and a half hours to move from the roadway to their temporary track. The trams were towed from the old depot.



A LONG WAY FROM HOME



The Mayors of Ballarat, Hawthorn and Richmond turned out to see tram No. 36 off from Batman avenue on its first return run on the route for many years. Still sporting the Ballarat destination, it became a TV star on Wednesday, but unlike many former first ladies of the screen, Car 36 behaved magnificently throughout her run out to Hawthorn. In fact, she became a little more sprightly after her health had been drunk in champagne at the Hawthorn Depot. From left: Hawthorn Town Clerk Mr B. Johnson, Cr J. A. Chisholm, Mayor of Ballarat, Cr Keith Miller, Mayor of Hawthorn, and Cr Fred Johnson, Mayor of Richmond.

retirement as

Members believe the first at the Zion Congregational Church in Sebastopol.

Tram 42, which has been bought by the church, was delivered yesterday morning by SEC workmen.

In an operation that took less than two hours, the tram was lowered into position parallel to the street facing Walker street.

The church intends to equip the tram within the next six weeks for use at Sunday school kindergartens.

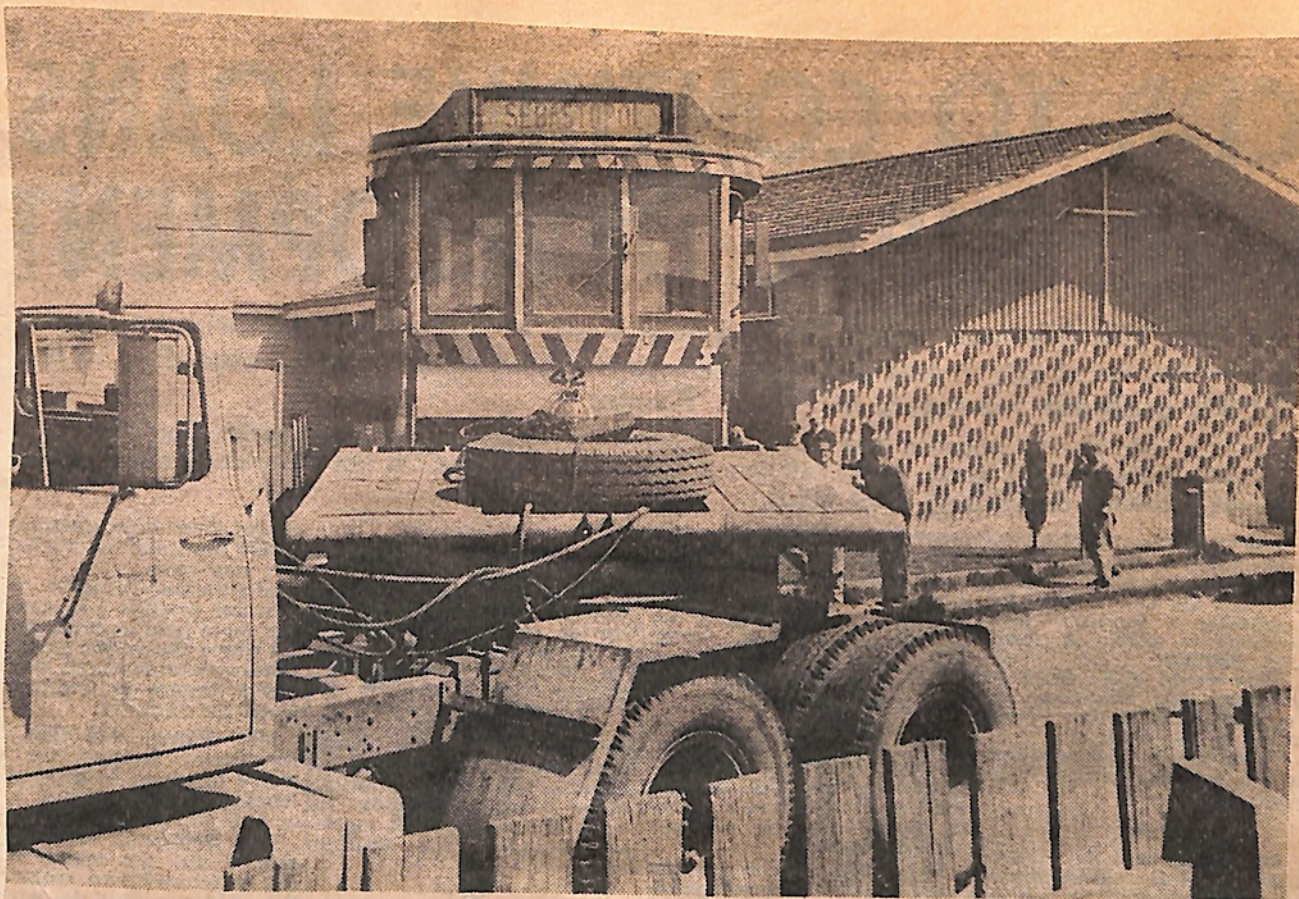
The minister of the Ballarat area Congregational Churches, Rev Syd Johnson, said yesterday that the tram had been obtained for Sunday school rooms because the church did not have the money for needed extensions, and only because of the advice of the church union with the Presbyterian and Methodist churches.

"We thought it unwise to make any structural alterations to existing buildings until it is determined whether the properties in the city would be used by a church," he said.

"In the case of other buildings being chosen, this tram could easily be moved to a new site."

"When we heard the tram was to be discarded in Ballarat, we applied to the SEC and were delighted when we were notified one had been allocated to us."

"To enable us to purchase and alter this tram



TRAM 42 RETIRES — AS A CHURCH KINDERGARTEN

It would be a safe bet that the manufacturers of Ballarat's tram number 42 would not have imagined it spending its retirement as a Sunday school kindergarten.

The low loader which carried the tram to the church manoeuvres into the church yard shortly after 1 p.m. yesterday. When the truck was in position the tram was jacked up and, after the truck pulled out, the tram was lowered to the ground. The delivery created much interest in the neighborhood and many people watched the proceedings.

Members believe they have a first at the Zion Congregational Church in Sebastopol.

Tram 42, which has been bought by the church, was delivered yesterday morning by SEC workmen.

In an operation that took less than two hours, the tram was lowered into a position parallel to the church facing Walker street.

The church intends to equip the tram within the next six weeks for use as at Sunday school kindergarten.

The minister of the two Ballarat area Congregational Churches, Rev Syd Munn, said yesterday that the tram had been obtained for use as Sunday school rooms partly because the church did not have the money for much needed extensions, and partly because of the advent of church union with the Presbyterian and Methodist churches.

"We thought it unwise to make any structural additions to existing buildings until it is determined which properties in the district would be used by a united church," he said.

"In the case of other sites being chosen, this tram could easily be moved to a new site."

"When we heard that the trams were to be discontinued in Ballarat, we applied to the SEC and were delighted when we were notified that one had been allocated to us."

"To enable us to purchase and alter this tram to

meet health regulations, it will be necessary for us to sell any removable parts to souvenir hunters or to tram preservation societies.

"We are calling tenders for the parts and have already had inquiries from groups and interested individuals from all over Australia."

Mr Munn said that the tram would be equipped for Sunday school purposes within the next six weeks, after which it would be dedicated for Christian education.

Mr C. Merrett, who was appointed by the church to supervise the installation of the tram, said that as far as church members could work out, Zion was the first church to make use of a tram as a Sunday school kindergarten in Victoria.

The general manager of the SEC, Mr I. Pellas and the SEC works superintendent, Mr W. Trusler attended the church to see the tram being delivered.

Mr Munn said the bogies, motor, and trolley arms had gone to the Western Australian Electric Transport Association.

Trams stopped running in WA more than 10 years ago and all the preservation societies were able to get were the bodies, so they were keen to get other parts of equipment from Ballarat.

Mr Munn said the foundations had been prepared for the tram for several weeks as it was not certain what date the tram was to be delivered.

Sparkler

... at 25,000 feet

The Sun
DAILY AT DAWN
NEWS-PICTORIAL
PHONE 63-0211 (Classified 63-0351) 10c

18,864

Melbourne, Monday, October 25, 1976

64 pages

WEATHER. — Bureau forecast:
Mild to warm. Wind tending
easterly. • Details, Page 59.

627,246
Average daily sale

**Eclipse
special:
Middle
Pages**



A SPLIT-SECOND record of a once-in-a-lifetime event . . .

This spectacular picture, taken by Sun photographer Bill Tindale, captures one of the most magnificent phases of Saturday's solar eclipse.

It was taken from a light plane 25,000 ft. up over the Pacific 160 km east of Merimbula, NSW.

Tindale flew along the path of the eclipse searching for perfect cloudless viewing conditions.

