

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

*The Honourable Steve Crabb, M.P.
Minister of Transport,
Ministry of Transport,
MELBOURNE, VICTORIA.*

*Dear Minister,
In conformity with the provisions of the
Melbourne and Metropolitan Tramways Act
1958 (No. 6311), the Melbourne and
Metropolitan Tramways Board has the honour
to present the Sixty-third Annual Report of the
Undertaking for the year ended 30th June, 1982,
together with the Balance Sheet and Statement
of Accounts duly certified by the State Auditor-General.*

*F. D. SNELL,
Chairman.*

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Annual Report and Statement of Accounts

for the year ended 30th June, 1982

Submitted to the Hon. the Minister of Transport, pursuant to
Clause 3, Part A, of the Third Schedule to the Melbourne and
Metropolitan Tramways Act 1958

**Head Office, 616-622 Little Collins Street,
Melbourne, Victoria, 3000**

Chairman:

F. D. SNELL
Dip. E.E., M.I.E. Aust., F.C.I.T.

Deputy Chairman:

R. K. DOWNING
F.P.I.A., F.R.A.C.I., F.A.I.E.

Board Member:

C. W. F. FAURE

Secretary:

W. AIRD
A.C.I.S., A.A.S.A. (Senior), M.C.I.T.

Treasurer:

R. J. W. BROWN
A.C.I.S., A.A.S.A. (Senior)

Solicitors:

Darvall McCutcheon.
Moules.

Chief Engineer:

J. L. GRIGG
B.C.E., C.H.T. (Yale), F.I.E. Aust., M.I.T.E.

Auditor:

I. B. FOX
Chartered Accountant

INTRODUCTION

The Financial Year 1981/82 has produced a number of significant developments in the Board's operations.

It is pleasing to be able to report that the patronage increase that occurred in 1980/81 continued into the next financial year. Tram patronage increased by 3% from 100.47 million in 1980/81 to 103.48 million in 1981/82, while bus patronage rose by 12.5% from 21.02 million to 23.55 million over the same period.

The total patronage for the year was 127.02 million, an increase of 4.55% on the 1980/81 patronage of 121.49 million. This is the highest system patronage for eight years and the highest bus patronage for 14 years, and offers encouragement for the future following a period when there were indications that patronage levels were stabilising after a steady decline.

It is apparent that one of the factors contributing to this patronage increase has been a growing confidence that services will be available to passengers on a regular basis compared with the uncertainty that developed during the period of industrial difficulty in the industry. There was only one system wide interruption to services — an off peak stop work meeting in October — and four single depot stoppages of short duration during the year. The willingness of both unions and management to discuss problems before they escalate has resulted in improved relations.

The introduction of TravelCards during the year improved the flexibility of travel in Melbourne and achieved significant cost reductions in multi-modal travel for many passengers despite a fare increase.

There was a remarkable response to the provision of free Sunday travel during the summer period although the patronage increases made it necessary to supplement services and increased costs of operations. As soon as the experimental free travel period ended there was an immediate reduction to normal level of patronage on Sundays.

The State Government contributed \$47.65 million in direct revenue support to our passengers during the financial year. This was an increase of \$10.15 million in direct revenue support over that provided in 1980/81 although it was \$1.75 million less than was budgeted for the year.

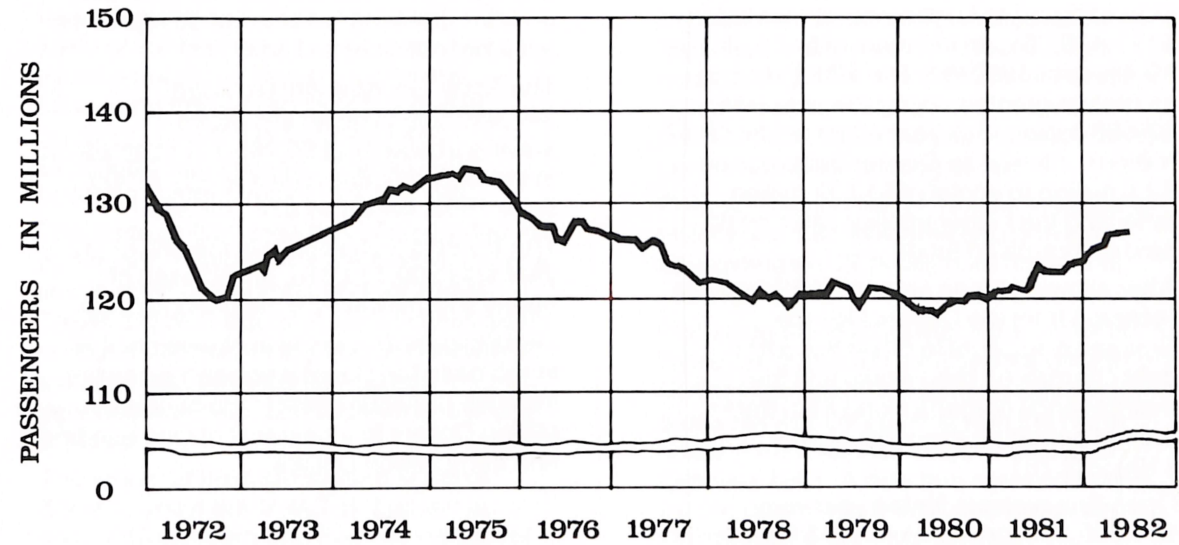
In addition the Government provided \$5.8 million recoupment towards the cost of providing concession travel for Students, Pensioners and other Social Service beneficiaries.

Replacement of the vehicle fleet continued with 26 new trams and six new buses being delivered during the year. There were 196 Z class trams in service by the end of the year and the current order for new trams was extended by 15 vehicles to provide bridging deliveries while new concepts were investigated.

The number of express bus services on the Eastern Freeway was increased as soon as the arterial extension of the freeway to Doncaster Road was opened. There are now 54 trips to the City via the freeway in the a.m. peak, and 48 trips from the City in the p.m. peak. The passenger demand for express bus services on the Westgate freeway is still increasing and services have been upgraded to meet this demand.

The Board has advocated the protection of trams and buses from other road traffic for many years because the number of people carried on the public transport vehicles on some arterial roads is more than 50% of the total passenger movement along the roads although they are carried on less than 5% of the total vehicle movement. It is gratifying to find that Government policy now provides strong support for the Board's aims. While limited success has been obtained in the past with traffic separation measures there is now strong support for new approaches to the solution of this problem and for the provision of priority for public transport vehicles at traffic lights.

The improvement of facilities for staff and for the maintenance of vehicles has continued. The first stage of the



**NUMBER OF PASSENGERS PER YEAR
MOVING ANNUAL TOTAL**

reconstruction of the Footscray Bus Garage has been completed and work is in progress on the second stage which includes the administration offices and amenities for operating staff.

Planning for the first stage of the tram extension from East Preston to Bundoora is virtually complete and design work on Stages II and III is in progress. It is anticipated that the first stage will be constructed in the next financial year.

A feasibility study for a further extension of the very successful Burwood Tramway beyond Middleborough Road was completed and a submission to the Parliamentary Public Works Committee for approval to proceed has been prepared. Since that time there has been an alteration to the Board's Act which removes the requirement for a Parliamentary Inquiry into

tram extensions and new arrangements for the projects are being made.

Tenders were called for the supply of an Automatic Vehicle Monitoring System which will provide better communication and increased security for passengers and crews, together with the ability to respond more quickly to events that delay services.

Passenger facilities were improved by the erection of more shelters including three special shelters on safety zones within the Central Business District, and construction of a covered passenger interchange in Elizabeth Street at Flinders Street is in progress. Other interchanges are in the design stage because this is seen to be one of the important requirements for the effective use of Public Transport.

FINANCIAL

Operating costs for the year amounted to \$111,433,761, an increase of \$18 million or 19.4% over 1980/81. The effect of wage increases granted during the year was \$7.668 million (Full year effect will be \$9.57 million). Interest on Capital Debt rose by \$2.6 million to a total of \$10.37 million reflecting the higher interest rates being paid on borrowed funds.

After allowing for an amount of \$2.2 million received from the Drivers Licence Suspend Account to offset the cost of debt charges on road works and the maintenance of roads along tram tracks, the net operating expenditure was \$109,233,761.

