

# INSPECTORS' REPORT – BALLARAT, BENDIGO AND GEELONG TRAMWAYS

Monday, 28<sup>th</sup> August, 1950 to Saturday, 2<sup>nd</sup> September, 1950

## SUMMARY OF OBSERVATIONS:

X and Y report that the loss in revenue is contributed to by these factors:

1. A deplorable lack of supervision.
2. Dilatory fare collection.
3. Passengers over-riding sections.
4. Non-collection of half fares.
5. Transfer system.

Numbers 2, 3, 4 and 5 are a natural consequence following on 1; and all have reached a state where the position is really serious.

Dilatory fare collection is evidenced all through the service and reflects no credit on the training instructors or inspectors.

Passengers seem to over-ride at will even in the off-peak. Sufficient evidence of this is contained in our reports.

Failing to collect fares for children obviously over the age for free travel is especially noticeable in Geelong and to a lesser degree in Ballarat and Bendigo.

The transfer system is definitely open to abuse. Passengers board at various points and show folded or otherwise tickets to conductors. These tickets are neither examined nor cancelled by conductors. On one occasion we boarded the car at Barkly Street at 5.7 p.m. and when conductor approached Lydiard Street we showed him the backs of the old tickets which he just glanced at.

He failed to detect any sign of dishonesty such as failing to issue or discard, or issue of loose tickets. Our unfamiliarity with the ticket system was a decided handicap.

## SUGGESTIONS TO COUNTERACT REVENUE LOSS:

We suggest that to counteract loss in revenue the following steps should be taken:

Inspectors or ticket examiners should be instructed to perform their duties in the correct way and so set an example to the employees.

Conductors should be instructed to call distinctly "fares please" instead of sauntering through the car as if it did not matter whether fares are collected or not.

Indiscriminate smoking should not be permitted. Conductors should be instructed that when not collecting fares their position is the rear of car, not the driver's cabin.

Over-riding sections on peak periods is scarcely a matter for conductors, but in off-peak periods conductors should be capable of detecting same. An instruction worded accordingly might have the desired effect. The M & MTB system of having differently coloured tickets is of great assistance to examiners and conductors in the detection of over-riding.

Peak fare evaders are hard to detect – again the practice of the M & MTB could be followed, i.e. the employment of ticket examiner-observers (plain clothes), with results which would fully justify their employment.

## HALF-FARE COLLECTION:

Female passengers accompanied by two or more children generally tender the fare for one, which is always accepted without question. When accompanied by one child obviously of paying age, one adult fare is usually tendered. The conductors have evidently decided that "the customer is always right" because the query "How old is the child, Madam?" is never heard. Conductors should be instructed to ascertain children's age whenever there is a doubt.

The transfer system as at present operated, undoubtedly lends itself to abuse. No suggestion can be offered in this matter because of our insufficient knowledge of the system.

Free carriage of prams and pushers is a loss of revenue, which is great, especially in Geelong. To our knowledge no other tramway system carries pushers free. Some charge should be made. M & MTB charges an adult fare for each pram or pusher carried.

The backs of tramway tickets are excellent advertising mediums. We think that as well as preventing over-riding, conductors could recognise tickets by their different advertisements. This would constitute a source of revenue.

## INSPECTORS' REPORT – GEELONG TRAMWAYS

### CONTRIBUTORY FACTORS TO LOSS OF REVENUE:

X and Y report that the paramount factor in the loss of revenue on Geelong routes is the almost appalling lack of supervision. During the whole of our two days' observation on all routes not one tram was checked; in fact, only one inspector was sighted. (He rode on the step of a tram from Ryrie Street to Malop Street at 1.35 p.m. on the 28<sup>th</sup> and boarded a north bound tram at Moorabool and Ryrie Streets on 29<sup>th</sup> at 11.04 a.m. and alighted at Ginn Street at 11.08 a.m. On return trip from North he again boarded car at Malone Street at 11.20 a.m. and looked around car as if counting passengers, then conversed with driver until arriving at Ryrie Street).