The picture shows an explosion of sunlight just a few seconds before the moon blocked out the sun.

Tindale, who has been taking pictures for The Sun for 26 years, described it as a "brilliant sparkle of

light" that lasted for about eight seconds.

"It was an eerie experience when the sun was completely blocked out."

• Eclipse five may have eye damage, Page 2; Jeff's view — Page 8.

What Apollo can tell us

From WALTER SULLIVAN, of the New York Times.

HOUSTON, Sun. — The landing of men on the moon may generate more scientific discoveries than any expedition in history.

The experiments assigned to Neil Armstrong and Edwin Aldrin are comparatively simple. Yet they are designed to enlighten some of the most fundamental problems of science.

These include:

- Is Einstein's theory of gravity wrong — is gravity slowly weakening?
- Is the moon a wayward planet captured by the earth, or is it a true daughter of our earth?
- Have early steps towards the evolution of life occurred on the moon and can lunar material explain how those steps occurred on earth?
- Are the continents of the earth in motion — drifting on the earth's surface?
- Can subtle wobbles of the earth's spin be used to predict major earthquakes?
- Can the composition of the "solar wind" tell us the origin of the solar system?

Besides the rock samples, the astronauts will bring back a roll of aluminium foil which will be stretched out during their stay facing the sun.

The nuclei of helium, neon, argon, krypton and xenon atoms blowing out from the sun will embed themselves in the foil for later analysis.

Dr Johannes Geiss of Berne University in Switzerland believes that the composition of this "wind" will throw light on the way in which the sun and planets were formed.

They will leave behind four earthquake detectors which will broadcast information about disturbances on the moon.

The detectors are powered by electricity generated by sunlight and warmed during the freezing lunar night by radioactive plutonium.

The astronauts will also leave behind a laser reflector. This will be used to follow subtle changes in earth-moon distances. It is these changes that may indicate whether gravity is weakening or the continents drifting.

One advantage of the reflector is that it is passive. It contains no electronics or other devices whose failure could jeopardise the experiment.

Pulses of light, generated by a powerful laser shining through the 107-inch telescope of the University of Texas, will be aimed at the reflector from earth over a period of 10 years or more.

The travel time of the pulses to the moon and back again can with modern methods be measured with sufficient accuracy to determine the distance to within six inches.

Changes in the earth-moon distance may show whether — as Einstein said — gravity is constant, or whether as the universe

expands, gravity weakens. This would loosen the earth's hold on the moon and increase the distance between the two.

The French observatory in the Pyrenees is planning to use the laser reflector and scientists in the Soviet Union, Japan, Australia and Holland may do so as well. These observations would make it possible to look for changes in relative positions of the observing stations caused by continental drift.

Such motion should be observable after 10 years of observation. Some believe Hawaii is drifting towards Japan at the rate of five inches a year, which should be observable after a year and a half.

The ability of astronauts to choose a suitable site to place each instrument and pick out the rocks of greatest interest is one of the prime justifications for a manned landing. An automated collector, such as some believe the Russians may land, could only bring back the counterpart of the astronauts contingency sample.

TO THE WORLD

Edwin Aldrin interrupted his work inside the moonship on the surface of the moon today to give a message to "the people of the world."

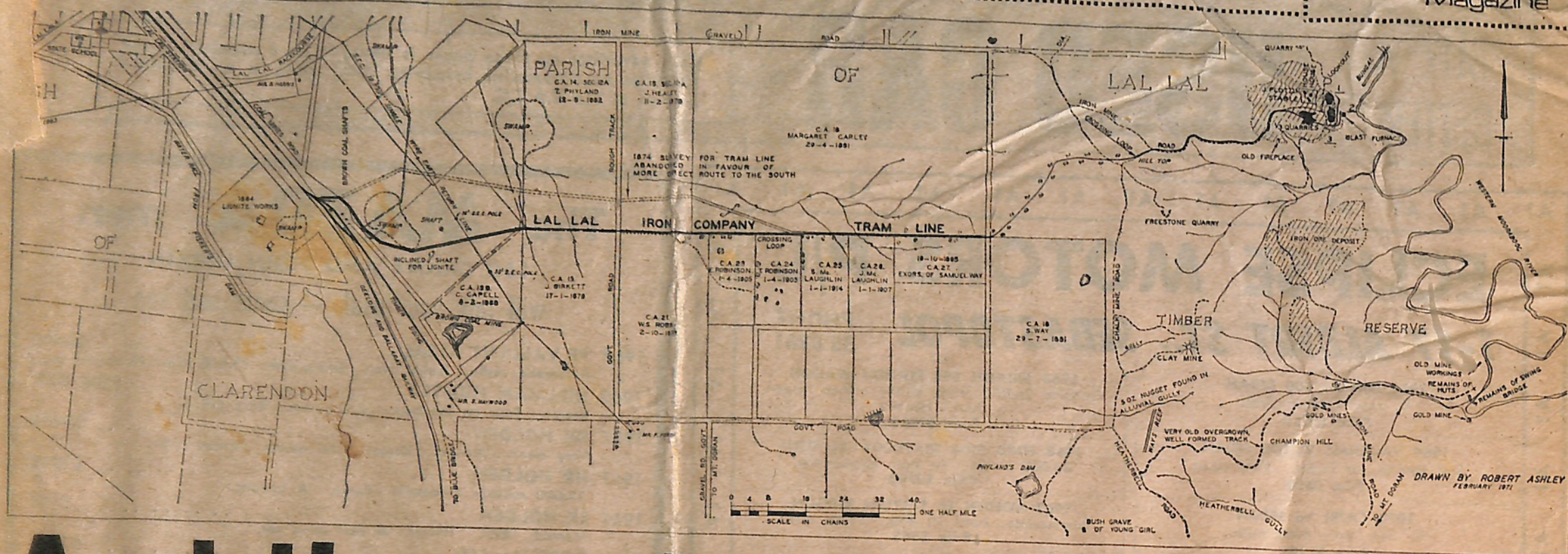
Aldrin, a 39-year-old Air Force Colonel, radioed to the ground control at the manned spacecraft centre here:

"I'd just like to ask that everyone around the world who might be listening to pause and consider the events of the past few hours.

"I'd like to ask everyone to contemplate these events, each in his own way."

Saturday
Magazine

\$3245



And then a tramway was built

Because the Lal Lal Iron Works were situated in the bush about 16 miles from Ballarat and about 3½ miles by road, east of Lal Lal — which was a small township at that time — the Lal Lal Iron Company ran a general store for its employees and contractors on the works area.

In 1884 there were up to 160 men, mainly iron workers, ore miners, and charcoal burners, working in the lease. In addition to the store the company built blacksmiths' and carpenters' shops in the general works area, and also built a number of houses and huts on its lease for the workers.

One of these houses, the caretaker's cottage, was built of bricks manufactured at the Lal Lal brickworks, which were situated west of the Melbourne-Ballarat railway line and about half a mile north-west of the Lal Lal Hotel.

Another reason was the enormous cost of transporting the raw material to, and the finished products from, the works.

The only way of transporting supplies to the smelting works was by bullock wagon along roughly formed roads put down by the Lal Lal company.

the foot of the range, then along a rough track, just wide enough for the wagons, which had been cut through the bush by the company.

In the dry weather these hardy beasts managed quite well, but whenever it rained the rough track into the works became impassable.

The result of this situation was that continuing supplies of coke and limestone was lost, so the works had to shut down.

Weather

In 1883 the smelter was only worked for four months of the year due to these circumstances.

On June 2, 1881, the first of what was to be many such deputations from the directors approached the Minister for Railways, Mr Patterson, requesting freight

concessions on limestone supplies which were quarried at Leigh road (Batesford), and on the pig iron sent to Ballarat and Melbourne.

In return for these concessions the company offered to purchase from the Railways sufficient old rails to build a tramway to the works. The proposed route had been surveyed to link the works site with the railway; it skirted the lignite swamp on the north side, whereas the line as built in 1883-84 was south of the swamp.

The report of the directors for the half-year ending July 1881 states that to the time of preparing the report, the Minister had not replied to their submissions and that they would have to restate their case at a later date. In November 1881 the company again wrote to the Railways Department asking for the concessions and also for a siding to be built near Lal Lal station.

No concessions were given, but the Railways Department did agree to build a siding.

No record could be found of any deputation to the Railways in 1882, but there was a change of government in Victoria in March 1883, and this probably prompted the directors of the new company to once again press the claim for freight concessions etc.

