

OUR CLOTHING FACTORY.

Our clothing factory at the Hawthorn Depot functioned most efficiently last year, and turned out no fewer than 13,879 complete uniform garments, while 38,666 component parts for uniforms were manufactured for stock.

Included in that total of 13,879 were 4,602 pairs of trousers, 2,352 tunics, 1,776 summer jackets, 1,471 Khaki coats, 1,150 overcoats, 575 brown coats and skirts, 233 conductresses' overcoats, 224 overalls, and 197 blue overalls.

PRESTON WORKSHOPS.

In addition to completing 10 S.W.6 trams and almost finishing 13 bus bodies (most of these would have been available for traffic but for the slow deliveries of certain fittings), the staff at the Preston Workshops dealt with 823 trams, either on the maintenance and overhaul schedules or for accident repairs. The latter numbered 214, which was a decrease of 44 compared with 1946-47.

There was, of course, much other work carried through. As opportunity offered, for instance, the position of windscreen wipers on 266 of the W.2 trams was improved, 397 conductors' bells were altered to reduce "ring," seven A class trams were re-converted to two-man operation, grinders, steam rollers and compressors were overhauled, a new cash van body was built, and many things were manufactured for the undertaking. The output of the foundry amounted to 83,633 lbs., mostly castings.

The value and importance of systematic overhaul and maintenance is reflected in the fact that the average number of trams available for traffic at the peak period was 93.65% of the total stock.

WATTLE PARK GOLF COURSE POPULAR.

During last year the golf course at Wattle Park was more popular than ever, the number of tickets sold reaching to the enormous total of 43,583. There can be few courses in the State which can show a daily average of 119 players throughout the year.

TOIL ON THE TRACKS.

During the year which ended on the 30th June last, the Per. Way Department constructed 1,892 feet of single track, 1,225 feet of which was the Glenhantly Road duplication between Mernaa Avenue and Truganini Road, and reconstructed 9,950 feet.

Surface patching alongside the tracks was done

over a length of 214,277 ft. d.t., and rail grinding for the removal of corrugations over 17,565 ft. of single rail. Rail scrubbing was carried out over 382 miles of single track, the track cleaning cars covered 13,644 miles, while the Lewin mechanical track sweepers cleaned 9,390 miles.

HOW THE MONEY COMES IN.

Fares by cash and ticket numbered 322,982,424 last year, and it may interest readers generally to take a look at some of the details:—

½d. (swimming)	188,774
1d.	15,487,367
1½d.	14,600,576
2d.	115,449,880
2½d.	1,149,886
3d.	99,672,162
4d.	37,704,597
5d.	20,888,904
6d.	14,098,659
7d. (bus)	55,477
8d. (bus)	788,667
9d.	24,711

It will be noticed that the 2d. fare maintains its predominant position, more than one-third of the total fares being of that value. When the 3d. fares are added, it is found that the 2d. and 3d. passengers constitute fully two-thirds of the people carried, while fully three-quarters of the total passengers are found in the group of fares ranging from ½d. to 3d.

RETIRING AND DEATH GRATUITIES.

Only one retirement through resignation is noted in the list given below:—

Rev. Clerk F. J. Murdoch (65), 39 years' service, £504; Con. H. F. Benson (54), 28 years, med. unfit, £417; Painter's Lab. J. V. O'Connor (65), 40 years, £640; Pit. Labourer W. J. Shark (61), 40 years, med. unfit, £544; Drvr. J. F. Marshall (60), 28 years, Ret. Soldier, £640; Draughtsman J. H. Dawson (65), 25 years, £942; Con. S. A. Need (44), 20 years, resigned, £96; Drvr. W. J. Vessey (52), 27 years, med. unfit, £342; Rev. Clerk D. Yeoward (52), 26 years, med. unfit, £374; Drvr. A. J. McAuliffe (46), 24 years, med. unfit, £357; Drvr. E. E. Sharpe (65), 44 years, £759; and Car Cleaner F. H. H. Noble (59), 23 years, med. unfit, £300.

Death gratuities to the next of kin have been paid as follows:—Con. E. Hodge (61), 32 years' service, £470; Con. G. F. Lynch (56), 26 years, £382; Tradesman's Asst. J. F. O'Callaghan (53), 29 years, £364; and Drvr. J. P. H. Holmes (59), 31 years, £417.

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Tramway Topics

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THE YEAR'S WORK.

Working Expenses Soar to Over £3,000,000.

From a traffic point of view, the fact that the revenue for the year which ended on the 30th June last declined by only £8,628—£3,839,016 as compared with £3,847,644 the previous year—shows that but for the 13-day strike in January last the record total of £4,004,000 for 1945-46 would have been exceeded. While tram revenue decreased by £108,106, the bus receipts went up by £99,478. The latter figure seems strange until it is remembered that the buses operated for 43 additional days during the year, as compared with 1946-47, when the buses were off the roads for nine days in October, 1946, and again for 47 days from the 23rd March, 1947, as against the 13 days from the 4th to the 16th January last.

