

Zurich is also building a new 100-passenger tram equipped with electro-pneumatic doors. These, it is claimed, have already been the means of reducing the boarding and alighting accidents.

**DENMARK'S GIANT BUS.**

It is reported by "The Transport World" that a giant articulated bus, weighing over 20 tons laden, capable of cruising at 40 m.p.h. with its full complement of 56 seated and 24 standing passengers, and 54 ft. 10 ins. long, has been put into service by the Danish State Railways on their route between Copenhagen, Greve Strand and Koge.

One wonders what sort of road will be necessary to stand up to the running of a 20-ton bus travelling at 40 m.p.h.

**NEW TRAMS FOR GLASGOW.**

The first of 100 new trams of the modified Coronation type is now in service at Glasgow. Built at the Transport Department's Coplawhill Workshops, the trams incorporate many of the features embodied in the single-ended tram described recently in these columns.

**GRANTS FOR SPORTS.**

With the object of encouraging sporting activities among the staff, the Board has decided to present the Tramway Football Association with £50 for allocation between the nine clubs. Should the Association decide to send a team to Sydney in August next, the Board will contribute £100 towards the expenses of the trip.

The Tramway Tennis Association is to receive £12/12/- for trophies for the winning teams in the three grades.

In the event of a Golf Association being formed, the Board intend to subscribe £10/10/- for a trophy.

**RETIRING AND DEATH GRATUITIES.**

Since our last issue, the Board has voted the under-noted retiring gratuities:—

Relvg-Rev. Clerk V. J. Walshe (65), 41 years' service, £905; Pitman T. G. Manderson (54), 28 years, unfit, £328; Plumber M. J. Dwyer (56), 22 years, £345; F. F. McCarthy (47), 23 years, resigned, £94; Con. F. E. Hall (45), 18 years, resigned, £94; Leading-Hand Mechanic E. Bliss (39), 11 years, resigned, £94; Motor Mechanic J. E. Carroll (50), 12 years, unfit, £194; Drvr. J. G. Snell (55), 30 years, £435; Carpenter A. F. Pascoe, resigned, £74; Con. C. I. V. Anderson, resigned, £58; Depot Foreman H. J. H. Hood, resigned, £125; Drvr. T. E. Thompson (63), returned soldier, 27 years, unfit, £616; Depot Starter

H. Radley (65), 34 years, £782; Con. H. A. Gill (65), 30 years, £558; Drvr. J. E. Motherwell (65), 42 years, £690; Nightwatchman D. Macdonald (65), 31 years, £649; Drvr. T. J. Gilbert (65), 31 years, £624; Drvr. G. A. Kuchel (65), 26 years, £529; Pitman C. J. Ratten (51), resigned, £100; Pitman E. Armstrong (65), 26 years, £651.

Death gratuities to the next of kin were voted as follows:—Storeman W. W. McAlpine (56), 22 years' service, £326; and P. R. Davies (57), 30 years, £484.

**SINGLE-DECKERS OUT OF FAVOUR.**

Details on the bus fleets operated by British municipalities during 1947 reveal that single-deck buses are going rapidly out of favour; they have, in fact, declined from 2,365 in 1939 to 1,556 last year. On the other hand, double-deckers have increased to 10,162. The total number of buses in use during the year was thus 11,718.

Manchester's lead in pioneering the use of Diesel-engined buses for passenger work has been followed generally; so much so that out of the 94 bus-operating municipalities 91 have this type of engine. It will not be long now before the petrol-driven vehicle, whether for road haulage or passenger work, is extinct. And then, probably, it will be the turn of the Diesel engine to commence to disappear either by a gas turbine or jet-propelled engine.

**APPOINTMENTS AND PROMOTIONS.**

The following appointments are notified for information:—D. S. Anderson, H.O., wages clerk; Marion W. E. Jamison, architectural draftsman; R. M. O'Connell, H.O., traffic clerk.

**TRANSPORT BY WATER.**

The announcement that there is going to be better control over passenger transport on the Yarra coincides with the news that the London Transport Executive is going to make an effort to lessen congestion in the streets by the operation of steamers on the Thames.

It is curious how the Londoner has never taken in recent times to water transport, though a glance at the map shows how advantageous to scores of thousands of people such a facility would be daily. The London Country Council tried it for years, unsuccessfully from a financial point of view, while the late London Passenger Transport Board operated Thames services during the war. For the latest attempt the authorities might try out a poster quoting Pepys on the delight of an outing on the river after the labours of the day.

J. S. McClelland Pty. Ltd., 42-44 Lonsdale St., Melbourne.

# Tramway Topics

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**SPREAD OF HOURS PAYMENT.**

**Just Why the Alteration Has Been Made.**

The latest allegation by the Secretary of the A. T. & M. O. Employees' Association (Mr. C. O'Shea), that the alteration in the payment for broken shifts has broken the "gentleman's agreement" of 1940, will not stand up to even the slightest examination by any impartial person.