The next deputation met the new Minister for Railways, Mr Duncan Gillies, M.L.A., on August 22, 1883. This time they had enlisted the help of the local parliamentarians, the Hon. Peter Lalor, M.L.A., and the Hon. Henry Cuthbert, M.L.C. Other local M.L.A.s present included Major W. C. Smith and Messrs John Rees, John James, James Russell, Alex Young, David Davies, and William Uren.

Mr Little apparently had prepared a strong case for the company and opened up

1700 tons

Mr Little also stated that about 17,000 tons (this figure appears to be a mistake in both the Ballarat Courier and Ballarat Star — a more correct figure would be 1700 tons) of pig iron had been smelted from locally mined ore, most of it having been cast into stamping shoes, etc., for the mining trade, which had found that the quality of the hard limonite was superior to the imported varieties.

Furthermore over £19,000 had been spent in prospecting, winning the ore, and erecting the necessary plant to smelt it and cast the finished product.

Other facts and figures put forward by Mr Little were that during the previous 12 months 600 tons of pig iron, 300 tons of castings, 400 tons of limestone, 600 tons of coke and 30 tons of other materials for the company had been shipped with the Railways, but when the plant was put into full production it was estimated (most liberally) that 200-250 tons of materials would be shipped weekly by rail to and from the works; in view of this the directors felt the government should give the company some railway freight concessions.

Railway

It was also explained that due to the impassability of the bush tracks in the winter production was often held up for several months, so the directors had also come to ask the government for the use of, gratis, or purchase on easy terms, about 3½ miles of old rails weighing about 280 tons, to enable a tramway to be built to connect the smelting works with the government rails. Permission was also sought to enter crown land to make

• The authors of this article request any person or organisation, having records or photographs of the Lal Lal area and of the Iron Company in particular, to allow the authors use of such material so that as much as possible can be preserved and accurately recorded of this important area of activity.

All answers to this appeal will be greatly appreciated.

Contact: Mr R. W. P. ASHLEY, P. O. Box 170, Phone 32 4891. Ballarat 3350. or The Courier, Sturt Street, Ballarat.

pany. The exact price he would name after he had received the written request from the company stating precisely what they were prepared to do."

The company duly applied in writing to the Minister offering £4-0-0 to £4-10-0 per ton for the rails.

The next deputation, on Wednesday, October 3, 1883, did not succeed in getting freight concessions, but the Minister offered them old 50 lb rails at £4-10- per ton with three years to pay. This offer was readily accepted by the deputation, and on October 23, 1883 tenders were advertised in The Ballarat Courier, the contract was let by November 5, and construction began almost immediately.

As the need for earthworks was minimal (the road bed was only about 5 ft. wide and 18 in high), the contractor was able to have the line completed up to the company's boundary in just two weeks. However, in those days, even though paid annual leave was non-existent, everyone knocked off work for the Christmas season and by early January work had ceased on the tramway due to a

into the crown leasehold of the lignite company and ran roughly parallel to the road for about eight chains, keeping to the highest contours; it then continued in a south-easterly direction still in the crown leasehold of the lignite company and after a series of sharp curves and straights, the line then ran straight for about 25 chains up to the boundary of the lignite company's lease.

Avoid swamps

Due to the very nature of the area, the line was surveyed to avoid the large swamp in this paddock; even then there would have been need for at least one culvert.

Upon reaching the boundary, the line turned in an easterly direction to run almost due east for about 100 chains to the southern boundary of the iron company's leasehold.

From here the line turned north-east into the leased area and started to climb the hill at first on a slight incline, then gradually rising to a grade of about 1 in 30 to the passing loop on the top of the hill; after passing through this loop, the line ran flat for a short distance, then down the hill on a grade of about 1 in 30 to the south of the main ore quarry, and on to the end at the charcoal shed on the second level.

On the map, in the south-western corner of lot 18, there is a small triangular area, the hypotenuse of which was excised from the allotment. Originally it was intended to divert the line here and take it through the middle of lots 14 and 15 to the government line.

Permission to run through these properties was sought

When the company's lease was cancelled by the Lands Department for non-payment of rent, all the landholders along the route applied to have the easement, in which the line ran from lots 23 to 27 included in their properties. This situation evidently set the Lands Department a problem, which seems to have never been legally settled as no titles appear to have ever been adjusted, or new titles ever issued for half-chain (approx.) width of tramway land shown on the parish plan.

• Cont. Next Week

Company's lease cancelled for not paying rent

a temporary breasting of the tramway with the siding granted by the previous government.

The directors explained further that with the increased capital, the company intended to enter extensively into the casting of 4 in. to 6 in. water pipes — an seeking government as well as the freight concessions.

Several of the Members of Parliament present also spoke on behalf of the company and advocated liberal treatment by the government.

The Minister's reply to this submission, as reported in the Ballarat Star (August 23, 1883), was . . . "While sympathising with the objects of the company, he could not indefinitely lend the rails but he would consider and name a price at which he would be prepared to sell secondhand rails in various quarters, and would be able to supply the com-

shortage of labor.

Work recommenced after about a week and the line was completed sometime during the week ending Saturday, January 19, 1884. The actual gauge is unknown, but local opinion puts it at between 2 ft. and 3 ft.

At about 87 miles on the

The iron company's siding was very short, and due to the first few chains of it being in a shallow cutting the tramway most probably was laid so that empty skips to be filled with limestone and coke would have been below the floor level of the VR wagons and skips loaded with pig iron would have taken advantage of the slope of the land and been slightly above the floor level of the VR wagons.

The tram line was only on railway property for the length of the siding and after leaving there it crossed the road, turned south-east

This important contribution to the history of Ballarat industry, has been reproduced by permission from The Light Railways Research Society of Australia's journal: "Light Railways" No. 34. High on a series of terraces overlooking the Moorabool river stands the crumbling remains of the Lal Lal blast furnace, classified 'A' by the National Trust (to be preserved at all costs). This was the location of served the works, and a well surveyed narrow-gauge Railways' line about 3½ miles away.

Horses used for the trams worked in two teams

When the Lal Lal Iron Company's lease was cancelled by the Lands Department for non-payment of rent, all the land holders along the tramway route to Lal Lal applied to have the easement, in which the line ran from lots 23 to 27 included in their properties.

This situation evidently set the Lands Department a problem, which seems to have never been legally settled as no titles appear to have ever been adjusted, or new titles ever issued for half-chain (approx.) width of tramway land shown on the parish plan.

When the allotments on the south side were purchased about 1904-10, the survey did not include the tramway ground although today the fencing of allotments 23 and 24 does include it.

It is also included within the fencing of lot 18. A walk along the route today will show that the fence line varies from one side of the old easement to the other and back again.

The route of the line can still be followed today for most of the way. It can be picked up from lot 21 and be driven along up to the fence of lot 24, the fence of lot 23 having long been gone.

By following the fences right along one can clearly see the formation, particularly in the area formerly leased by the company, which starts on the eastern boundary of lot 18 and the northern boundary of lot 16.

Once inside this area the formation can be followed, by looking very carefully in parts, right through to the works.

TWO METHODS

There were two main methods of locomotion on the tramway—hauling by horses was one, and gravity was the other. Horses were used for the first two sections of the down journey to the works, and for only one section of the up journey to the rail siding.

As mentioned earlier, the siding on the government line was set in a cutting, and left the main line at a high point just north of the present 83 mile post. When trains on the iron company's tramway were ready to depart, the chocks under the wheels would be removed, the brakes released and the horses would start to walk down the hill, around the curve to the south—a slight application of the brakes might be made here, as the curve was fairly sharp; then away they would move down the hill gathering momentum all the time, around the swamp, across the flat, then up one side of a small hill, down the other side and up another hill in lots 21 and 23, along the top and into the loop in lot 24; here if the line was clear, the team would start off for the climb up the hill to the other loop on the top. At this point, if the line was still clear, the trucks, with brakemen, were released to roll free down the hill to the works.

For "up" trains from the works, horses hauled the load up the hill to the passing loop on the highest point; here they were taken off and if the line was clear the train would be allowed to roll down the hill through the loop in lot 24, down and up the next two hills where it would probably lose a bit of momentum, then down the hill to the curves and straight around the swamp (the brakeman would have slowed the train here) and on to stop at the company's siding on the railway.

SIX HORSES

Mr Frank Diamond, a life-long Lal Lal resident, informed us that he was told that the horses used for the trams were worked in two teams, each probably of four or six draught horses. In each team, two or three horses were probably attached each side of a central pole by collars, hames and chains. One reporter who visited the site with a party of ironworkers in 1884, was told by the company's guide "that they would reach speeds of a mile a minute while their train was running down the hill"; at this remark he also reported "that quite a few people looked as if their livers were out of order." After a walk in October 1970 along the formation and

• This important contribution to the history of Ballarat industry, has been reproduced by permission, from The Light Railways Research Society of Australia's journal: "Light Railways" No. 34.