Operating expenses reached a new "high" at £3,099,061, or no less than £335,798 above the 1946-47 total. The 40-hour week from January 4, the 5-day 40 hour week (from April 25, and rises in C.O.L. in August, November, February and May, together with the increases in marginal rates accounted for that huge jump. With the cost of the 5-day 40-hour week to be met continually, it is inevitable that there will be another substantial increase in working costs for the current year.

Despite the January stoppage, the mileage run increased by 1,005,145 and the passengers by 2,631,307 to 322,984,876. That number, however, is a long way below our record of 354,803,116 for 1944-45. If an increase of 2,500,000 passengers appears contradictory in view of the decline in revenue, it can be explained by pointing out that the stoppage of trains from the 14th April to the 8th May, 1947, was responsible for a marked increase in the

sale of 3d., 4d., 5d., 6d. and 7d. fares and a considerable decrease in the lower-priced fares. For the corresponding period in 1948, the lower fares increased to normal, while those of the higher denominations were back to their usual, the result naturally being that while the passenger total increased the revenue as a whole decreased.

The difference in the respective reliability as between the trams and buses was again in evidence. Defects caused the withdrawals from service of 4,083 trams and a loss of 194 miles; but 8,481 buses had to be withdrawn at a loss of 10,243 miles. Tram mileage loss per 1,000 miles was but .009, whereas for the buses it was 1.446. Included in the tram defect total was 177 for flat wheels. These figures indicate beyond any doubt that the handling of mass transport does not come within the scope of buses.

There was a big influx of both men and women to meet the new conditions imposed by the 40-hour 5-day week. On the 30th June, the traffic staff numbered 4,003, a net gain of over 500 compared with the previous year, and recruiting since that date has caused a further net increase. The advance meant a lot of work at the instruction schools of Hawthorn and the Central Bus Garage. At the former, 386 conductors took up the driving course, of whom 374 passed, while at the latter 153 out of 161 were successful. Initial tests were given to 173 applicants, and of these 147 were considered suitable for further training. At the Conductors' Training School, no fewer than 1,488, comprising 894 conductors, 310 conductresses, 63 ex-conductors and 221 ex-conductresses passed through the School. Of that total, 25 conductors and 13 conductresses retired during the training period, while 30 conductors and four conductresses failed. At the 30th June last our conductresses numbered 425.

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As the result of the activities of the Ticket Examiners, 24,984 irregularities were reported from the checking of 180,773 trips. The irregularities discovered comprised:—

Uncollected Fares	7,306
Passengers Over-riding	9,614
Journal Irregularities	4,670
Ticket Irregularities	1,236
Miscellaneous	2,158
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	24,984

Collisions with motor vehicles continue to be responsible for nearly one-half of the accidents in which our trams and buses are involved. Three of the motor accidents were particularly bad. In the first, a truck wrecked the off side of one of our trams, injuring 17 persons; in the second, another truck caused a collision which injured six of our passengers; while in the third a truck tore off the front of a tram and injured 37 passengers. In these three cases the material damage to the trams cost £840 to repair. The driver in the first case was convicted of having caused grievous bodily harm to six persons and was sent to prison for 12 months. Altogether, accidents cost the Board £32,000.

HOW ABSURD!

Supervisor Maneuso, of the San Francisco transport services, wants to divorce the system from the jurisdiction of the Public Utilities Commission because, he says, "management should be in the hands of a recognised transport expert."

How absurd! Doesn't he know that all real transport experts are the peripatetic shoe factory accountants, auctioneers, architects, grocers, and so on, of each respective city? They are never conspicuously successful in their own spheres, it is true; but they *know* that all would be well with transport if only they were put in charge.

ITEMS FROM BRITAIN.

Working expenses of the Nottingham City Transport Department last year absorbed 98.94% of the total income. On the trolleybus side, the expenses exceeded the income by £10,106. While the income averaged 22.120d. per mile, the expenses were 21.864d. per mile.

For last year Manchester Corporation Transport Department had the record revenue of £4,289,322. It is stated that the profit is insufficient to remove the necessity for another increase in fares.

Leeds Corporation Transport Department is con-

sidering a proposal to build a single-deck tram seated for 84 passengers.

Aberdeen Corporation Transport Department has applied for permission to increase the 1d. and 1½d. fares on the trams and buses by ½d.

Thanks to an increase in fares, Sheffield's Transport Department ended the year with a profit of £39,157, as compared with a loss of £146,416 the previous year. Tram operation recovered spectacularly. They returned a profit of £14,043, instead of a loss of £127,769.

TRAMWAY BAND NEWS.

With only a few weeks left to complete their preparation for the South Street competition, bandsmen have devoted much of their leisure to practice, and have been training assiduously on the oval behind the Hawthorn Depot on Sunday afternoons.

With the resignation of Mr. W. May for business reasons, Mr. D. Roach has been appointed Bandmaster, and he has expressed satisfaction with the all-round progress which has been made recently.