This lack of supervision has engendered a happy-go-lucky atmosphere among the crews and passengers – i.e. the passenger pays if a demand is made and the conductor accepts if offered.

Crews leave cars unattended on down grade at corner Ryrie Street and Moorabool Street (one car was left unattended from 2.40 p.m. to 2.48 p.m. Driver left terminus without conductor, who boarded this car at Malop Street).

Conductors and O.M.U.'s converse at City Terminus until starting time instead of collecting fares whilst standing, in consequence of which short riders are enabled to alight before conductor reaches them. If regular checks were made, both passengers and crews would be kept "on their toes", as the knowledge that ticket examiner may board car at the next stop is a powerful deterrent to potential fare evaders and ensures that conductors do "the right thing".

The transfer system, somewhat complex to the uninitiated, is no doubt a boon to the travelling public, but is very definitely open to abuse. Passengers were observed boarding North cars at corner Glenleith Avenue and Melbourne Road and showing tickets which were only casually glanced at by conductors, and which could have been weeks old as far as they knew.

The practice of conductors gossiping to drivers while car is in motion is very prevalent and leads to carelessness in fare collection.

One really serious thing is the non-collection of half-fares. We estimate that this alone costs the S.E.C. hundreds of pounds yearly. As many as three half-fares are missed in a half trip. Every conductor we observed seemed diffident about charging half fares for children who were accompanied.

## OBSERVATIONS BY 'X' AT GEELONG, MONDAY, 28<sup>th</sup> AUGUST, 1950

No. of Car	Time	Up or Down	Conductor
8	1.45 p.m.	Down	71

### FAILURE TO PUNCH TICKETS:

X reports that when travelling on the above tram between the corner of Moorabool and Ryrie Streets and East terminus he asked the above conductor for a through fare. He received the attached ticket 4d. No. K 009274, which conductor failed to punch. I further observed him and noticed that he collected 10 more fares and issued check tickets unpunched.

No. of Car	Time	Up or Down	Conductor
17	2.15 p.m.	Up	66

### DILATORY FARE COLLECTION:

X reports that this car departed from East terminus at 2.15 p.m. with seven passengers. Instead of collecting fares, the above conductor stood conversing with his driver until 2.19 p.m. By this time there were 18 passengers on board.

No. of Car	Time	Up or Down	Conductor
35	3.39 p.m.	Up	47

### DILATORY FARE COLLECTION:

X reports that this car departed from North terminus at 3.39 p.m. with five passengers. Instead of collecting fares the above conductor rode in the driver's cabin conversing with him until the car reached Victoria Street at 3.43 p.m. By this time there were 13 passengers on board. After leaving Victoria Street the conductor commenced to collect these fares.

### FAILED TO PUNCH TICKETS:

X reports that the following tickets were purchased on the undermentioned cars. Conductors concerned failed to punch them:

Time	Route	Car No.	Badge	Tickets Purchased
12.03 p.m.	Chilwell; In	1	81	4d. No. K 011309
1.45 p.m.	East; Out	8	71	4d. No. K 009274
4.20 p.m.	North; In	19	76	4d. No. J 910829
5.37 p.m.	Eastern Park; Out	7	2	4d. No. J 911361
5.44 p.m.	Eastern Park; In	2	29	3d. No. H 316245