Operating receipts for the year were \$54,800,296, an increase of 12.2% over 1980/81.

The net excess of expenditure was therefore \$54,433,465 and with a surplus on non-operating activities of \$518,318 this left a net deficit of \$53,915,147.

The State Government provided \$47,650,000 to offset this deficit leaving a balance of \$6,265,147 to be added to the accumulated deficit which, at 30th June 1982, becomes \$32,749,380.

The Board's loan liability at the end of the year was \$99,113,816, an increase of nearly \$12 million over the previous year.

Legislation was passed in November 1981 to increase the Board's borrowing powers from the previous limit of One hundred Million Dollars to a new limit of One hundred and thirty Million Dollars.

Crossing the Maribyrnong River.



TRAFFIC

Following the successful introduction in 1980 of the Metrocard which permitted travel on both the Board's trams and buses and the suburban railways, the concept of multi-modal tickets was expanded with the new "TravelCard" ticketing system from 4 October 1981.

The metropolitan area has been divided into zones and TravelCards are sold for either a single zone or a combination of zones. These TravelCards provide unlimited travel on M.M.T.B. services, Victorian Railway services and privately owned bus services within specified zones on the day of issue.

The whole of the tram system is within Zone 1, whilst the M.M.T.B. bus routes east of Heidelberg and Box Hill are part of Zone 2. None of the Board's services enter Zone 3 which extends to the east as far as Healesville and Pakenham.

TravelCards are sold on vehicles and at railway stations at the following prices:

	ADULT	CHILD/ PENSIONER
1 Zone	\$2.00	\$1.00
2 Zones	2.60	1.00
3 Zones	3.60	1.50

In addition, a Central Zone TravelCard is available for \$1.00 covering that part of Zone 1 which is within the Central City area.

From February 1982, Weekly TravelCards were made available at a price equivalent to five daily cards, and provided free travel on Sundays for other members of the family travelling with the card holder.

The price of single journey cash fares on the Board's trams and buses was increased on 4 October 1981 to:

	ADULT	CHILD/ PENSIONER
One Section	30¢	20¢
Two Sections	50¢	30¢
Three Sections	60¢	
Four and Five Sections	70¢	
Six to Ten Sections	\$1.00	
Eleven or More Sections	\$1.20	

City Section and City plus One Section Concession Cards continued to be available for \$2.00 and provided 8 City Trips and 5 City plus One Section trips respectively. The Monthly Travel Permit was increased in price to \$30 with the price of each separate journey made by the permit holder remaining at 10¢.

Prepaid Section Saver Tickets in books of twenty are also available and provide approximately 20% discount on normal cash fares.

Following the withdrawal of the Victorian Railways suburban train service on the Upfield line after 7.00 p.m. on weekdays, a bus service connecting with the North Coburg tram service commenced on 5 October 1981. A new bus service to cater for shoppers was introduced between Doncaster Shoppingtown and Greensborough. The service operates at one hourly intervals between 9.40 a.m. and 3.30 p.m. on weekdays.

With the opening of the F19 Freeway from Doncaster Road the existing Donvale-City Freeway trips were rerouted in June to enter the Freeway from Doncaster Road and a new service introduced to operate from East Doncaster via Blackburn Road, Doncaster Road and the Freeway to the City.

Numerous minor variations to services were made during the year to cater for areas of heavy loading and to minimise the effects of traffic congestion on existing timetables.

The Lost Property Office was relocated from the old Nicholson Street Engine House to more convenient premises in the Head Office annexe at 673 Bourke Street, City.

THE YEAR'S OPERATIONS

A summary of the operations for the year compared with the previous year is shown below—

Revenue	1980/81	1981/82	Variation
Tram	\$39,839,855	\$43,977,203	Inc. \$4,137,348
Bus	9,023,038	10,823,093	Inc. 1,800,055
Non Operating Receipts	705,307	795,121	Inc. 89,814
Total	\$49,568,200	\$55,595,417	Inc. \$6,027,217
Expenditure			
Tram	\$72,242,487	\$86,154,757	Inc. \$13,912,270
Bus	21,116,383	25,279,004	Inc. 4,162,621
Non Operating Costs	278,694	276,803	Dec. 1,891
Total	\$93,637,564	\$111,710,564	Inc. \$18,073,000
Passengers Carried			
Tram	100,473,711	103,478,567	Inc. 3,004,856
Bus	21,017,819	23,545,568	Inc. 2,527,749
Total	121,491,530	127,024,135	Inc. 5,532,605
Kilometres Run			
Tram	24,061,820	24,029,532	Dec. 32,288
Bus	13,162,612	13,336,105	Inc. 173,493
Total	37,224,432	37,365,637	Inc. 141,205
Passengers Boarded per Kilometre Run			
Tram	4.18	4.31	Inc. .13
Bus	1.60	1.77	Inc. .17
Total	3.26	3.40	Inc. .14
Operating Revenue per Kilometre Run (Cents)			
Tram	165.57¢	183.01¢	Inc. 17.44¢
Bus	68.55¢	81.16¢	Inc. 12.61¢
Total	131.27¢	146.66¢	Inc. 15.39¢
Operating Expenditure per Kilometre Run (Cents)			
Tram	300.24¢	358.54¢	Inc. 58.30¢
Bus	160.43¢	189.55¢	Inc. 29.12¢
Total	250.80¢	298.23¢	Inc. 47.43¢

ENGINEERING DEPARTMENT

Trams

At 30 June 1982 there were 196 Z class tramcars out of a total tram fleet of 698. This total included 8 training cars and 27 old tramcars which are currently being held in storage. 67 trams which had reached the end of their useful lives were sold. Major overhauls of 39 trams were carried out at Preston Workshops during the year and 9 trams of the W5 class were modified by the removal of the centre doors. A total of 84 trams have now been so modified.

Buses

Six MAN buses were delivered as part of an extension of 30 buses on the previous contract for 130 MAN buses. The total number of buses in regular use was 267.

Electrical

A new 1000Kw silicon diode rectifier unit was installed in the South Melbourne substation replacing the 1000Kw rotary converter. A second unit of similar size is being installed and will be in service later this calendar year. 24 new two-channel portable radios were put into service during the year and in addition 8 traffic cars were

At work in the new Footscray Bus Workshop.



fitted with in-vehicle battery chargers to provide District Inspectors with portables for use in their vehicles.

The radio base station was converted to repeater mode operation and additional equipment was fitted to allow two-channel operation. This equipment has resulted in the substantial improvement in communications for the Traffic supervisory staff.

Tenders were called for a 500 vehicle automatic vehicle monitoring system during March this year. Tenders closed during July and it is planned that an order be placed for this equipment later in 1982.

Tram Tracks

The Board's tram tracks totalling 220.0 route km of double track, together with 3.7

route km of single track were maintained in a safe operating condition. Concrete to surface track construction is now provided over 60 percent of the Board's track. The following sections of track were renewed during the year:

- (a) Toorak Road — Yarra Street to Chapel Street 0.26 km of double track, new rails in concrete to surface, completed 19 August 1981.
- (b) Whitehorse Road — Iramoo Street (north track) and Wharton Street (south track) to Clapham Street 0.91 km of double track, new rails in concrete to surface, completed 6 October 1981.
- (c) Church Street/Swan Street rectangular crossing renewed, completed 6 December 1981.

- (d) High Street — St. Kilda Road to Chapel Street 0.99 km of double track, new rails in concrete to surface, completed 4 February 1982.
- (e) Elizabeth Street — Bourke Street to Victoria Street 0.87 km of double track, new rails in concrete to surface, completed 26 March 1982.
- (f) Brighton Road — Mozart Street to Dickens Street 0.24 km of double track, new rails in concrete to surface, completed 30 April 1982.

Three specially designed shelters were installed in safety zones in selected locations in the central business district, in addition to 35 modular shelters which were manufactured and installed on bus and tram routes in various locations in the city and suburbs.

Buildings

The first stage of the redevelopment of the Footscray bus depot was completed in January 1981. This work comprised the construction of the major portion of a workshop building with a two storey section containing employee amenities. Stage 2 of the redevelopment project was commenced in May 1982 and is expected to be completed by June 1983.