Inspector C. Chamier, the Secretary, has completed a survey of equipment and uniforms, and the band should not be lacking in smart appearance on parade.

All this preparation has naturally been expensive, and there is little left in the band coffers. Consequently, the annual raffle assumes great importance. Tickets for the valuable prizes have been on sale for some weeks, but several depots have yet to be visited by sellers. The financial success of this raffle will do much to meet the commitments of the contest, and all in the service are asked to support this appeal.

FOOD FROM MELBOURNE ARRIVES OPPORTUNATELY.

Members of the A. T. & M. O. Employees' Association who by their generous subscriptions made possible the purchase of 83 cases of casserole steak have now the satisfaction of knowing that the food could not have reached the old country at a more appropriate time.

A cable to the Secretary from the Food Controller tells the story:—"You will be interested to know that 40 cases of gift food stuffs kindly donated by Tramway and Motor Omnibus Employees' Association have been used to alleviate hardship occasioned by floods in Scotland."

The floods caused deplorably extensive damage to crops and disrupted communications to such an

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extent that the food had to be sent to the south of Scotland district concerned by aeroplane.

Out from Berwick-on-Tweed, the little villages in the vicinity of the river suffered very severely, and the arrival of the food was a blessing indeed. Many of the recipients have been so anxious to tell of their gratitude that they have gone to the expense of sending their letters by air mail. "My house was flooded when the river burst its banks and caused the worst flood since 1831," goes one note from Coldstream. "When I tell you that I am over 70 years of age and live alone you will understand how much this beautiful gift has meant to me." "I cannot tell you how much this generous gift and kind thought has meant to us," writes an Eyemouth lady, while several letters from Paxton tell of the delight and help occasioned by the parcels.

LONDON'S EXTRAORDINARY TRAFFIC.

Remarkable statistics for the three months which ended on June 12 last have been published by the London Transport Executive. During that period, 1,097,000,000 passengers travelled on the Underground, trams, Diesel and trolleybuses and coaches, an increase of 10 per cent. over the previous highest figure for a corresponding period.

The rapidly-developing habit of travelling more at week-ends, one of the results of the 5-day week in industry, accounts for a large proportion of the increase. What has meant more leisure for many has therefore increased the work of the transport men, who in the first five and a half months of this year have operated some 11,000,000 miles of extra services despite the acute lack of new vehicles.

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions are notified:—

C. L. Steel, H.O., Asst. Design and Communications Engineer; H. Steele, H.O., Electrolysis and Lighting Engineer; J. W. Green, H.O., Stores Checker; C. E. Sheldrake, H.O., Stationary Storekeeper; and R. S. Stewart, South Melbourne Store, Senior Stores Clerk.

NEW TRAMS FOR THE HAGUE.

Sixteen trams of a new type are being built for The Hague Tramways Company in order to increase the passenger load capacity of the system.

Weighing 18 tons 14 cwts., the tram has an overall length of 43 feet and a width of 7 ft. 2 ins. It has been designed to operate either as a single unit or with one or two trailers. As a single unity

the maximum speed is about 37 m.p.h. There are four braking methods—rheostatic, air, electromagnetic and hand. Double-ended, each side of the body has two double-sliding doors, and there are seats for 30 passengers and standing room for between 60 and 70.

WHO ARE THE ROAD HOGS?

Trams Use Street Space Economically.

One of those egregious egotists who pop up periodically and for periods more or less brief succeed in giving a small section of the public the impression that they are experts in the field of transport, got himself headlines early in the month by calling trams "incorrigible road hogs."

Leaving the stupidity of the remark aside, let us, in the interests of knowledge, examine the street transport position as it is to-day and see which type of vehicle is of the most efficient user of street space. It is important to remember that the object of street surface transport is to *move people*, not vehicles. From that point of view you are faced with the fact that motor cars carry on the average 1.7 passengers per car. That is a consistent and persistent world-wide figure; you get it whether you take your check on Princes Bridge, in Regent Street, London; at Piccadilly, Manchester, in Sauchiehall Street, Glasgow; in Fifth Avenue, New York; or on the Michigan Boulevard, Chicago.

Between 5 and 6 p.m. on any week evening it is possible for 750 motor cars to pass through Swanston Street. Use that figure of 1.7 passengers per car, and you find that these private vehicles are taking only a little over 1,000 people out of the city, whereas during the same period approximately 120 trams are taking from 14,000 to 16,000 people home. In terms of persons transported, then, the tram is an extremely economical user of street space, while the private car squanders it extravagantly, and by their numbers cause acute congestion to the detriment of all other users of the road.

THE LA TROBE STREET EXTENSION.

Work on the extension which will link up Victoria Parade with Spencer Street commenced on the 20th September, when the excavator got busy on what will be the open ballast portion of the track in Victoria Parade to Spring Street.

When that has been completed, the making of the track along La Trobe Street will begin at Spencer Street.

Pole erection has been proceeding since the 13th September.