## RETURN OF TICKETS EXAMINED BY 'Y', GEELONG, MONDAY, 28<sup>TH</sup> AUGUST, 1950

SIGN ON 8.25 a.m. TRAIN TO GEELONG. ARRIVE GEELONG 9.25 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Railway Station	9.35 a.m.	Malop Street	9.38 a.m.	West	23	5	14	2d. No. F 245098
ARRANGING ACCOMMODATION								
Malop Street	10.25 a.m.	Belmont	10.44 a.m.	Belmont	34	52	10	4d. No. J 960148
Belmont	11.02 a.m.	City Centre	11.18 a.m.	Belmont	32	74	14	4d. No. J 959540
City Centre	11.30 a.m.	Chilwell	11.42 a.m.	Chilwell	17	OMU 93	12	4d. No. K 060317
Chilwell	12.03 p.m.	City Centre	12.15 p.m.	Chilwell	1	OMU 81	20	4d. No. K 011308
MEAL 12.15 p.m. TO 1.35 p.m.								
City Centre	1.35 p.m.	East	1.47 p.m.	East	31	84	15	4d. No. K 009901
East	2.01 p.m.	City Centre	2.14 p.m.	East	8	71	24	4d. No. K 009281
City Centre	2.48 p.m.	North	3.02 p.m.	North	34	68	10	4d. No. J 966134
North	3.25 p.m.	City Centre	3.40 p.m.	North	32	36	12	4d. No. K 017253
City Centre	4.05 p.m.	West	4.19 p.m.	West	23	51	16	4d. No. K 018726
Glenleith Avenue	4.20 p.m.	City Centre	4.30 p.m.	North	19	76	50	4d. No. J 910828
City Centre	4.42 p.m.	Newtown	4.52 p.m.	Newtown	4	49	30	4d. No. J 966793
Newtown	5.06 p.m.	City Centre	5.15 p.m.	Newtown	24	63	15	4d. No. J 964978
City Centre	5.37 p.m.	Garden Street	5.42 p.m.	Eastern Park	7	OMU 2	40	4d. No. J 911360*
Garden Street	5.44 p.m.	City Centre	5.49 p.m.	Eastern Park	2	OMU 29	5	3d. No. H 316244
MEAL 5.50 p.m. TO 6.50 p.m. WRITING REPORTS. SIGN OFF 8.00 p.m. TOTAL HOURS ON DUTY = 9%.								

\* = Overcharged fare. Undetected by 'Y'.

## OBSERVATIONS BY 'X' AT GEELONG, TUESDAY, 29<sup>TH</sup> AUGUST, 1950

### FAILURE TO PUNCH TICKETS:

X reports that the following tickets were purchased on the undermentioned cars. Conductors concerned failed to punch them:

Time	Route	Car No.	Badge	Tickets Purchased
7.09 a.m.	North; Out	17	10	4d. No. J 987292
7.27 a.m.	North; In	31	83	4d. No. J 876093
8.04 a.m.	North; In	31	58	4d. No. J 975805
10.10 a.m.	Beach; In	2	74	2d. No. F 257644
11.52 a.m.	Belmont; In	19	54	3d. No. H 318392

## RETURN OF TICKETS EXAMINED BY 'X', GEELONG, TUESDAY, 29<sup>TH</sup> AUGUST, 1950

SIGN ON 7.00 a.m. OBSERVATION AT CORNER OF RYRIE & MOORABOOL STREETS.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Malop Street	7.09 a.m.	Melbourne Road	7.19 a.m.	North	17	10	38	4d. No. J 987292
Melbourne Road	7.27 a.m.	City Centre	7.34 a.m.	North	31	83	17	4d. No. J 876093
City Centre	7.50 a.m.	West	7.59 a.m.	West	35	32	5	4d. No. J 981941
Melbourne Road	8.04 a.m.	City Centre	8.10 a.m.	North	31	58	18	4d. No. J 975805
MEAL 8.10 a.m. TO 9.45 a.m.								
City Centre	9.45 a.m.	Garden Street	9.50 a.m.	East	6	66	20	3d. No. H 334402
Beach	10.10 a.m.	City Centre	10.15 a.m.	Beach	2	74	5	2d. No. F 257644
City Centre	10.16 a.m.	Aphrasia Street	10.22 a.m.	Chilwell	6	66	14	4d. No. J 939542
Pakington Street	10.34 a.m.	City Centre	10.39 a.m.	West	35	32	17	3d. No. H 319572
City Centre	11.04 a.m.	Melbourne Road	11.12 a.m.	North	34	70	14	4d. No. J 976594
Melbourne Road	11.15 a.m.	City Centre	11.25 a.m.	North	19	81	10	4d. No. J 977274
City Centre	11.47 a.m.	Kilgour Street	11.51 a.m.	Belmont	34	70	21	4d. No. K 025811*
Kilgour Street	11.52 a.m.	City Centre	11.57 a.m.	Belmont	19	54	12	3d. No. H 318392
MEAL 12.00 p.m. TO 1.00 p.m. BY BUS TO BALLARAT. ARRIVED BALLARAT 3.00 p.m. ARRANGING ACCOMMODATION. FINALISING GEELONG REPORTS. SIGN OFF 4.00 p.m. TOTAL HOURS WORKED = 6%.								