The new amenities building for use of Engineering Department employees at South Melbourne was completed in September 1981. Improvements to the amenities facilities for Running sheds staff at Camberwell Depot were commenced in August 1981 and completed in December 1981. In May 1982 work commenced on substantial improvements to the mess and canteen facilities for traffic staff at Malvern Depot. This work will be completed early in the next financial year.

Planning

Proposals for tram priority at traffic signals in area traffic management schemes have been investigated in conjunction with RoSTA. It is anticipated that some of the new installations, particularly in Sydney Road and Lygon Street, will provide effective

priority for trams during the next year. Other studies are being carried out with RoSTA into the provision of public transport priority within various traffic signal linking systems which will be installed during the next five years. The effects on tram and bus operations of existing and proposed traffic signal installations were investigated in conjunction with other authorities.

Wattle Park

Gross receipts from sporting activities at Wattle Park amounted to approximately \$81,000 of which approximately \$78,500 came from the 9 hole golf course.

SUPPLY DEPARTMENT

Purchases during the year amounted to \$8,677,899, an increase of \$956,682 over the previous year. Stock on hand at 30 June 1982 was valued at \$2,890,379.

Although the general level of activity in the economy has been sluggish, it was still difficult to find satisfactory suppliers for some types of material. It has become common practice for suppliers to rationalise their product range and to discontinue the manufacture of products for which there is a limited demand. In consequence, renewed efforts have been made to find either alternative suppliers or alternative products.

Increased efforts have also been made to locate domestic suppliers for spare parts previously obtained from overseas sources.

Uniform garments to a value of \$262,000 were manufactured at the Board's Clothing Workroom.

The major portion of the Board's requirements for printed forms, books, tickets and timetables were produced in the Printing Workroom with outside requirements being limited to jobs beyond the capacity of the Workroom equipment.

Civil Engineering team at work.





Wattle Park Chalet. Popular for weddings.

Disposal of surplus materials, obsolete plant, scrap and vehicles removed from service realised \$346,357 during the year.

PERSONNEL

Employment

The Employment Branch experienced a year of high activity both in direct recruiting and involvement in various work related projects.

A total of 584 traffic employees entered service during the year including 84 former employees who returned to work for the Board.

After allowing for employees who left the service or who were transferred to other positions, there was a net increase of 29 employees in the platform staff area during the year.

Training

The transfer of the Bus Driving School from North Fitzroy to Hawthorn was completed and a modern instruction room with visual aids is now provided.

A training programme for service trainer drivers has been commenced and will be expanded during the coming year. This is expected to enable greater consistency in the quality of the training of drivers.

New tram shelter at Museum Station.



Following an investigation into the training requirements for supervisors within the service, an Effective Leadership Course was introduced. During the year a total of 64 officers attended the Training Centre to participate in these courses which are designed to improve management skills.

A.T. & M.O.E.A.

The claim by the Australian Tramway and Motor Omnibus Employees' Association for a \$30.00 per week increase for Tram Drivers has been adjourned indefinitely, and a separate claim for a similar amount for Bus Drivers on the basis of the additional skill and responsibility required to drive the new MAN buses, has not yet been concluded. The Board has argued against the Association's claim. Both Traffic and Non-Traffic rates of pay under the A.T. & M.O.E.A. Awards were increased by 9.2% with effect from September 1981 to reflect increases granted in the Metal Industry Award.

A further offer to increase all Tramway classifications under the Award by 7% with effect from 28 February 1982 was made but had not been finalised by the end of the year under review.

M.O.A.

During the year it was agreed to undertake a total review of the Municipal Officers' (M.M.T.B.) Award salary structure and a working party was established for this purpose.

From this review separate salary schedules were created for Graduate Administration Officers, E.D.P. Staff and Traffic Officer Grades. At the same time, a reduction in the number of individual salary classifications was achieved and a job description created for each position as a basis for determining salary levels within the new structure.

Agreement was finally reached with the Association and a consent document was submitted to and approved by the Conciliation and Arbitration Commission. It took effect from 13 September, 1981.

At the same time an increase of 9.2% in all salaries under the Award was granted.

A further increase of 7% has been offered to the Association in settlement of a subsequent claim for increased salaries but at the close of the year final details had not been completed.

Hours of Work

In December 1981, the Government wrote to the Victorian Trades Hall Council agreeing to the commencement of negotiations for the introduction of a 38 hour week to be worked as a 19 day, four weekly period, provided that individual authorities were able to achieve offsets and that any agreements reached were ratified by the Conciliation and Arbitration Commission. Working parties met and finally agreed on a package of concessions. The employees' associations have ratified the negotiated packages which will be subject to approval by the Commission.

Safety

Branch Safety Committees have continued to meet on a regular basis and accidents involving injuries to employees have been examined. Suggestions to improve safe working conditions have been considered and, where appropriate, they have been adopted.

Instruction and training in the use of fire fighting equipment has continued.

OFFICERS AND STAFF

The number of employees at 30 June 1982 was 4592, an increase of 21 over the corresponding figure for the previous year.

The following table shows the main areas of employment:

Platform Staff (Drivers and Conductors)	2,612
Traffic Supervision and Revenue Handling	291
Engineering and Maintenance Staff	1,363
Material Procurement and Handling	71
Administration	255
	<hr/>
	4,592

Of the employees who retired during the year, 44 had served the Board for over 25 years and of these 7 had more than 40 years service. The Board desires to record its appreciation of the loyal and faithful

service of both its former and current employees who collectively contributed to the smooth operation of its passenger services during the year.

Following the State Election in April 1982, the former Minister of Transport, the Honourable Robert Maclellan M.L.A., was succeeded by the Honourable Steve Crabb M.L.A., and the Board wishes to express its thanks to both of these Ministers and to the Officers of the Ministry of Transport for the support and assistance received during the year.

Chairman: F. D. SNELL

Board Member: C. W. F. FAURE

Secretary: W. AIRD 7 October, 1982

Clifton Hill, a step forward in providing better interchange facilities.



MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

BALANCE SHEET AS AT 30th JUNE, 1982

At 30th June, 1981	\$	\$	\$
CAPITAL DEBT			
87,114,258	Inscribed Stock		99,113,816
GRANTS AND CONTRIBUTIONS —			
	Government Grants —		
157,573	Tram Lines	157,573	
16,740,264	Trams	21,140,264	
1,140,026	Buses	1,550,026	
6,945,905	Net Contributions towards major Tramways Works constructed at the request of other Organisations	7,808,100	
<u>24,983,768</u>			<u>30,655,963</u>
<u>112,098,026</u>			<u>129,769,779</u>
26,484,233	LESS ACCUMULATED DEFICIT (Note 7)		32,749,380
<u>85,613,793</u>			<u>97,020,399</u>
CURRENT LIABILITIES —			
937,672	Trade Creditors	1,397,607	
580,965	Payroll Accrued	2,852,518	
25,554	Payroll Tax	238,320	
555,233	Miscellaneous Creditors	466,249	
<u>2,099,424</u>			<u>4,954,694</u>
<u>9,116,785</u>	ACCRUED LIABILITIES (Note 10)		<u>11,402,361</u>
14,598	CONTRACTORS' SECURITY AND OTHER DEPOSITS (Note 9)		11,737
<u>\$96,844,600</u>			<u>\$113,389,191</u>

The attached notes form part of the accounts and are to be read in conjunction therewith.

