

Q U E S T I O N SAPPLICANTS FOR INSPECTORSHIP

1. How would you proceed if you caught a person in the act of damaging a tram or other Commission property?
2. What action would you take if a trolley wire fell to the roadway?
3. How would you proceed to re-rail a tram which had become derailed at points (two wheels only)?
4. If some obstruction occurred on the tram line, such as a house being removed, how would you handle the situation, assuming the delay would be a long one?
5. Will you please tell us in detail what you would do if when checking on a tram you found a passenger with a check which has not been issued on that particular trip.
6. How would you attend to a case as follows:-

A pedestrian being knocked down by the tram on which you were travelling was found to be lying on the life-guard with an apparently broken leg.
7. How would you proceed to keep the service operating if it became impossible to use one end of a loop due to either a per way or overhead fault, the loop being a passing point for trams, i.e. assuming the straight track was usable?
8. If you wanted a motorman to get his tram back from the terminus quickly to pick up some anticipated loading, what instruction would you give him?
9. If you found a motorman obviously drunk and unwilling to give up his tram, how would you act?
10. How would you handle a case if reported to you by an angry passenger who complained that he had been insulted by one of our conductors?

I N S P E C T O R S H I P

Suggested answers to ten questions.

1. (a) I would endeavour to get the name and address of the person concerned, also the names and addresses of witnesses.
(b) If suspicious that the name was incorrect or unable to obtain it, I would endeavour to obtain the services of a policeman for the purpose.
2. I would first telephone for the overhead repair gang to be sent along to the scene of the mishap having first taken steps to ensure that nobody had come in contact with the wire.
3. I would first make a thorough inspection to see which was the best way to proceed to re-rail the tram and if the wheels were between two sets of rails, I would have the tram reversed so as the Y formed with the rails would cause the wheels to run into their correct position. However, if this method was not practicable, I would use the plates provided for the purpose.
4. I would arrange for a service to be run on both sides of the obstruction until such time as the trams were able to run through again.
5. I would first endeavour to satisfy myself that the check shown to me was the one issued on that particular trip and having satisfied myself I would take possession of the bundle of checks in addition to the check in question and also take the name and address of the passenger.
6. I would first telephone for the ambulance and not attempt to move the victim unless the leg had been attended to so that there would be no danger through his being removed. I would remain with the person concerned until he was taken charge of either by the ambulance men or a Doctor.
7. I would continue to use the good end of the loop as the passing place, running whichever tram arrived first into the good end of the loop that is after having reported the defect to the appropriate officer.

(Cont'd.)

8. After explaining to the motorman what I had in mind, I would request him to come back as quickly as possible without taking any risks.
9. I would first try and induce the motorman to let me have control of the handles. Only as a last resort would I endeavour to obtain the assistance of a policeman and then only with the object of preventing the motorman from driving his tram.
10. I would sympathetically obtain all particulars from the passenger, stating that I would report the matter to headquarters.