High on a series of terraces overlooking the Moorabool river stands the crumbling remains of the Lal Lal blast furnace, classified 'A' by the National Trust (to be preserved at all costs). This was the location of Victoria's only pig iron industry.

A series of tramways served the works, and a well surveyed narrow-gauge tramway connected the blast furnace with the Victorian Railways' line about 3½ miles away.

seeing the length of the hill they traversed in the iron company's lease, the authors can understand both statements.

This recent walk along the line also revealed that when it was surveyed, it was a job carefully done, so that there was only one large curve on the hill in the iron company's lease.

This would have required some braking of the downhill journey trains on the line to the railway siding. The curves on the works side of the hill were tighter, but not as long. Despite the fact that the above method of working was quite common on timber tramways, there was a minor form of safeworking on the iron company's line to prevent accidents, this was the train staff system, a train was held in the siding at the highest point on the line until the "staff" arrived on the train from the opposite direction, the "staffs" would be exchanged and the trains would then proceed to their destinations.

After reading that account of the method of working the line, one would think that there would have been a surplus of horses at the loop on the top of the hill; this did not happen, as each team of horses, after being unyoked went away for another load by, most likely, walking along the bush tracks.

ONE TON LOADS

The loads that the horses pulled were in wagons that were described in The Ballarat Courier on April 21, 1884, as "small, and set on low wheels." It is thought that they could each carry about one ton. The brakes were described as "very powerful." One or two men travelled on each tram trip to manage these brakes.

The actual location of the siding on the highest point was difficult to locate exactly, but it was most probably somewhere on a flat spot, which starts at a point roughly one mile north-west of the furnace. This measurement was taken from a car speedometer as the tramway formation disappears after leaving the flat area; however, the most suitable way down the hill would have been along what is now the road into the works area. The road originally cut into the works site by the company entered from the north of the present road.

At the same time that the Lal Lal Iron Company was pursuing its claims with the Railways Department (1883), there were many other groups in the State (generally called railway leagues) pressing the government for tramways to be constructed



in their respective districts, for many varied purposes. Some were for hauling firewood and timber from the forests, others for both timber and passenger tramways to link up with the government line at large country towns.

One example of the latter was a proposal for a light tramway from Ballarat to Buninyong, this was being considered by both the Shire and Borough Councils of Buninyong and eventually was laid as a broad gauge branch line which closed some 60 years later in 1947.

When a tram line was authorised and the Railways Department supplied the necessary rails and fastenings, etc., on terms, it was normal practice for the department to hold a mortgage over the line as security for the loan, whether this happened in the case of the Lal Lal Iron Company is not known for certain.

We thought it was strange that no record was found of any correspondence passing between the Railways Department and the company between the years 1884-1887, asking for money to be paid off the debt owing on the rails, even though the company was known to be in financial difficulties.

To strengthen this possibility that the loan was not due until late 1886, a search was made of the register of letters received by the Secretary for Railways between the years 1887-1892; this revealed that the first letter was received from the company in November, 1887, "asking the Commissioners to let the matter regarding the amount due for rails stand over for a while..." This letter was the first of 16 letters which were recorded as received from the company over the years 1887-1892 on the subject of a balance of £1376-14-11 owed for rails, which the Department was pressing the company to pay.

TIME TO PAY

There were letters requesting either straight out or in various forms, time to pay; letters asking the Commissioners to receive deputations; others stated plainly that the directors did not know when the company would be in a position to pay. One letter received on May 18, 1891 from the Lal Lal Iron Company in Liquidation, requested freight concessions on pig iron sent to Geelong for use as ships' ballast.

On December 15, 1891, the company requested the department to take back certain rails; time evidently moved very slowly in those days as it was not until April of 1892 that the department moved on this, and request-

ed the official receiver of the company, Mr William Phillips, to arrange with the owner of the land involved, for the department to enter his property and remove the rails.

A letter was received on May 19, 1892, from a Mr. Geo. Ewbank... "requesting that rails connecting Lal Lal Iron Works with the Ballarat line be allowed to remain pending... attempt to revive Company."

This request was most likely ignored by the department, as the engineer for existing lines recommended to

the commissioners on July 12 1892, "... that amount £1376-14-11 due for rails be pressed for and falling settlement within a fortnight, the balance of rails belonging to the department be removed."

Today, "three years to pay" means that regular payments must be made over that period, so that the debt is fully paid by the end of the term — could it be presumed that the term "three years to pay" as granted by the Railways in late 1883, meant that the debt was payable in full at the end of three years? Let us exam-

75 years ago

Mr James Foleman, of Ballarat, was awarded a gold medal and a certificate for a pipe organ shown by him at the recent industrial exhibition.

As a mark of respect to the late Mrs J. R. Ellsworth, Mayoress of Ballarat East, the interior of St. Stephen's Church, at which the Mayoress was a regular worshipper, was draped with crepe.

Playing against Marylebone, the Australian Eleven were dismissed for 18 on a wet wicket. Delf was top scorer with eight, Troumore six and Graham four. All the others failed to score.

Mr W. Goddard has been elected president of the East ANA.

To the consternation of citizens, the Mayor, Cr J. G. McDonald, has decided not to observe the mayoral custom of giving a ball.

Messrs A. J. Peacock, chief secretary, R. W. Best, Minister of Lands, and R. T. Vale, MLA, were present at the tenth anniversary banquet of the East ANA.

At the VRC races, Rorke's Dribt, owned by Mr Alec Taylor, of Burrumbeet, won the steeplechase rather easily.

Mr W. Treloar, shareholder and mining expert, is a candidate for a vacancy on the Ballarat Stock Exchange.

The cyanide process is now permissible without payment of royalty.

The Governor of Victoria, Lord Brassey, has become a member of the Loyal Hope-toun Lodge of Oddfellows.

The city street planter, Mr Saunders, is devoting attention to the plots near the Galloway Monument.

A charge of professionalism is being investigated by the Melbourne Football Association.

Coghill Brothers' Minstrels are appearing nightly at the Academy of Music before big houses.

50 years ago

Mr J. P. Crichton, instructor in electrical wiring at the School of Mines, has resigned to take a position at the electrical power station at Nhili.

A change in the staff at Harry Davies and Co. has taken place with the resignations of Messrs Harris, Powell and Sandford, who are establishing a drapery business of their own.

At a recital given by Miss Howarth's pupils items were given by Misses Bonnie Rusden, Marjory Llewellyn and Lonergan, Mr J. H. Davey and Mr W. F. Sampson.

Prior to the first meeting of the amalgamated council, Mayor Hill entertained his colleagues at dinner at Craig's.

Ex-mayor Pittard has been appointed as one of the trustees of the local Repatriation Fund.

Having reached the age of 60, Mr William R. Armstrong, who was for many years connected with the postal service at Ballarat, has retired. He was presented with a Gladstone bag by his colleagues.

Mr J. Hudson, who has been curator of the Eastern Oval for many years, has been approached with an offer to act in a similar capacity at North Melbourne cricket ground.

Cr Levy has been granted leave of absence from the City Council in order to take a holiday in Queensland.

Among those who have telegraphed congratulations to Mayor Hill on his election as first Mayor of Greater Ballarat, is Mr S. Steward, an old Ballarat resident now in Western Australia.

Miss Cooper, of the Pleasant Street State School staff, has been promoted to the charge of Mt. Eccles School. She was presented with a handbag by her colleagues.



Lal Lal Ironworks in the 1880s. The tramway can be seen on the first level — note the relatively heavy rails on the narrow-gauge track. To the left of the picture the tramway continued onto ironstone quarry No. 2. This is the only picture we have been able to find showing the tramway.

LEFT: One of the ironstone quarries at Lal Lal in 1882, showing the type of skip and portable track used in the internal tramway system. The main tramway, to the VR main line, was probably of a narrower gauge than that of the temporary internal tramways. This quarry is probably the northern one.

line the deal in detail and see if this could be true.

The company bought sufficient rails and fastenings for a tramway of 3½ miles in length at a price of £4-10-0 a ton. The rails supplied would have been either 50 lb. a yard, iron A section 23 ft. 10 in. long, 4 in. high, 1-7-8ths in. head with a 4-in. flat bottom; or steel B section, 22 ft. 6 in. long, 3-5-16th in. high, 2-1-4 in. head and 3½ in. flat bottom base.

We have not been able to ascertain which type of rail was supplied but for the purpose of this exercise, which is purely speculative, we have assumed that a tramway 3½ miles long using the B-section steel rail would require 275 tons of rail (1650 rails), 11 tons of fishplates and bolts, plus six tons of dogspikes, making a total overall of 292 tons of rails and fastenings.