At 30th June, 1981	\$	\$	\$
	CURRENT ASSETS —		
472,895	Cash on Hand and at Bank	203,733	
1,019,893	Accounts Receivable	1,223,508	
2,555,152	Stores on Hand (at Cost)	2,890,379	
2,647,937	Work in Progress (at Cost) (Note 8)	4,191,494	
<u>6,695,877</u>			<u>8,509,114</u>
<u>5,396,000</u>	INVESTMENTS (Note 5)		<u>9,396,000</u>
	FIXED ASSETS (at Cost)		
28,767,968	Permanent Way	30,579,545	
60,907,310	Rolling Stock — Tramcars	71,078,000	
6,904,874	Rolling Stock — Buses	6,765,843	
1,433,410	Electrical Equipment of Lines	1,433,410	
884,305	Transmission Lines and Feeders	884,305	
2,191,121	Substation Plant	2,153,428	
7,779,893	Land and Buildings	8,409,460	
2,398,199	General Plant and Equipment	2,811,832	
772,577	Furniture and Fittings	941,195	
1,747,862	Motor Vehicles and Mobile Plant	1,922,545	
<u>113,787,519</u>		<u>126,979,563</u>	
29,959,498	Less Provision for Depreciation (Notes 3 & 4)	32,519,962	
<u>83,828,021</u>			<u>94,459,601</u>
	INTANGIBLE ASSETS —		
338,223	Alterations to Mains, Sewers etc.	338,223	
1,382,875	Contributions towards Bridges, Roads etc.	1,537,209	
1,006,966	Sundry Construction Account Charges etc.	1,006,966	
63,800	Expenditure on Scheme for Proposed Tramways	63,800	
<u>2,791,864</u>		<u>2,946,198</u>	
1,867,162	Less Provision for Amortisation (Notes 3 & 4)	1,921,722	
<u>924,702</u>			<u>1,024,476</u>
<u>\$96,844,600</u>			<u>\$113,389,191</u>

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

STATEMENT OF OPERATIONS — Year ended 30th June, 1982

1981	Expenditure	
\$		\$
31,032,009	Traffic Operation Costs — Tram	37,391,794
8,914,028	— Bus	10,704,789
	Maintenance of —	
2,237,073	Permanent Way	2,816,618
9,147,855	Tramcars	11,040,803
3,575,475	Buses	4,336,797
2,052,479	Electrical Equipment of Lines and Substations	2,574,784
1,222,394	Buildings and Grounds	1,549,823
2,022,788	Traction Energy Costs	2,541,526
1,724,546	Fuel Oil (Buses)	1,906,831
4,362,599	General Administration Costs	5,531,614
949,254	Supply Department Costs	920,403
4,596,825	Workers Compensation	3,433,528
2,994,500	Payroll Tax	4,190,930
1,616,666	Leasing Charges — Buses	2,404,297
7,736,149	Interest on Capital Debt	10,372,846
2,943,600	Depreciation	3,328,559
1,714,567	Accrued Sick Leave and Long Service Leave	1,679,211
2,354,908	Retiring Gratuities (including provision see Note 10)	2,294,755
2,161,155	Public Liability Claims	2,413,853
<u>\$93,358,870</u>		<u>\$111,433,761</u>
\$44,495,977	Operating Deficit — B/d.	\$56,633,465
278,694	Non-Operating Expenses	276,803
<u>\$44,774,671</u>		<u>\$56,910,268</u>
\$21,914,869	Accumulated Deficit — B/F.	\$26,484,233
42,069,364	Deficit for Year	53,915,147
<u>\$63,984,233</u>		<u>\$80,399,380</u>

1981	Income	
\$		\$
39,336,953	Traffic Receipts — Tram	43,332,522
8,855,181	— Bus	10,590,703
48,192,134	Total Traffic Receipts	53,923,225
670,759	Miscellaneous Operating Receipts	877,071
44,495,977	Gross Operating Results — Deficit C/d.	56,633,465
<u>\$93,358,870</u>		<u>\$111,433,761</u>
\$ 705,307	Non-Operating Receipts	\$ 795,121
2,000,000	Contributions from the Drivers' Licence Suspense Account	2,200,000
42,069,364	Net Deficit on Operations transferred to Accumulated Deficit	53,915,147
<u>\$44,774,671</u>		<u>\$56,910,268</u>
\$37,500,000	Receipts from State Treasury — Revenue Supplement	\$47,650,000
26,484,233	Accumulated Deficit C/F.	32,749,380
<u>\$63,984,233</u>		<u>\$80,399,380</u>

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

STATEMENT OF TRAM OPERATIONS — Year ended 30th June, 1982

1981 \$	Expenditure	Cents Per Tram Kilometre	\$
31,032,009	Traffic Operations Costs	155.61	37,391,794
	Maintenance of —		
2,237,073	Permanent Way	11.72	2,816,618
9,118,512	Tramcars	45.94	11,040,803
2,052,479	Electrical Equipment of Lines and Substations	10.72	2,574,784
1,014,926	Buildings and Grounds	5.49	1,318,053
2,022,788	Traction Energy Costs	10.58	2,541,526
3,490,078	General Administration Costs	18.42	4,425,292
759,403	Supply Department Costs	3.06	736,322
3,677,460	Workers Compensation	11.43	2,746,822
2,395,600	Payroll Tax	13.95	3,352,744
6,807,813	Interest on Capital Debt	37.99	9,128,104
2,517,828	Depreciation	12.20	2,932,722
1,371,654	Accrued Sick Leave and Long Service Leave	5.59	1,343,363
1,883,926	Retiring Gratuities (including provision see Note 10)	7.64	1,835,804
1,860,938	Public Liability Claims	8.20	1,970,006
<u>\$72,242,487</u>		<u>358.54</u>	<u>\$86,154,757</u>
\$32,402,632	Operating Deficit — B/d.		\$42,177,554
222,955	Non-Operating Expenses		221,443
<u>\$32,625,587</u>			<u>\$42,398,997</u>

STATEMENT OF BUS OPERATIONS — Year ended 30th June, 1982

1981 \$	Expenditure	Cents Per Bus Kilometre	\$
8,914,028	Traffic Operations Costs	80.27	10,704,789
	Maintenance of —		
3,575,475	Buses	32.52	4,336,797
207,468	Buildings and Grounds	1.74	231,770
1,724,546	Fuel Oil	14.30	1,906,831
901,864	General Administration Costs	8.29	1,106,322
189,851	Supply Department Costs	1.38	184,081
919,365	Workers Compensation	5.15	686,706
598,900	Payroll Tax	6.29	838,186
928,336	Interest on Capital Debt	9.33	1,244,742
425,772	Depreciation	2.97	395,837
1,616,666	Leasing Charges — Buses	18.03	2,404,297
342,913	Accrued Sick Leave and Long Service Leave	2.52	335,848
470,982	Retiring Gratuities (including provision see Note 10)	3.44	458,951
300,217	Public Liability Claims	3.33	443,847
<u>\$21,116,383</u>		<u>189.56</u>	<u>\$25,279,004</u>
\$12,093,345	Operating Deficit — B/d.		\$14,455,911
55,739	Non-Operating Expenses		55,360
<u>\$12,149,084</u>			<u>\$14,511,271</u>

TREASURER R. J. W. BROWN

1981 \$	Income	Cents Per Tram Kilometre	\$
39,336,953	Traffic Receipts	180.33	43,332,522
502,902	Miscellaneous Operating Receipts	2.68	644,681
32,402,632	Gross Operating Results — Deficit C/d.	175.53	42,177,554
<u>\$72,242,487</u>		<u>358.54</u>	<u>\$86,154,757</u>
\$ 564,246	Non-Operating Receipts		\$ 636,097
2,000,000	Contributions from the Drivers' Licence Suspense Account		2,200,000
30,061,341	Net Deficit on Tram Operations transferred to Accumulated Deficit		39,562,900
<u>\$32,625,587</u>			<u>\$42,398,997</u>

1981 \$	Income	Cents Per Bus Kilometre	\$
8,855,181	Traffic Receipts	79.42	10,590,703
167,857	Miscellaneous Operating Receipts	1.74	232,390
12,093,345	Gross Operating Results — Deficit C/d.	108.40	14,455,911
<u>\$21,116,383</u>		<u>189.56</u>	<u>\$25,279,004</u>
\$ 141,061	Non-Operating Receipts		\$ 159,024
12,008,023	Net Deficit on Bus Operations transferred to Accumulated Deficit		14,352,247
<u>\$12,149,084</u>			<u>\$14,511,271</u>

SECRETARY W. AIRD

CHAIRMAN F. D. SNELL

NOTES TO, AND FORMING PART OF THE ACCOUNTS

- The following summary of accounting methods is given to assist in understanding the significant accounting policies which have been adopted in the preparation of the Board's Accounts.
- The accounts have been prepared on a conventional historical cost basis, and are on an accrual basis except for sick leave, long service leave and retiring gratuities (see Note 10). No revaluation of freehold or leasehold properties has been carried out.
- Depreciation has been provided on buildings, plant and equipment at rates which allow for the cost to be written down over the expected economic life of the asset. The straight line method of depreciation has been used.
- The surplus on the disposal of fixed assets of \$113,216 has been deducted from the depreciation provided during the year.
- Amounts provided for Sinking Fund of \$3,173,106 in respect of outstanding loans are regarded as part of the depreciation and amortisation provisions and are included in the investments shown below:

Inscribed Stock	\$3,196,000
Deposits at Call	6,200,000
TOTAL	\$9,396,000
- Operating Revenue includes interest on short term investments, amounting to \$235,947, which has been credited to Miscellaneous Operating Receipts. In addition, interest of \$301,248 on investment of surplus Capital Funds was credited to Non-Operating Income.
- The accumulated deficit is as follows:

Accumulated deficit at 1 July, 1981	\$26,484,233
The deficit for the year	53,915,147
	80,399,380
Less Revenue Supplement from State Treasury	47,650,000
TOTAL	\$32,749,380
- Work in Progress of \$4,191,494 includes capital works expenditure in progress amounting to \$3,976,375.
- Contractors' Deposits which have been received in cash are lodged in the general funds of the Board.