After even a cursory glance, the latter would at once ask why Mr. O'Shea should, if the alteration in the payment for broken shifts is wrong, not declare that the change in the payment for overtime is breaking the agreement also, seeing that both payments are governed by precisely the same condition, viz., the reversion to a working day of 8 hours after a day of 7 hours 20 minutes. If Mr. O'Shea concurs, as he does, that the change in the overtime payment based on the altered hours is correct, how can the reversion be wrong when it is applied to spread of hours?

When the Comrades were whooping with delight over having secured a 5-day week, the Chairman uttered a word of warning. He pointed out that the

traffic staff would lose financially, as there would be less money for overtime and for spread of hours penalty rates, and less in connection with double pay for Sundays and time and a half for Saturdays, as there would be a larger number of men and women sharing in that work. With one Sunday and one Saturday less every 10 weeks, the individual payment, Mr. Bell emphasised, could not but be less. The President of the Association (Mr. Cullen) characterised that as "guesswork." Now that the staff is finding painfully that in point of fact they are earning less because of the 8-hour day and the consequential changes involved, Mr. O'Shea endeavours to distract attention from the misleading assurance given by his President by raising this equally inaccurate assertion on the spread of hours penalty rates.

So that he who reads may understand exactly what has happened, let us set out the rates provided by the Award, the concessions given by the Board to cover the reduced working week of 44 hours spread over six days of 7 hours 20 minutes, and then the natural and inevitable reversion to the Award rates following upon the arrival of the 5-day week of 8 hours:—

48-Hour Week. 8-Hour Day.	44-Hour Week. 7.20-Hour Day.	40-Hour Week. 8-Hour Day.
Spread of Hours.		
Over 9½ hours, extra ¼ rate	Over 9 hours, extra ¼ rate	Over 9½ hours, extra ¼ rate
Over 10½ hours, extra ½ rate	Over 10 hours, extra ½ rate	Over 10½ hours, extra ½ rate
Over 11½ hours, extra full rate	Over 11 hours, extra full rate	Over 11½ hours, extra full rate
Daily Overtime.		
In excess of 8.15.	In excess of 7.35.	In excess of 8.15.

Members of the Association will observe from that table that the rates being paid to-day for overtime and for spread of hours are precisely those which are contained in their Award, and that all follow upon the increase of the daily hours from 7.20 to 8 hours. Even Mr. O'Shea recognises that it would be just plain silly to try to claim overtime after 7 hours 35 minutes when the normal working day is actually 8 hours, so he concentrates on the spread of hours, ignoring the fact that the concession was, as in the case of overtime, designed to suit the 7 hours 20 min. day then prevailing, and was no more premanent than the arrangement over overtime.

Obviously, both conditions must have relation to the length of the working day, and it must be equally plain that as these are prescribed by the Award they cannot be permitted to be the subject of the sophistry of Mr. O'Shea.

This item can be concluded appropriately by informing the members of the Association that when discussing the subject with Mr. O'Shea the Chairman concluded the interview with these words:—"If you really think the Board is wrong in reverting to the rates prescribed by your Award, then go to the Conciliation Commissioner, Mr. Blackburn. If he agrees with you, then I undertake to make any payment due to the men retrospective to the 25th April."

A fair enough offer, don't you think?

### "WEAK BRAKES."

#### Were Actually New Brake Blocks.

Long years ago, when a very young reporter on an Edinburgh newspaper, we had a Chief who never tired of reminding us that to get a story was not sufficient; we had to verify the details. If we could not secure verification, or were in any doubt as to the authenticity of the yarn, we had to leave it out. We were reminded of the dictum, "When in doubt, leave out," when we read in the April issue of "The Tramway Record" a paragraph by Mr. C. Nelson, Kew, headed "Weak Brakes." Most interesting as these Depot notes are, they would be improved on occasion if the writers took the trouble to check up on the statements made to them. This was a case in point. The only correct statement in the whole paragraph was that a car had been reported as having brakes of the nature suggested.

What actually happened, and what the writer could have learned for himself if he had tried to verify the assertions made to him, was this:—An Inspector drove a tram from Kew, and on reaching the city requested the City Inspector to have it changed over as it had weak brakes. This request

was at once agreed to, and the City Inspector put the city mechanic on the tram for the remainder of its trip to Spencer Street in case the driver required assistance. On returning, the mechanic reported that not weak brakes but new brake blocks was what the tram was suffering from, and that it would be all right for the car to remain in traffic, as things would be adjusted by the time Kew was reached. At the same time, the driver was informed that if not satisfied he could have a change over at Kew. When Kew was reached, the driver had come to the conclusion that everything was in order, and he drove the car back to the city, where he informed the City Inspector that the car was O.K., a verdict which another driver later on in the day endorsed.

The allegation that time was wasted on a busy trip was just imaginative rubbish; the only time lost on the trip was at the lights.

### BUSES MULTIPLY: LOSSES EXPAND.

As the buses multiply in Manchester the losses sustained by the Transport Department enlarge, a fact which raises a doubt whether the Mancunians are so shrewd and hard-headed as they are reputed to be.