292 tons multiplied by £4-10-0 (4½)	£1314 0 0
Add interest at 5.5 per cent. per annum for three years	216 16 2
.....	£1530 16 2
Subtract 10 per cent. of total as a token deposit	153 1 8
Theoretical balance owing	£1377 14 6
Theoretical balance (as above)	£1377 14 6
Subtract actual amount owed by company	1376 14 11
.....	£0 19 7

25 years ago

At the council meeting of the Old Colonists' Association last night, Dr E. A. H. Guymer expressed satisfaction at the good health of the old people. Mr H. B. Irwin reported the cottages and grounds in a well-kept condition. The winter fire wood is now being distributed. One addition was made to the list of those receiving relief. Mr T. P. Wilson occupied the chair.

Mr G. W. Ross, of Kogarah, NSW, has written to the secretary of the Ballarat and District Kennel Club, Mr P. J. Cutts, expressing his disappointment at being unable to judge at the club's coming championship show, owing to having accepted a similar appointment in Queensland on that date.

The programme at the meeting of the Ballarat branch of the National Theatre Movement on Wednesday will be a talk on drama by Mrs R. H. Ramsay and a farce, a dialogue and a burlesque which have been arranged by the members and several new players will make their first appearances.

Mr F. A. McLoughlin, formerly of the Ballarat Postal Staff and now employed in the Department of Works and Housing, has completed his examinations entitling him to make application for admission as an associate for the Association of Accountants of Australia.

Back in circulation after several years with the RAAF, is John Powell, who needs no introduction despite his comparatively long absence from Ballarat. "Johnny" has represented Ballarat in two sports. As a member of the Wendouree Lacrosse Club he was in the Ballarat team who visited Adelaide, and he was also a Country Week tennis player before the war. A Ballarat Lawn Tennis Club committeeman for many years, he was at one stage joint secretary with Gavin Shaw.

Contd. next week

• The authors of this article request any person or organisation, having records or photographs of the Lal Lal area and of the Iron Company in particular, to allow the authors use of such material so that as much as possible can be preserved and accurately recorded of this important area of activity.

All answers to this appeal will be greatly appreciated. Contact: Mr R. W. P. ASHLEY, P.O. Box 170, Phone 32 4891. Ballarat 3350 or The Courier, Sturt Street, Ballarat.

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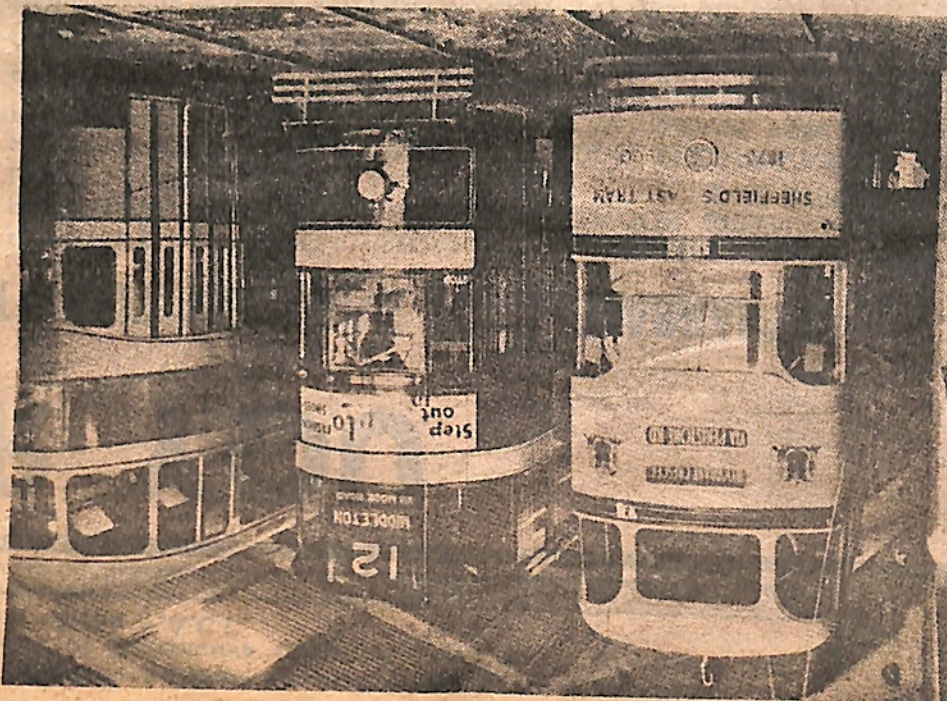
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1968 FAIRLANE 500 SEDAN	\$2990
White duco. 11 months registration. 19,000 miles. Radio, heater, wheel trims. Automatic.	
1963 MORRIS ELITE	\$690
Beautifully kept. July reg. 1971. 26,000 miles.	
1960 FB HOLDEN UTILITY	\$180
Not bad value. (As traded)	
1956 VAUXHALL VELOX	\$130
Must be worth inspecting.	
1968 CORTINA PANEL VAN	\$790
One owner. Private ute.	
1966 VC VALIANT AUTOMATIC SEDAN	\$1595
Very clean unit. White duco.	
1967 HR HOLDEN SPECIAL SEDAN	\$1599
One owner. New tyres. Plenty reg.	
1965 CHEVROLET	\$2490
41,000 miles. Best chev. we have.	
1964 PONTIAC	\$1995
White duco. Red trim. nice car.	
1968 MAZDA STATION WAGON	\$1990
One owner. 17,000 miles best Mazda wagon in Ballarat for sale	

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SAVING THE TRAMS FOR THE FUTURE



Saturday Magazine

Three of the 40 trams in
the depot at the Cribb
Tramway Museum. On the
left is Sheffield's last tram,
built in 1950.

Tram damaged in truck collision

Tram No. 36 limped back to the depot yesterday afternoon after being extensively damaged in a collision with a truck in Sturt street.

The collision ripped the front from the driving compartment of the double-bogey tram, and broke the windscreen glass, but no one was injured.

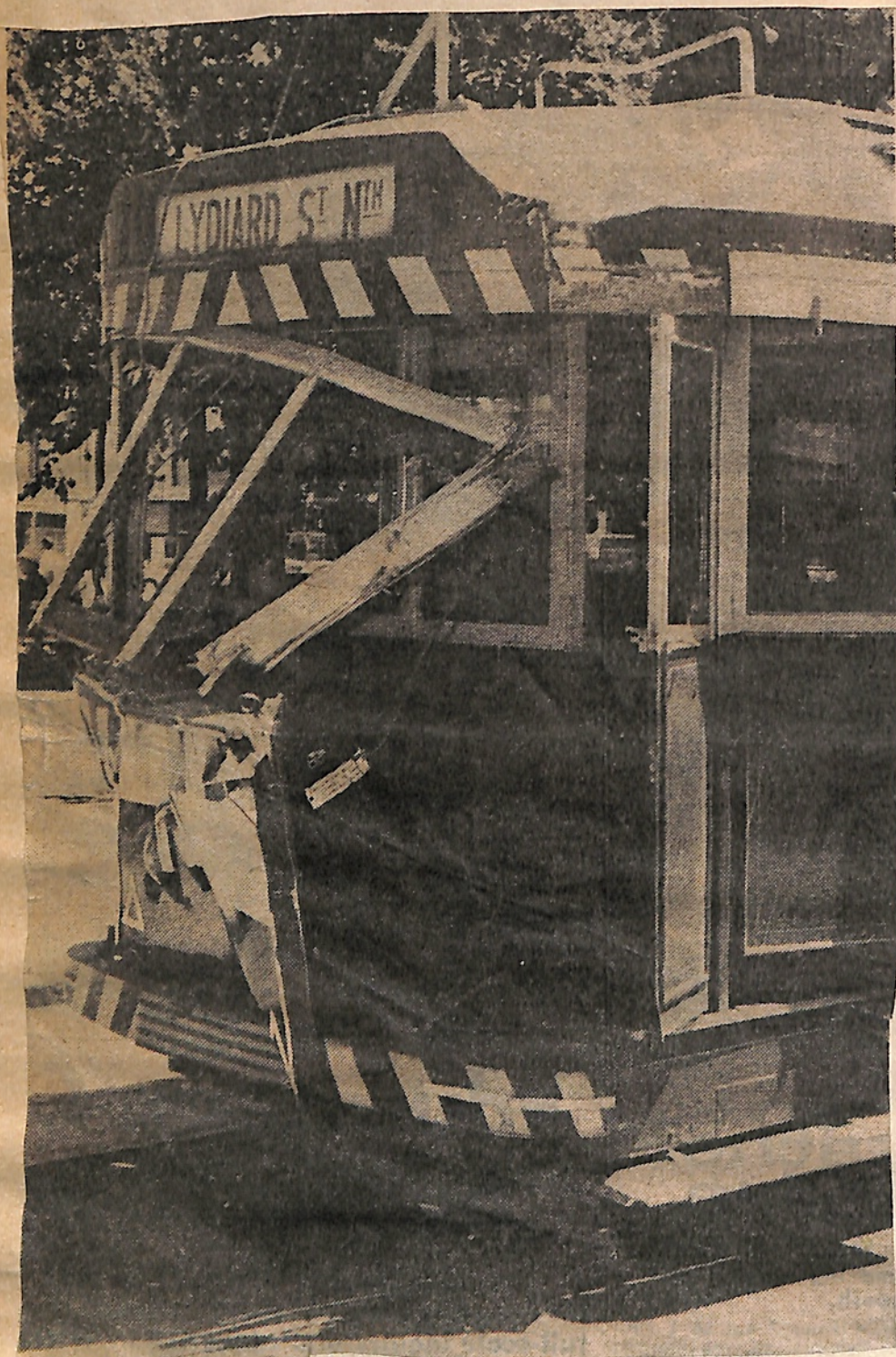
The accident occurred about 1.30 p.m. as both vehicles were travelling east in Sturt street, in heavy traffic.