- No specific provisions have been made in the accounts for sick leave, long service leave or retiring gratuities in respect of current employees, but a sum of \$1,000,000 has been included under Accrued Liabilities and Provisions as a preliminary provision for the introduction of improved Retirement Benefits for employees.

Details of the items which are included under the heading of Accrued Liabilities and Provisions are:	
Interest on Loans	\$2,373,526
Prepaid Zone Tickets	299,884
Purchase of Power —	
Traction Energy	218,231
Workers' Compensation	1,640,021
Annual Leave	1,269,654
Public Liability Claims	3,727,555
Leasing of Buses	435,327
Superannuation, Retiring Benefits Provision	1,000,000
Law Fees	92,000
Retiring Gratuities	138,202
Fire Insurance	42,014
Miscellaneous	165,947
	<u>\$11,402,361</u>

- The Board has entered into arrangements for the leasing of 188 passenger buses for a period of ten years.

50 Volvo Buses October 1978-October 1988
130 M.A.N. buses April 1981-April 1991
8 M.A.N. buses April 1982-April 1992

Leasing charges in respect of these buses amounted to \$2,404,297 for the current year and are shown in the statement of operations.

These leases provide for a residual value of 10% at the end of the 10 year lease. After the initial term of 10 years, the Board has the option of renewing the lease.
- Contingent Liability as at 30 June 1982 — A Letter of Credit with a limit of approximately \$110,737 has been arranged through the Commonwealth Trading Bank in respect of an overseas contract for the supply of equipment for new trams and buses.

In the opinion of the Board the Balance Sheet and accompanying statements give a true and fair view of the state of affairs of the Melbourne and Metropolitan Tramways Board at 30 June, 1982 and of the operations for the year.

W. AIRD, SECRETARY
4 November, 1982

F.D. SNELL,
CHAIRMAN

**AUDITOR—GENERAL'S REPORT
MELBOURNE AND METROPOLITAN
TRAMWAYS BOARD**

As referred to in Note 10 to the accounts, the Board has established a Superannuation, Retiring Benefits Provision totalling \$1,000,000.

As the Board cannot provide an accurate determination of the liability for Superannuation, Retiring Benefits, I am unable to express an opinion as to the adequacy of the provision.

Subject to the above, in my opinion the accompanying accounts, being the balance sheet and income and expenditure statement, read in conjunction with notes thereto, are properly drawn up so as to give a true and fair view of the state of the affairs of the Melbourne and Metropolitan Tramways Board at 30 June 1982 and of the operations of the Board for the year ended on that date.

B.J. WALDRON
Auditor-General
9/11/1982

M.M.T.B. service in outer Melbourne suburb, Warrandyte.



MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

SCHEDULE OF INSCRIBED STOCK AT 30th JUNE, 1982

SCHEDULE "A"

Loan No.	Rate %	Due Date	Amount of Loan \$	Amount Redeemed \$	Balance \$
165	5.875	1st August, 1982	435,000	181,236	253,764
97	5.5	1st August, "	40,000	20,207	19,793
167	5.875	1st September, "	300,000	62,495	237,505
166	5.875	22nd September, "	100,000	22,391	77,609
278	9.4	18th October, "	200,000		200,000
168	5.875	2nd November, "	150,000	33,586	116,414
240	10.3	1st February, 1983	1,000,000		1,000,000
169	5.875	9th February, "	100,000	21,266	78,734
103	5.5	15th February, "	40,000		40,000
284	9.2	15th February, "	300,000		300,000
293	10.7	29th June, "	1,000,000		1,000,000
174	5.875	16th September, "	100,000	20,173	79,827
175	5.875	1st October, "	150,000	28,097	121,903
178	5.875	1st November, "	174,000	65,185	108,815
177	5.875	8th November, "	100,000	20,173	79,827
180	5.875	1st January, 1984	500,000	93,656	406,344
176	5.875	15th January, "	20,000		20,000
182	5.875	15th January, "	10,000		10,000
183	5.875	15th January, "	100,000		100,000
251	10.8	20th January, "	100,000		100,000
184	5.875	1st February, "	270,000	101,149	168,851
255	10.8	24th March, "	50,000		50,000
287	9.6	1st May, "	500,000		500,000
188	5.875	5th June, "	10,000		10,000
189	5.875	1st July, "	653,000	218,720	434,280
190	6.4	15th August, "	100,000	18,716	81,284
191	6.4	1st September, "	100,000	17,269	82,731
192	6.4	1st September, "	697,000	240,733	456,267
193	6.4	14th November, "	100,000	18,716	81,284
269	10.8	30th November, "	2,000,000		2,000,000
273	10.3	1st February, 1985	1,800,000		1,800,000
336	13.7	13th February, "	50,000		50,000
138	5.5	15th March, "	100,000		100,000
256	10.8	24th March, "	150,000		150,000
275	10.3	31st March, "	1,000,000		1,000,000
234	9.9	15th May, "	100,000		100,000
277	9.6	1st June, "	491,860		491,860
197	7.4	1st July, "	250,000		250,000
235	9.9	1st July, "	250,000	19,240	230,760
200	7.4	1st September, "	250,000	40,305	209,695
198	7.4	3rd September, "	100,000	17,652	82,348
236	10.5	1st October, "	1,500,000	117,204	1,382,796
281	9.4	15th December, "	500,000		500,000
201	7.4	1st January, 1986	400,000		400,000
355	15.8	13th January, "	45,000		45,000
329	13.2	31st January, "	500,000		500,000
338	13.2	31st March, "	500,000		500,000
202	7.4	1st April, "	100,000	16,540	83,460
203	7.4	1st June, "	77,150	47,834	29,316
321	12.3	1st June, "	239,000		239,000
243	10.5	1st July, "	700,000		700,000
294	10.7	15th July, "	452,000		452,000
204	7.4	12th August, "	100,000	15,468	84,532
206	7.4	1st September, "	521,000	146,716	374,284
87	5.5	1st October, "	500,000		500,000
298	10.7	1st October, "	1,000,000		1,000,000
301	10.7	1st October, "	1,000,000		1,000,000
207	7.4	12th November, "	100,000	15,468	84,532
302	10.7	15th December, "	2,000,000		2,000,000
259	10.9	15th April, 1987	50,000		50,000
309	11.9	15th April, "	1,000,000		1,000,000
310	11.9	15th June, "	2,000,000		2,000,000
295	10.7	1st July, "	500,000		500,000
267	10.9	1st September, "	500,000		500,000