Presenting his Budget to the Corporation, the Chairman of the Finance Committee intimated a deficit of £173,000 for the Transport Department—a figure which approximates the losses sustained by both Sydney and Melbourne on their bus operations for last year—and indicated that it would be necessary to renew the Corporation's application for a further increase in fares.

When tram routes of 4d. become bus routes of 8d. and still cannot pay, what hope is there for bus routes to be operated profitably on tram fares?

### STATIC ELECTRICITY.

Some time ago we referred to the subject of static electricity, generated by the movement between tyre tread and road surface, which on occasion gives very slight shocks to bus passengers when either getting on or off when the vehicles are in motion, and chronicled the belief of research workers in the United States that the trouble would be cured only when engineers made roads of non-conducting materials.

Now it is intimated that a British tyre company have developed a tyre which keeps down the generation of electricity and the building up of voltage on the bus to a degree sufficient to remove all chance of shock. Technical journals from England say that the tyre will be no dearer than those now sold, and that there will be no loss of mileage.

### £750,000 DEFICIT THIS YEAR.

#### Sydney Blames Special Privileges for the Loss.

According to the "Sydney Morning Herald," Sydney's trams and buses, despite a gain in revenue of £1,800,000, are going to have a deficit of £750,000 for the current year because the working expenses "are rising by leaps and bounds." This will be the largest loss since the finances began to deteriorate four years ago.

"A major reason why the Sydney services do not pay and those of Melbourne do," remarks the paper, "is found in the extent of special privileges granted the employees and others," privileges which, the State Auditor-General declares, "are very frequently abused. The Government now finds itself in a dilemma as the result of its past complaisance towards employees. A further increase in fares, as Ministers well know, would be politically disastrous. Yet a financial drift of this magnitude cannot be allowed to go on. Nor can the Commonwealth Treasurer be expected to turn a sympathetic ear to requests for a bigger share in the income tax pool while such abuses and waste go unchecked. Eventually there will have to be a spring-cleaning, however distasteful this may be to some of the Unions. The sooner it is launched the less difficult it will be."

### PRAISE FOR A CONDUCTRESS.

The following fine tribute to the conductress of a North Balwyn tram has been received from a correspondent:—

"The happy way she shepherded the young children on and off the tram along the route and exercised firm though pleasant supervision over them conduced not only to their safety but contributed largely to the comfort and pleasure of the older public, whose comments and mutual exchange of looks and approval showed their high commendation.

"As the conductress seemed to do the work for the work's sake, and probably was unconscious of it all, I felt that the Board should be informed, so as to let her know with what high approval such conducting as hers is regarded by the travelling public."

### NO PURCHASE BY NEWCASTLE.

The Lord Mayor of Newcastle (Alderman H. D. Quinlan) has recommended to the Greater Newcastle Council that it drop the proposal to acquire the tram and bus services from the Road Transport and Tramways Department of N.S.W.

No announcement could be less surprising. As the tracks and rolling stock are alike in an advanced

stage of senile decay—the tracks alone would have to be replaced at once at a cost of £1,000,000—the Aldermen have come to the conclusion that the suggested price is grossly excessive, and that the conditions generally offered not the slightest hope of being able to operate the services except at a most substantial annual loss.

### A LOSS AT ADELAIDE.

According to the Chief Engineer and General Manager (Sir William Goodman), the result of the operations of the Municipal Tramways Trust, Adelaide, for the year which ended on the 31st January last will be a loss of more than £100,000.

Sir William revealed that the 40-hour week had cost £112,000, and would for the current year mean an expense of £145,000. Reservations for special depreciation on buses and deferred power station maintenance had not been included in that deficit, which had been reached despite the fare increases which had operated for part of the year and the fact that revenue had set a new high record.

### TRANSPORT IN SWITZERLAND.

#### Trams and Diesel Buses Predominate.

In addition to the vast number of people who have eyes but see not, there is another class which has the strange faculty of being able to see only that which squares with their preconceived ideas and opinions. Recently a returned tripper illustrated the latter point. During his tour he gave Switzerland the once over and found that he could see only trolleybuses. From his remarks, one got a picture of a country which knows not either trams or Diesel buses. Yet the fact, as any student of transport knows, is that trolleybus operation in Switzerland, although introduced as far back as 1912, is still practically confined to the smaller cities and large towns, for which, we admit cheerfully, they are admirably suited, as mass loading has not to be taken into account.

A typical transport example is the municipal undertaking of Zurich. The total route of the system is 107,745 kms., and is made up as follows:

Trams	63,483 kms.
Diesel Bus Routes	20,337 kms.
Cross-country Buses	13,460 kms.
Trolleybus Routes	10,465 kms.

At the moment, the municipality is considering the introduction of express services between the central areas of the city and the outlying districts. Will these be provided by trolleybus? They will not; Diesel buses will be used, and the vehicles will have no intermediate stops and will run on roads not served by trams.