Just east of Doveton st. the truck, driven by Ronald Frederick Parkinson, of Pleasant street, moved to the right to avoid another vehicle, and the tram collided with the truck tray.

The driver of the tram was Henricus von Oorshot, of Princes street.

While the damage was being sorted out, four more trams banked up behind the damaged tram.

Services on most lines were temporarily thrown off their schedules.



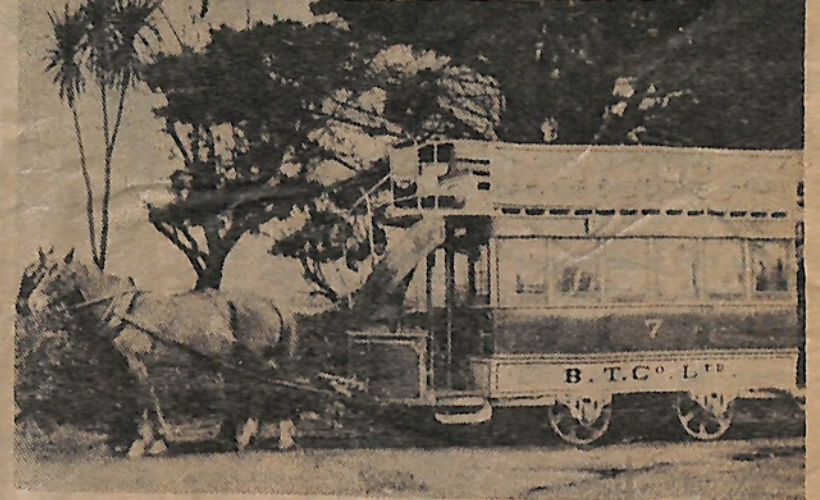
This was the damage caused to a Ballarat tram in a collision with a truck in Sturt street yesterday. The driver escaped uninjured from his wrecked cabin.

Ballarat

According to a contemporary newspaper report, there were 18 horse cars in Ballarat in August in 1902. Other accounts put the total at 26, or even 30, but these figures are based on the assumption that 12 early electric cars were converted from horse trams, which now seems doubtful. The highest individual car number noted is 18 and, in any case, the depots were not large enough to hold 30 cars.

Whatever the total number, all but three cars were of a standard 4-wheel, open-top, double-deck design, 22 ft. in length, weighing 3½ tons and seating 40. They were first built in 1887 and had a six-window saloon.

At left: One of our early trams.



In view of the haste, in some quarters, to be rid of them it may not be out of place to take a peep over the shoulder of Father Time and note what electric trams did to promote this city in 1906.

The Ballarat Tramway Corporation, which operated the horse-drawn double-decker trams in the early days, provided an appreciated but limited service to the community.

Trams ran to Sebastopol from the Town Hall terminus in Armstrong street, and to the gardens from Grenville street via Ripon street and also along Lydiard street north thence along Macarthur street.

In addition, there was a connecting line between the hospital corner in Sturt street and Darling street.

DAY-TIME OPERATION

This line was serviced by a "one horse" small car operating in the day-time only and, as I recollect, was driven by one of the Bambrick boys from the Earl of Zetland Hotel.

The other routes, as we know them today, were in the hands of the cabmen, with no specific timetables — take off when you had enough fare on board to justify the trip. The cabs competed with the railways for Buninyong traffic thus serving Main road, Canadian, and so on.

Wendouree parade, where I lived, was anything but an inviting residential area.

The Lake, an eerie place by night, flanked as it was by a high unkempt hedge on one hand, and more paddocks and empty blocks than houses on the other, and the flickering gas lamps at long intervals did little to lessen the gloom.

The long expanse of high tar-painted showground fence was thrown in for good measure, not to mention the pine forest which extended from Macarthur to Haddon streets.

As the last tram left the city at 10.15 pm, the walk home after a show was something to be avoided at all costs.

NEW TRAFFIC; NO HEDGE

It was not long before the lake hedge was proved a menace to the new style traffic.

The tram service was now operating on a 10-minute schedule — red disc via Ripon street and green disc via Convents, which required frequent loops — several of them now non-existent.

Accidents occurred as visibility was restricted round curves, and the abolition of the hedge, to everyone's relief, was undertaken.

Suddenly, the image of Wendouree parade as a desirable place to live blossomed, and the removal of the tannery from Sturt street west with improved transport opened up

Saturday Magazine

the way for a rush of new homes in Sturt street west.

The birth of Hamilton avenue was celebrated by the decision of the Premier, the Hon. Thos. Hollway, to build there, and so everywhere, with the spread of the tram lines, went the seekers for home sites.

At the time of which I write, in the space between the tram sheds and the gardens, there were only Jubilee Church, the residence of Dan Thompson, Smith's Nursery, Bishops Court and the Lodge House at the Gardens gate, which sealed the road off at sundown.

COTTAGES FOR WORKERS

The extensive tramway paddock contained half a dozen cottages leased to tram drivers at 10/ per week, but these fronted Forest and Gregory streets.

Sturt street west, beyond Alfred street, had practically no houses.

On the south side there was a huge paddock, controlled by the Defence Department and on the north side we had Anderson's Tannery and apart from the Convent, nothing at all as far as the golf links.

However, there was an hotel on the corner of Alfred street, and the Park Hotel was also in operation.

The block Sturt, Gillies, Carlton street and the Parade, formed a grazing area for cows collected by a herdsman from residences as far south as Raglan street and driven up the centre of Sturt street to the paddock.

The charge was 2/6 per week to have our cow called for and delivered six days per week. You had to look after it yourself on Sundays.

There were tram sheds and stables at both Wendouree parade and Sebastopol, and Peter Hodgetts was the company manager at the time of the take-over.

UNDER NEW MANAGEMENT

When the system came under the wing of the Electric Supply Company of Victoria Limited, an English Company with headquarters in Liverpool, things really began to happen.

I well remember the feverish activity to get the first cars rolling on the new tracks.

The rehearsals at midnight on several nights prior to the big day had the whole neighborhood on tip-toe.

It seemed unbelievable that these brilliantly lit "Cinderellas Coaches" as they appeared with their clanging gongs and uniformed staff were to serve us as transport. One wondered if you would really be allowed to ride in them for 3d. So splendid did they appear.

I remember the first car out on opening day.

It was driven by the Mayor, Cr J. M. Barker, resplendent in top hat and long coat, with Geo. Laurens, the distribution foreman, at his elbow as his mentor.

In the days of the horse tram, the staff were not provided with uniforms and the cars were dimly lit with oil lamps.

I have happy memories of many of those early day drivers, several of whom became motormen on the electrics.

Some of the old hands were real characters.

I also remember with something akin to affection a beautiful bay mare named Bessie. Bessie was the life-saver which acted with the normal pair on holidays and Sundays drawing the heavily — often over-loaded trams up the steep Camp street hill.

MANY ERRANDS OF MERCY

She was unhitched by her driver at Lydiard street and returned to Grenville street to assist on her next errand of mercy. Bessie was used in training all horses new to the tram routine.

She operated on the outside and the "new boy" running in the middle of the trio was efficiently nudged into position by Bessie if inclined to stray from the beaten track.

Horse trams still operated for a period at Sebastopol during the early days of the electrics in the city, and it was in October, 1903, that the disastrous fire occurred at the Sebastopol Depot, when many cars, and unfortunately, most of the horses were burnt.

A number of the old trams at Wendouree were converted for use as trailers on days of peak traffic.