Loan No.	Rate %	Due Date	Amount of Loan \$	Amount Redeemed \$	Balance \$
316	12.4	1st September, 1987	1,000,000		1,000,000
343	15.8	30th September, "	500,000		500,000
319	12.4	1st October, "	190,000		190,000
100	5.5	15th November, "	50,000		50,000
101	5.5	1st December, "	500,000		500,000
270	10.4	1st January, 1988	500,000		500,000
104	5.5	1st February, "	310,000		310,000
274	10.4	1st April, "	2,000,000		2,000,000
272	10.4	1st April, "	100,000		100,000
296	10.7	1st April, "	500,000		500,000
357	15.9	1st May, "	1,500,000		1,500,000
109	5.5	15th August, "	500,000		500,000
283	9.3	1st February, 1989	1,000,000		1,000,000
113	5.5	5th February, "	100,000		100,000
285	9.3	1st March, "	1,000,000		1,000,000
286	9.3	1st March, "	1,000,000	16,438	983,562
186	5.875	15th April, "	391,329	201,207	190,122
187	5.875	15th May, "	200,000		200,000
289	10.4	1st June, "	109,000		109,000
279	9.5	5th June, "	78,000		78,000
290	10.4	5th June, "	53,000		53,000
292	10.4	15th June, "	1,000,000		1,000,000
297	10.8	16th September, "	77,100	12,448	64,652
299	10.8	1st October, "	388,000	16,977	371,023
227	9.85	15th October, "	77,150	25,239	51,911
156	5.75	20th October, "	150,000		150,000
229	9.85	1st November, "	77,150	25,239	51,911
303	10.8	1st December, "	388,000	16,977	371,023
304	10.8	1st December, "	500,000		500,000
121	5.5	15th December, "	100,000		100,000
307	11.2	1st March, 1990	1,000,000		1,000,000
308	12	1st April, "	310,000	8,312	301,688
291	10.4	1st June, "	1,000,000		1,000,000
311	12.6	1st June, "	750,000	3,296	746,704
315	12.6	1st July, "	650,000		650,000
314	12.6	1st July, "	500,000	1,596	498,404
318	12.6	1st October, "	231,000	4,620	226,380
320	12.6	1st November, "	500,000	9,579	490,421
322	13.2	1st November, "	960,000	18,061	941,939
280	9.3	1st December, "	1,500,000		1,500,000
323	12.6	1st December, "	500,000		500,000
324	13.2	1st December, "	480,000	9,031	470,969
325	13.2	20th December, "	76,600	6,250	70,350
326	13.2	1st January, 1991	500,000		500,000
327	13.4	1st January, "	1,500,000	17,569.00	1,482,431
328	13.4	22nd January, "	230,000	11,982	218,018
330	13.9	1st February, "	2,000,000		2,000,000
331	13.9	1st February, "	3,000,000		3,000,000
332	13.9	1st February, "	5,000,000		5,000,000
333	13.9	13th February, "	200,000		200,000
335	13.9	13th February, "	250,000		250,000
158	5.875	1st March, "	100,000		100,000
334	13.9	1st March, "	2,000,000		2,000,000
337	13.9	22nd March, "	76,600	3,888	72,712
340	13.9	1st June, "	193,000	9,699	183,301
341	13.9	22nd June, "	76,600	3,888	72,712
342	16.0	15th September, "	76,600	1,674	74,926
344	16.0	1st October, "	544,000	11,880	532,120
246	10.7	11th October, "	110,000		110,000
245	10.7	1st November, "	1,000,000	30,954	969,046
247	10.7	1st November, "	1,000,000	30,954	969,046
248	10.7	15th November, "	200,000		200,000
353	16.0	22nd December, "	76,600		74,926
209	7.1	1st February, 1992	586,000	162,696	423,304
211	6.4	1st March, "	250,000		250,000
257	11	25th March, "	20,000		20,000
210	7.1	30th March, "	200,000		200,000
356	16.1	24th April, "	191,200		191,200

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

Loan No.	Rate %	Due Date	Amount of Loan \$	Amount Redeemed \$	Balance \$
262	11	10th June, 1992	20,000		20,000
358	17.5	22nd June, "	76,400		76,400
359	17.5	1st July, "	553,000		553,000
212	6.4	14th July, "	100,000	12,802	87,198
213	6.4	1st August, "	250,000		250,000
265	11	22nd August, "	85,000	13,209	71,791
215	6.4	1st September, "	250,000	29,208	220,792
217	6.4	1st December, "	175,000	22,404	152,596
219	6.4	28th February, 1993	200,000		200,000
276	9.7	3rd April, "	80,000	11,735	68,265
220	7.4	9th August, "	500,000	57,740	442,260
221	7.4	1st October, "	340,000		340,000
223	8.9	1st December, "	500,000	27,471	472,529
224	8.9	30th April, 1994	200,000		200,000
225	8.9	1st June, "	680,000		680,000
288	9.5	1st June, "	234,100	24,858	209,242
226	9.85	3rd September, "	300,000	32,186	267,814
300	10.8	1st October, "	26,000		26,000
228	9.85	24th October, "	200,000	21,457	178,543
233	9.85	23rd January, 1995	1,000,000	97,485	902,515
306	10.8	2nd February, "	154,300	9,398	144,902
312	12.6	30th May, "	200,000	10,542	189,458
313	12	15th June, "	76,600	4,239	72,361
317	12.6	20th September, "	76,600	2,934	73,666
237	10.5	30th September, "	300,000	26,996	273,004
238	10.5	28th November, "	200,000	17,997	182,003
241	10.5	31st March, 1996	500,000	40,373	459,627
339	13.9	1st April, "	165,000	3,648	161,352
242	10.5	14th May, "	1,000,000	125,745	874,255
149	5.75	19th May, "	100,000		100,000
152	5.75	1st July, "	475,000		475,000
244	10.7	31st August, "	250,000	18,087	231,913
345	16.0	1st November, "	2,000,000		2,000,000
346	16.0	1st November, "	1,500,000		1,500,000
347	16.0	1st November, "	1,250,000		1,250,000
348	16.0	1st November, "	1,500,000		1,500,000
350	16.0	1st November, "	1,500,000		1,500,000
349	16.0	1st December, "	1,000,000		1,000,000
351	16.0	1st December, "	2,500,000		2,500,000
352	16.0	1st December, "	1,000,000		1,000,000
354	16.0	1st December, "	500,000		500,000
249	10.7	10th December, "	500,000	54,961	445,039
252	11	4th March, 1997	250,000	23,563	226,437
253	11	15th March, "	1,000,000	94,252	905,748
254	11	18th March, "	500,000	47,126	452,874
261	11	31st May, "	500,000	47,126	452,874
264	11	10th July, "	85,000	7,004	77,996
164	5.875	1st August, "	100,000		100,000
271	10.4	16th December, "	250,000	21,909	228,091
268	11	14th April, 1998	50,000		50,000
282	9.3	12th January, 1999	200,000	12,152	187,848
305	10.8	1st December, "	250,000	10,449	239,551
135	5.5	4th December, "	200,000		200,000
196	6.4	1st May, 2000	50,000		50,000
140	5.5	1st June, "	100,000	26,681	73,319
128	5.125	1st July, 2004	300,000		300,000
129	5.125	1st July, "	500,000		500,000
130	5.5	1st October, "	400,000		400,000
137	5.5	1st April, 2005	300,000		300,000
239	10.5	30th January, 2006	400,000		400,000
146	5.75	22nd February, "	100,000	17,063	82,937
147	5.75	1st March, "	75,000		75,000
159	5.875	1st April, 2007	100,000		100,000
266	11	30th August, "	500,000		500,000
171	5.875	1st May, 2008	600,000		600,000
172	5.875	1st May, "	150,000		150,000
173	5.875	1st May, "	50,000		50,000
179	5.875	6th November, "	75,000		75,000

Loan No.	Rate %	Due Date	Amount of Loan \$	Amount Redeemed \$	Balance \$
181	5.875	1st January, 2009	100,000		100,000
185	5.875	1st February, "	100,000		100,000
194	6.4	1st January, 2010	100,000		100,000
195	6.4	1st January, "	500,000		500,000
205	7.4	27th August, 2011	250,000		250,000
208	7.1	25th January, 2012	360,000		360,000
214	6.4	1st September, "	200,000		200,000
216	6.4	1st November, "	500,000		500,000
218	6.4	1st February, 2013	255,000		255,000
222	7.4	15th November, "	500,000		500,000
			<u>\$102,368,939</u>	<u>\$3,255,123</u>	<u>\$99,113,816</u>

SCHEDULE OF INVESTMENTS AT 30TH JUNE, 1982.

Schedule "B".

Inscribed Stock

State Electricity Commission of Victoria

			Face Value	Cost
6.2%	Due	1/5/1983	\$500,000	\$500,000
9.9%	"	1/5/1985	120,000	120,000
10.4%	"	1/2/1988	200,000	200,000
9.6%	"	1/9/1988	4,000	4,000
13.9%	"	1/4/1991	50,000	50,000
16%	"	1/12/1991	500,000	500,000
11%	"	1/3/1992	200,000	200,000
			<u>\$1,574,000</u>	<u>\$1,574,000</u>

Melbourne & Metropolitan Board of Works

9.2%	Due	15/2/1983	\$300,000	\$300,000
9.9%	"	1/4/1985	150,000	150,000
9.9%	"	1/7/1985	972,000	972,000
10.5%	"	1/1/1991	200,000	200,000
			<u>\$1,622,000</u>	<u>\$1,622,000</u>

Capel Court Securities Ltd.