\* = Overcharged fare. Undetected by 'X'.

# RETURN OF TICKETS EXAMINED BY 'X', GEELONG, MONDAY, 28<sup>TH</sup> AUGUST, 1950

SIGN ON 8.25 a.m. TRAIN TO GEELONG. ARRIVE GEELONG 9.25 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Railway Station	9.35 a.m.	Malop Street	9.38 a.m.	West	23	5	14	2d. No. F 245099
ARRANGING ACCOMMODATION								
Malop Street	10.25 a.m.	Belmont	10.44 a.m.	Belmont	34	52	10	4d. No. J 960149
Belmont	11.02 a.m.	City Centre	11.18 a.m.	Belmont	32	74	14	4d. No. J 959539
City Centre	11.30 a.m.	Chilwell	11.42 a.m.	Chilwell	17	OMU 93	12	4d. No. K 060316
Chilwell	12.03 p.m.	City Centre	12.15 p.m.	Chilwell	1	OMU 81	20	4d. No. K 011309
MEAL 12.15 p.m. TO 1.45 p.m.								
City Centre	1.45 p.m.	East	1.58 p.m.	East	8	71	16	4d. No. K 009274
East	2.15 p.m.	City Centre	2.28 p.m.	East	17	66	25	4d. No. K 010509
City Centre	3.03 p.m.	North	3.18 p.m.	North	32	26	17	4d. No. K 017249
North	3.39 p.m.	City Centre	3.53 p.m.	North	35	47	16	4d. No. J 911917
City Centre	4.05 p.m.	West	4.19 p.m.	West	23	51	16	4d. No. K 018727
Glenleith Avenue	4.20 p.m.	City Centre	4.30 p.m.	North	19	76	50	4d. No. J 910829
City Centre	4.42 p.m.	Newtown	4.52 p.m.	Newtown	4	49	30	4d. No. J 966792
Newtown	5.06 p.m.	City Centre	5.15 p.m.	Newtown	24	63	15	4d. No. J 964977
City Centre	5.37 p.m.	Garden Street	5.42 p.m.	Eastern Park	7	OMU 2	40	4d. No. J 911361●
Garden Street	5.44 p.m.	City Centre	5.49 p.m.	Eastern Park	2	OMU 29	5	3d. No. H 316245
MEAL 5.50 p.m. TO 6.50 p.m. WRITING REPORTS. SIGN OFF 8.00 p.m. TOTAL HOURS ON DUTY = 9½.								

● = Overcharged fare. Undetected by 'X'.

## OBSERVATIONS BY 'Y' AT GEELONG, MONDAY, 28<sup>TH</sup> AUGUST, 1950

No. of Car	Time	Up or Down	Conductor
31	1.35 p.m.	Down	84

### DILATORY FARE COLLECTION:

Y reports that above conductor did not immediately commence fare collection when car left terminus at corner of Moorabool and Ryrie Streets. At Fitzroy Street, a lady and two children alighted from front portion of tram. Conductor who was then in rear saloon made no attempt to go forward for her fare, which had not been collected.

No. of Car	Time	Up or Down	Conductor
8	2.01 p.m.	Up	71

### FAILURE TO COLLECT HALF-FARES:

Y reports that a lady carrying a child in arms boarded above car two stops after leaving East terminus. She was accompanied by three other children. The conductor assisted them to board and on being tendered one shilling in payment of fares charged for one and a half fares, giving 6d. change. As only the child in arms was under 4 years of age, he failed to collect two half-fares.