Maybe some still remember the "summer cars" — open cars used on the Gardens route. Surely, the summers must have been warmer, for they were well patronised.

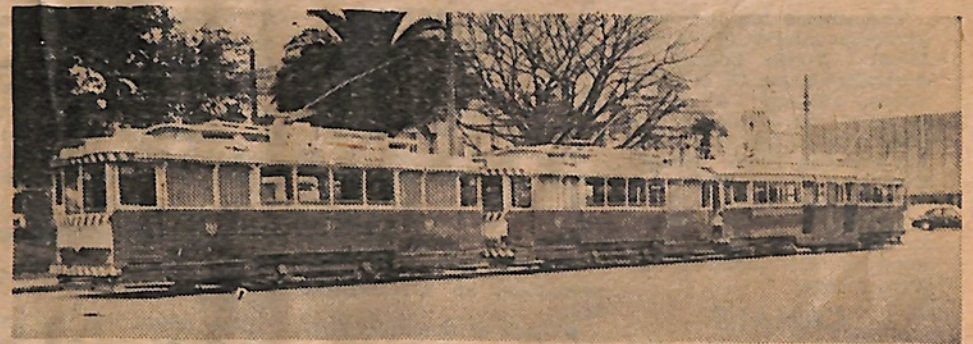
A brass band engaged by the company played at the Gardens on Wednesday night, and there was also, at the southern end of the jetty a water chute, a la Luna Park, operated by the Tramways.

STOPPAGES AND DEMOLITION

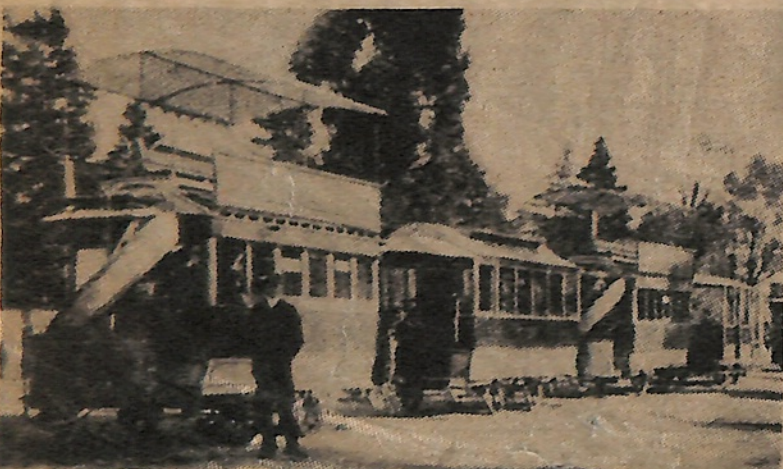
Due to difficulties experienced with the electric lift which had a nasty habit of sticking half way to the top when full of people, it was discontinued and later demolished by order of the City Council.

The last extension to the system was the section from Howard street to the Cemetery in Lydiard street north.

It may be of particular interest to note that the Electric Supply Company in view of a clamor for further extensions, did try an experiment with a bus. The bus, of course, did not compare with the coaches of today, but it was tried on the Mount Pleasant line for three months. It was found to be economic operated on a single rule and in addition GERS HATTE



A common sight in Sturt street, opposite The Courier office on the resting loop, but what of tomorrow? It is anticipated that before the year is out, the future of the present day trams will be known. Many are already asking: Should we lose this valuable tourist attraction?



Ballarat residents at the turn of the century would have seen some of these tram cars, the electric. From left, No. 9 (six-window ex-horse car), No. 14 (ex-steam car), and the diminutive No. 17 (a former horse car).

Tram makes farewell trip



There seems nothing unusual about a picture of a tram on the Mt Pleasant run — except that it won't be taken again. Buses have now replaced trams on the Mt Pleasant run. The last tram on the run made its farewell journey last night.

LJD/3/70
S.267

WEEKDAYS TIMETABLE

SEBASTOPOL		LYDIARD ST.N.		VICTORIA ST.		MT. PLEASANT		GARDENS SSW		GARDENS D/N	
Out	In	Out	In	Out	In	Out	In	Out	In	Out	In
H6.19	6.43	6.49	7.03	6.49	7.00	6.48	7.00	7.20	6.35	7.10	D6.33
H6.39	7.03	7.09	7.23	6.59	7.11	7.08	7.20	7.40	6.50	7.30	D6.34
6.55	7.23	7.19	7.33	7.19	7.31	7.28	7.40	8.00	7.10	7.50	D6.44
7.15	7.43	7.29	7.43	7.39	7.51	7.48	8.00	8.20	7.30	8.10	D7.04
7.35	8.03	7.49	8.03	7.59	8.11	8.08	8.20	8.40	7.50	8.30	D7.24
7.55	8.23	8.09	8.23	8.19	8.31	8.28	8.40	H8.50	8.10	8.50	7.39
8.15	8.45	8.29	8.43	8.29	8.41	8.48	9.00	9.00	8.30	9.10	7.59
8.35	9.15	8.49	9.03	8.39	8.51	9.08	9.30	9.20	8.50	9.40	8.19
9.15	9.45	9.15	9.30	8.59	9.11	9.48	10.00	10.00	H9.05	10.10	8.39
9.45	10.15	9.45	10.00	9.39	9.51	10.18	10.30	10.30	9.10	10.40	8.59
10.15	10.45	10.15	10.30	10.09	10.21	10.48	11.00	11.00	9.30	11.10	9.19
10.45	11.23	10.45	11.00	10.39	10.51	11.18	11.30	11.30	10.00	11.40	9.49
11.15	11.43	11.09	11.23	11.09	11.21	11.48	12.00	12.00	10.30	12.10	10.19
11.35	12.03	11.29	11.43	11.39	11.51	12.08	12.20	12.20	11.00	12.30	10.49
12.01	12.23	11.49	12.03	12.01	12.11	12.28	12.40	12.40	11.30	12.50	11.19
12.15	12.43	12.09	12.23	12.19	12.31	12.48	1.00	1.00	12.10	1.10	11.59
12.35	1.03	12.29	12.43	12.39	12.51	1.08	1.20	1.20	12.30	1.30	12.19
1.01	1.23	12.49	1.03	12.59	1.11	1.28	1.40	1.40	12.50	1.50	12.39
1.15	1.43	1.09	1.23	1.19	1.31	1.48	2.00	2.00	1.10	2.10	12.59
1.35	2.03	1.29	1.43	1.39	1.51	2.08	2.20	2.20	1.30	2.30	1.19
1.55	2.23	1.49	2.03	1.59	2.11	2.28	2.40	2.40	1.50	2.50	1.39
2.15	2.43	2.09	2.23	2.19	2.31	2.48	3.00	3.00	2.10	3.10	1.59
2.35	3.03	2.29	2.43	2.39	2.51	3.08	3.20	3.20	2.30	3.30	2.19
3.15	3.43	3.09	3.23	2.59	3.11	3.28	3.40	P3.30	2.50	3.50	2.39
3.35	4.03	3.29	3.43	3.39	3.51	4.08	4.20	4.00	3.10	4.10	2.59
3.55	4.23	3.49	4.03	K3.59	K4.05	4.28	4.40	4.20	P3.45	4.30	3.19
4.15	4.43	4.09	4.23	3.59	4.11	4.48	5.00	4.40	3.50	4.50	3.39
4.35	5.03	4.29	4.43	4.19	4.31	5.08	5.20	5.00	4.10	5.10	3.59
4.55	5.23	4.49	5.03	4.39	4.51	5.28	5.40	5.20	4.30	D5.50	4.19
5.15	5.43	5.09	5.23	4.59	5.11	5.48	6.00	5.40	4.50	6.10	4.39
5.35	6.03	5.29	5.43	5.19	5.31	6.18	6.30	6.00	5.10	6.40	5.19
5.55	6.23	5.49	6.03	5.39	5.51	6.48	7.00	6.30	5.30	7.10	5.39
6.15	6.45	6.09	6.23	6.09	6.21	7.18	7.30	7.00	6.00	7.40	5.59
6.45	7.15	6.45	7.00	6.39	6.51	7.48	8.00	7.30	6.30	8.10	6.19
7.15	7.45	7.15	7.30	7.09	7.21	8.18	8.30	8.00	7.00	8.40	6.49
7.45	8.15	7.45	8.00	7.39	7.51	8.48	9.00	8.30	7.30	9.10	7.19
8.15	8.45	8.15	8.30	8.09	8.21	9.18	9.30	9.00	8.00	9.40	7.49
8.45	9.15	8.45	9.00	8.39	8.51	9.48	10.00	9.30	8.30	10.10	8.19
9.15	9.45	9.15	9.30	9.09	9.21	10.18	10.30	10.00	9.00	N10.40	8.49
9.45	10.15	9.45	10.00	9.39	9.51	11.00	11.10	H10.30	9.30	D11.00	9.19
10.15	D10.40	10.15	10.30	10.09	10.21			11.00	10.00	R11.20	9.49
11.00	D11.25	11.00	11.10	10.39	10.51			11.20	10.30		10.19
				11.00	11.11			H10.45			N10.50
Additional To above				"K" King St.				"H" Hamilton Avenue		"D" Ex Or To Depot	
GREY ST.								"P" St. Pats.		"N" Haddon St.	
Out	In									"R" Ripon St.	
7.45	8.10										
H8.20	8.32										
3.45	4.12										
4.15	D4.32										
"D" To Depot											
"H" From Hos- pital Corner											