Deposit at Call 19.8%	\$4,150,000	\$4,150,000
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A.M.P. Discount Corporation Ltd.

Deposit at Call 19.5%	2,050,000	2,050,000
	<u>\$6,200,000</u>	<u>6,200,000</u>

Total	<u>\$9,396,000</u>	<u>\$9,396,000</u>
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Of the above investments the sum of \$3,173,106 is applicable to Sinking Funds required in connection with loan borrowing.

TRAM AND BUS ROUTES OPERATED BY THE BOARD

The Tram Routes and Bus Routes operated by the Board at 30th June, 1982, are as follows:

TRAM ROUTES

Route Number	From	To	Length of Route (Kilometres)
30	CITY (La Trobe Street at Spencer Street)	BRUNSWICK STREET (Victoria Parade at Brunswick Street) via La Trobe Street	2.29
72	CITY (Swanston Street at Victoria Street)	CAMBERWELL (Burke Road at Cotham Road) via Malvern Road	15.99
67	CITY (Swanston Street at Victoria Street)	CARNEGIE (Truganini Road at Koornang Road)	14.64
56	CITY (Peel Street at Victoria Street)	DOMAIN ROAD (Park Street at St. Kilda Road) via William Street and Kings Way	3.90
64	CITY (Swanston Street at Victoria Street)	EAST BRIGHTON (Hawthorn Road at Nepean Highway) via Caulfield	15.24
96	CITY (Bourke Street at Spencer Street)	EAST BRUNSWICK—BLYTH STREET (Nicholson Street at Blyth Street)	6.72
75	CITY (Spencer Street at Lonsdale Street)	EAST BURWOOD (Burwood Highway at Middleborough Road) via Flinders Street	18.24
21	CITY (Swanston Street at Flinders Street)	EAST COBURG (Nicholson Street at Bell Street)	8.74
3	CITY (Swanston Street at Victoria Street)	EAST MALVERN-DARLING ROAD (Waverley Road at Darling Road)	13.81
88	CITY (Bourke Street at Spencer Street)	EAST PRESTON (Plenty Road at Tyler Street)	12.40
59	CITY (Elizabeth Street at Flinders Street)	AIRPORT WEST (Lancefield Road at Hawker Street)	13.71
6	CITY (Swanston Street at Victoria Street)	GLEN IRIS (High Street at Malvern Road)	11.93
5	CITY (Swanston Street at Victoria Street)	MALVERN—BURKE ROAD (Wattletree Road at Burke Road)	11.81
42	CITY (Collins Street at Spencer Street)	MONT ALBERT (Whitehorse Road at Union Road)	13.67
22	CITY (Swanston Street at Flinders Street)	MORELAND (Moreland Road at Cameron Street)	8.32
48	CITY (Spencer Street at Lonsdale Street)	NORTH BALWYN (Doncaster Road at Balwyn Road) via Flinders Street	13.31
19	CITY (Elizabeth Street at Flinders Street)	NORTH COBURG (Sydney Road at Bakers Road)	10.24
9	CITY (Collins Street at Spencer Street)	NORTHCOTE (Dundas Street at High Street) via St. Georges Road	9.67
77	CITY (Batman Avenue at Swanston Street)	PRAHRAN (Chapel Street at Brighton Road)	7.98
2	CITY (Swanston Street at Victoria Street)	SOUTH MELBOURNE BEACH (Victoria Avenue at Beaconsfield Parade)	5.81
16	CITY (Swanston Street at Victoria Street)	ST. KILDA BEACH (Acland Street at Barkly Street) via St. Kilda Road	8.12
12	CITY-BRUNSWICK STREET (Victoria Parade at Brunswick Street)	SOUTH MELBOURNE AND ST. KILDA BEACH (Park Street at Fitzroy Street) via Collins Street	8.40
8	CITY (Swanston Street at Victoria Street)	TOORAK-GLENFERRIE ROAD (Toorak Road at Glenferrie Road)	8.74
70	CITY (Batman Avenue at Swanston Street)	WATTLE PARK-ELGAR ROAD (Riversdale Road at Elgar Road)	12.93
55	CITY (Market Street at Flinders Street)	WEST COBURG (Melville Road at Bell Street) via William Street	10.26
57	CITY (Elizabeth Street at Flinders Street)	WEST MARIBYRNONG (Adjacent to Cordite Avenue Entrance to Explosives Factory) via North Melbourne	11.69
11	CITY (Collins Street at Spencer Street)	WEST PRESTON (Gilbert Road at Regent Street)	12.10
82	FOOTSCRAY (Leeds Street at Paisley Street)	MOONEE PONDS (Ascot Vale Road at Puckle Street)	9.04
69	KEW-COTHAM ROAD (Glenferrie Road at Cotham Road)	ST. KILDA BEACH (Esplanade at Acland Street) via Balaclava Road	11.66
78	NORTH RICHMOND (Church Street at Victoria Street)	PRAHRAN (Chapel Street at Brighton Road)	6.81
79	NORTH RICHMOND (Church Street at Victoria Street)	ST. KILDA BEACH (Esplanade at Acland Street)	7.60
Total			325.77

NOTE: During "Peak" periods services operate via William Street and La Trobe Street as follows:—

From CITY (William St. at Dudley St.)
via Kings Way

Route Number	To
32	Camberwell
35	Malvern
36	Glen Iris
37	Carnegie
38	Toorak
53	St. Kilda Beach
65	East Brighton

From CITY (La Trobe St. at Spencer St.)
via Victoria St.

Route Number	To
23	Mont Albert
24	North Balwyn
	Via St. Georges Road
13	West Preston
14	East Preston

Many of the above routes are common over parts of their lengths (i.e. they are in the same street). In consequence the total street length covered by the Tram Routes listed above is not 325.77 km, but 219.59 km.

BUS ROUTES

Route Number	From	To	Length of Route (Kilometres)
203	CITY (Flinders Street at Market Street)	BULLEEN (Thompsons Road at Manningham Road) via North Kew and East Kew	17.33
216	CITY (Queen Street at Flinders Street)	DEER PARK WEST (Western Highway at Robinsons Road) via Dynon Road, Footscray, South Road and Sunshine Station	22.03
		Deviation—to Fabrics and Ammunition Factories via Station Road	0.93
237	CITY (Flinders Street at Swanston Street)	FISHERMENS BEND (Lorimer Street at Government Aircraft Factory) via Lorimer Street	7.23
233	CITY (Flinders Street at Swanston Street)	FISHERMENS BEND (Lorimer Street at Government Aircraft Factory) via Ingles Street	7.80
235	CITY (Flinders Street at Swanston Street)	FISHERMENS BEND (Lorimer Street at Government Aircraft Factory) via Williamstown Road and Salmon Street	8.65
201	CITY (Lygon Street at Victoria Street)	GARDEN CITY (Centre Avenue at Howe Parade) via Port Melbourne	8.01
256	CITY (Russell Street at Bourke Street)	LA TROBE (University Administration Building) via West Heidelberg	18.09
		Deviation—to Heidelberg Repatriation Hospital via Banksia Street	0.98
254	CITY (Russell Street at Bourke Street)	NORTHLAND (Bus Terminal) via West Heidelberg	16.82
		Deviation—to Heidelberg Repatriation Hospital via Banksia Street	0.93
259	CITY VIA FREEWAY (Russell Street at Bourke Street)	LA TROBE (University Administration Building) via West Heidelberg	17.27
258	CITY VIA FREEWAY (Russell Street at Bourke Street)	NORTHLAND (Bus Terminal) via West Heidelberg	15.91
220	CITY (Queen Street at Flinders Street)	SUNSHINE (Sunshine Station) via Footscray Road, Footscray and Ballarat Road	16.21
219	CITY (Queen Street at Flinders Street)	SUNSHINE PARK (First Avenue at Market Road) via Dynon Road, Footscray, South Road and Sunshine Station	15.35
		Deviation—to Sunshine West	1.55
232	CITY (Queen Street at Bourke Street)	NORTH ALTONA (Grieve Parade at Buchanan Road) via West Gate Bridge	14.39
246	CLIFTON HILL (Queens Parade at Hoddle Street)	ELSTERNWICK (Horne Street at Rusden Street) via Point Ormond	13.00
223	HIGHPOINT WEST (Bus Terminal)	WILLIAMSTOWN ROAD (Williamstown Road at Anderson Street) via Footscray Station	7.56
215	HIGHPOINT WEST (Bus Terminal)	DEER PARK WEST (Western Highway at Robinsons Road) via Ballarat Road	12.57
Total for other than Doncaster Routes			222.61

292	BOX HILL (Main Street at Market Street)	EAST DONCASTER (Blackburn Road at Andersons Creek Road) via Doncaster Junction	8.39
286	BOX HILL (Main Street at Market Street)	EAST DONCASTER (Blackburn Road at Andersons Creek Road) via Blackburn Station	9.27
		Extension—to King Street at Tuckers Road	1.17
		Extension—via Blackburn Road to Serpells Road	1.21
291	BOX HILL (Main Street at Market Street)	HEIDELBERG (Mount Street at Yarra Street) via Shoppingtown	11.41
		Extension—to Heidelberg Repatriation Hospital, Edwin Street at Banksia Street	1.50
287	BOX HILL (Main Street at Market Street)	MITCHAM (Colombo Street at Station Street) via Blackburn and Nunawading Stations and Donvale	13.64
290	BOX HILL (Market Street at Main Street)	BLACKBURN NORTH (Koonung Road at Springfield Road) via Dorking Road and Katrina Street	5.36
296	BOX HILL (Main Street at Market Street)	TEMPLESTOWE (James Street at Anderson Street) via Shoppingtown and High Street	8.79
		Extension—to Newmans Road at Warrandyte Road	2.55
297	BOX HILL (Main Street at Market Street)	TEMPLESTOWE (Anderson Street at James Street) via East Doncaster and Serpells Road	13.12
289	BOX HILL (Main Street at Market Street)	TEMPLESTOWE (Anderson Street at James Street) via Bulleen-Thompsons Roads	10.70
281	CITY—VIA KEW (Russell Street at Flinders Street)	DONVALE (Mitcham Road at Springvale Road)	21.31
277	CITY—VIA KEW (Russell Street at Flinders Street)	WARRANDYTE (Warrandyte Road at Hogan Avenue) via East Doncaster	31.47
276	CITY—VIA KEW (Russell Street at Flinders Street)	WARRANDYTE (Warrandyte Road at Hogan Avenue) via Doncaster Junction and Templestowe	33.50
278	CITY—VIA KEW (Russell Street at Flinders Street)	WARRANDYTE (Warrandyte Road at Hogan Avenue) via High Street and Templestowe	31.69
264	CITY—VIA FREEWAY (Russell Street at Flinders Street)	DONVALE (Mitcham Road at Springvale Road) via Manningham Road	21.19
260	CITY—VIA FREEWAY (Russell Street at Flinders Lane)	EAST DONCASTER (Blackburn Road at Andersons Creek Road) via George Street	21.21
261	CITY—VIA FREEWAY (Russell Street at Flinders Lane)	TEMPLESTOWE (James Street at Anderson Street) via Thompsons Road	18.13
262	CITY—VIA FREEWAY (Russell Street at Flinders Lane)	TEMPLESTOWE—NEWMANS ROAD (Newmans Road at Warrandyte Road) via High Street	21.58
265	CITY—VIA FREEWAY (Russell Street at Flinders Lane)	WARRANDYTE (Warrandyte Road at Hogan Avenue) via High Street and Templestowe	31.39
266	CITY—VIA FREEWAY (Russell Street at Flinders Street)	EAST DONCASTER (Blackburn Road at Andersons Creek Road) via Doncaster Road	21.63
268	DONCASTER SHOPPINGTOWN (Bus Terminal)	EAST DONCASTER (Blackburn Road at Andersons Creek Road) via George Street	4.91

BUS ROUTES (continued)

Route Number	From	To	Length of Route (Kilometres)
270	DONCASTER SHOPPINGTOWN (Bus Terminal)	EAST KEW (Harp Road at High Street) via Elgar Road	8.70
269	DONCASTER SHOPPINGTOWN (Bus Terminal)	GREENSBOROUGH (Main Street opposite Shopping Complex)	11.81
271	DONCASTER SHOPPINGTOWN (Bus Terminal)	TEMPLESTOWE (James Street at Anderson Street) via Bulleen — Thompsons Road	6.88
		Deviation—via Templestowe Road to Swanston Street	1.28
284	EAST KEW (Harp Road at High Street)	DONCASTER NORTH (Victoria Street at King Street) via Box Hill Station	16.28
		Extension—to Templestowe (Anderson Street at James Street)	2.94
302	MITCHAM (Colombo Street at Station Street)	EAST DONCASTER JUNCTION (Blackburn Road at Doncaster Road) via Mitcham Road	4.92
		Deviation—via Springvale and Old Warrandyte Roads	2.58
303	MITCHAM (Colombo Street at Station Street)	RINGWOOD (Entrance to Ringwood Railway Station at Whitehorse Road) via Loughnan Road	5.32
315	RINGWOOD (Entrance to Ringwood Railway Station at Whitehorse Road)	PARK ORCHARDS (Park Road at Alva Avenue) via Warrandyte Road	6.15
		Deviations—via Wonga and Oban Roads (Route No. 316)	1.44
		via Ringwood Street	1.58
		via Ringwood Street, Wonga and Oban Roads	3.02
313	RINGWOOD (Entrance to Ringwood Railway Station at Whitehorse Road)	WARRANDYTE (At Warrandyte Recreation Reserve) via Warrandyte Road	12.56
		Deviations—via Wonga and Oban Roads (Route No. 314)	1.44
		via Ringwood Street	1.58
		via Ringwood Street, Wonga and Oban Roads	3.02
Total for Doncaster Routes			436.62
Total Bus Routes			659.23

Many of the above routes are common over parts of their lengths (i.e. they are in the same streets). In consequence the total street length covered by Bus Services listed above is not 659.23 km, but 302.15 km.



W and Z Class trams in Elizabeth Street.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

SERVICE STATISTICS

	Year ended 30th June										
	1952	1957	1962	1967	1972	1977	1978	1979	1980	1981	1982
PASSENGERS CARRIED (millions)											
TRAMS	217.7	203.3	167.2	131.9	102.0	102.9	101.3	101.1	98.9	100.5	103,478,567
BUSES	62.6	34.6	31.3	25.1	20.4	20.1	19.3	19.9	19.9	21.0	23,545,568
TOTAL	280.3	237.9	198.5	157.0	122.4	123.0	120.6	121.0	118.8	121.5	127,024,135
TRAFFIC REVENUE IN DOLLARS (millions)											
TRAMS	9.2	12.7	14.2	15.8	18.9	26.5	27.8	29.4	32.8	39.3	43,332,522
BUSES	2.6	2.4	3.0	3.3	4.0	5.7	5.7	6.2	7.1	8.9	10,590,703
TOTAL	11.8	15.1	17.2	19.1	22.9	32.2	33.5	35.6	39.9	48.2	53,923,225
PASSENGER REVENUE PER KILOMETRE IN CENTS											
TRAMS	26.5	35.6	47.7	59.1	79.3	109.8	115.0	121.7	139.5	163.5	180.33¢
BUSES	20.7	25.0	26.3	29.5	36.1	44.4	44.5	48.1	55.4	67.3	79.41¢
TOTAL	25.0	33.4	41.4	50.4	65.5	87.2	90.5	96.2	109.9	129.5	144.31¢
KILOMETRES RUN (millions)											
TRAMS	34.8	35.8	30.3	26.7	23.8	24.2	24.2	24.2	23.6	24.1	24,029,532
BUSES	12.2	9.3	11.2	11.1	11.2	12.8	12.9	12.8	12.7	13.1	13,336,105
TOTAL	47.0	45.1	41.5	37.8	35.0	37.0	37.1	37.0	36.3	37.2	37,365,637



Z class tram in exclusive right of way operation.

W class tram in transit to New Zealand.