LJD/3/70
S.267

SATURDAY TIMETABLE

STATION	OPOL	LYDIARD ST.N.		VICTORIA ST.		MT. PLEASANT		GARDENS SSW		GARDENS D/N	
	In	Out	In	Out	In	Out	In	Out	In	Out	In
H6	6.43	7.09	7.23	6.59	7.11	7.08	7.20	7.20	6.35	7.30	D6.44
H6	7.03	7.29	7.43	7.19	7.31	7.28	7.40	7.40	6.50	7.50	D7.00
6	7.23	7.49	8.03	7.39	7.51	7.48	8.00	8.00	7.10	8.10	D7.04
7	7.43	8.09	8.23	7.59	8.11	8.08	8.20	8.20	7.30	8.30	D7.24
7	8.03	8.29	8.43	8.19	8.31	8.28	8.40	8.40	7.50	8.50	7.39
7	8.23	8.49	9.03	8.39	8.51	8.48	9.00	9.00	8.10	9.10	7.59
7	8.43	9.09	9.23	8.59	9.11	9.08	9.20	9.20	8.30	9.30	8.19
7	9.03	9.29	9.43	9.19	9.31	9.28	9.40	9.40	8.50	9.50	8.39
7	9.23	9.49	10.03	9.39	9.51	9.48	10.00	10.00	9.10	10.10	8.59
7	9.43	10.09	10.23	9.59	10.11	10.08	10.20	10.20	9.30	10.30	9.19
1	10.03	10.29	10.43	10.19	10.31	10.28	10.40	10.40	9.50	10.50	9.39
1	10.23	10.49	11.03	10.39	10.51	10.48	11.00	11.00	10.10	11.10	9.59
1	10.43	11.09	11.23	10.59	11.11	11.08	11.20	11.20	10.30	11.30	10.19
1	10.63	11.29	11.43	11.19	11.31	11.28	11.40	11.40	10.50	11.50	10.39
1	10.83	11.49	12.03	11.39	11.51	11.48	12.00	12.00	11.10	12.10	10.59
1	11.03	12.09	12.23	11.59	12.11	12.08	12.20	12.20	11.30	12.30	11.19
1	11.23	12.29	12.43	12.19	12.31	12.28	12.40	12.40	11.50	12.50	11.39
1	11.43	12.49	1.03	12.39	12.51	12.48	1.00	1.00	12.10	1.10	11.59
1	11.63	1.09	1.23	12.59	1.11	1.08	1.20	1.20	12.30	1.30	12.19
1	11.83	1.29	1.43	1.19	1.31	1.28	1.40	1.40	12.50	D1.50	12.39
1	12.03	1.49	2.03	1.39	1.51	1.48	2.00	2.00	1.10	D1.55	12.59
1	12.23	2.15	2.30	2.09	2.21	2.18	2.30	2.30	1.30	2.10	1.19
1	12.43	2.45	3.00	2.39	2.51	2.48	3.00	3.00	2.00	2.40	1.49
1	12.63	3.15	3.30	3.09	3.21	3.18	3.30	3.30	2.30	3.10	2.19
1	12.83	3.45	4.00	3.39	3.51	3.48	4.00	4.00	3.00	3.40	2.49
1	13.03	4.15	4.30	4.09	4.21	4.18	4.30	4.30	3.30	4.10	3.19
1	13.23	4.45	5.00	4.39	4.51	4.48	5.00	5.00	4.00	4.40	3.49
1	13.43	5.15	5.30	5.09	5.21	5.18	5.30	5.30	4.30	5.10	4.19
1	13.63	5.45	6.00	5.39	5.51	5.48	6.00	6.00	5.00	5.40	4.49
1	13.83	6.15	6.30	6.09	6.21	6.18	6.30	6.30	5.30	6.10	5.19
1	14.03	6.45	7.00	6.39	6.51	6.48	7.00	7.00	6.00	6.40	5.49
1	14.23	7.15	7.30	7.09	7.21	7.18	7.30	7.30	6.30	7.10	6.19
1	14.43	7.45	8.00	7.39	7.51	7.48	8.00	8.00	7.00	7.40	6.49
1	14.63	8.15	8.30	8.09	8.21	8.18	8.30	8.30	7.30	8.10	7.19
1	14.83	8.45	9.00	8.39	8.51	8.48	9.00	9.00	8.00	8.40	5.59
1	15.03	9.15	9.30	9.09	9.21	9.18	9.30	9.30	8.30	9.10	1.19
1	15.23	9.45	10.00	9.39	9.51	9.48	10.00	10.00	9.00	9.40	
1	15.43	10.15	10.30	10.09	10.21	10.18	10.30	10.30	9.30	10.10	
1	15.63	10.45	11.00	10.39	10.51	11.00	11.10	11.00	10.00	N10.40	9.49
1	15.83	11.00	11.10	11.00	11.11			11.20	10.30	D11.00	10.19
1	16.03								10.45	D11.20	N10.50
1	16.23									R11.20	

"H" Hospital

"D" Depot

"H" Hamilton
Avenue

"N" Haddon St.

"D" Depot

"R" Ripon St.

LJD/3/70
S.267

State Electricity Commission of Victoria

BALLARAT TRAMWAYS

TIMETABLE

AS FROM MONDAY, 16TH MARCH, 1970

SUNDAY

SEBASTOPOL		LYDIARD ST.N.		VICTORIA ST.		MT. PLEASANT		GARDENS SSW		GARDENS D/N	
Out	In	Out	In	Out	In	Out	In	Out	In	Out	In
Hl.22	1.45	1.45	2.00	1.39	1.51	1.48	2.00	2.00	1.30	2.10	Dl.23
1.45	2.15	2.15	2.30	2.09	2.21	2.18	2.30	2.30	2.00	2.40	Dl.30
2.15	2.45	2.45	3.00	2.39	2.51	2.48	3.00	3.00	2.30	3.10	Dl.30
2.45	3.15	3.15	3.30	3.09	3.21	3.18	3.30	3.30	3.00	3.40	Dl.53
3.15	3.45	3.45	4.00	3.39	3.51	3.48	4.00	4.00	3.30	4.10	2.19
3.45	4.15	4.15	4.30	4.09	4.21	4.18	4.30	4.30	4.00	4.40	2.49
4.15	4.45	4.45	5.00	4.39	4.51	4.48	5.00	5.00	4.30	5.10	3.19
4.45	5.15	5.15	5.30	5.09	5.21	5.18	5.30	5.30	5.00	5.40	3.49
5.15	5.45	5.45	6.00	5.39	5.51	5.48	6.00	6.00	5.30	6.10	4.19
5.45	6.15	6.15	6.30	6.09	6.21	6.18	6.30	6.30	6.00	6.40	4.49
6.15	6.45	6.45	7.00	6.39	6.51	6.48	7.00	7.00	6.30	7.10	5.19
6.45	7.15	7.15	7.30	7.09	7.21	7.18	7.30	7.30	7.00	7.40	5.49
7.15	7.45	7.45	8.00	7.39	7.51	7.48	8.00	8.00	7.30	8.10	6.19
7.45	8.15	8.15	8.30	8.09	8.21	8.18	8.30	8.30	8.00	8.40	6.49
8.15	8.45	8.45	9.00	8.39	8.51	8.48	9.00	9.00	8.30	9.10	7.19
8.45	9.15	9.15	9.30	9.09	9.21	9.18	9.30	9.30	9.00	9.40	7.49
9.15	9.45	9.45	10.00	9.39	9.51	9.48	10.00	10.00	9.30	Dl0.10	8.19
9.45	10.15	10.15	10.28	10.09	10.21	10.18	10.30	10.30	10.00	Dl0.40	
10.15	Dl0.45									Rl0.4	
										Dl0.45	
"D" To Depot											
"H" From Hos- pital Corner											
"D" To Or Ex Depot											
"R" Ripon St.											