No. of Car	Time	Up or Down	Conductor
8	2.01 p.m.	Up	71

Y reports that as X left above car he boarded same. Conductor 71 was picking up used tickets from floor. He passed some remark to his driver, which was inaudible to Y, and threw some tickets down on the floor of the saloon. On the face of the accompanying report, it would seem that this conductor was acting suspiciously.

Time	Conductor
12.20 p.m. to 12.47 p.m.	22

### EMPLOYEE IN UNIFORM DRINKING IN HOTEL:

X and Y report that they observed an employee in uniform, and having in his possession an outfit tin, enter the Hotel Geelong by way of the saloon bar at approximately 12.20 p.m. X entered the saloon bar, ordered a small beer, and observed this employee standing at the counter drinking. His cap number was 22 and the outfit tin was 10B. After having lunch at this hotel, Y entered saloon bar at approximately 12.47 p.m. Employee was still seated at the counter. He was drinking alcoholic liquor.

## OBSERVATIONS BY 'Y' AT GEELONG, TUESDAY, 29<sup>th</sup> AUGUST, 1950

No. of Car	Time	Up or Down	Conductor
17	7.19 a.m.	Down	10

### FAILURE TO COLLECT FARE:

Y reports that he boarded the above car at corner Melbourne Road and Glenleith Avenue along with approximately 25 passengers. Conductor came towards him but did not call for fares. Two passengers standing nearby who had boarded with him did not pay a fare. He did not pay his fare. Several passengers who had boarded at that point showed conductor what purported to be transfers. Beyond giving them a cursory glance, conductor did not inspect or cancel these tickets.

No. of Car	Time	Up or Down	Conductor
10	10.25 a.m.	Up	62

### FAILURE TO COLLECT HALF-FARE:

Y reports that above conductor failed to collect half-fare from child obviously over the age of 3. The mother tendered 6d. and received in return 4d. check ticket and 2d. change.

## RETURN OF TICKETS EXAMINED BY 'Y', GEELONG, TUESDAY, 29<sup>TH</sup> AUGUST, 1950

SIGN ON 7.00 a.m. OBSERVATION AT CORNER OF RYRIE & MOORABOOL STREETS.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
City Centre	7.09 a.m.	Glenleith Avenue	7.18 a.m.	North	31	83	90	3d. No. C 945145*
Glenleith Avenue	7.19 a.m.	Victoria Street	7.23 a.m.	North	17	10	50	Did not purchase ticket
Victoria Street	7.26 a.m.	Glenleith Avenue	7.30 a.m.	North	31	83	10	3d. No. C 945148
Glenleith Avenue	7.50 a.m.	City Centre	7.58 a.m.	North	34	70	25	4d. No. J 976533
MEAL 8.00 a.m. TO 9.45 a.m.								
City Centre	9.45 a.m.	Garden Street	9.50 a.m.	East	6	66	20	3d. No. H 334404
Beach	10.10 a.m.	City Centre	10.15 a.m.	Beach	2	74	5	2d. No. F 257643
City Centre	10.15 a.m.	Pakington Street	10.21 a.m.	West	35	32	10	3d. No. H 319570
Pakington Street	10.25 a.m.	City Centre	10.30 a.m.	Chilwell	10	62	15	3d. No. H 320813
City Centre	10.36 a.m.	Newtown	10.49 a.m.	Newtown	24	78	9	4d. No. J 875502
Newtown	11.08 a.m.	City Centre	11.17 a.m.	Newtown	2	74	12	4d. No. J 841177
City Centre	11.22 a.m.	Eastern Park	11.30 a.m.	Eastern Park	9	2	8	4d. No. J 974896
Eastern Park	11.51 a.m.	City Centre	11.59 a.m.	Eastern Park	9	83	10	4d. No. J 876124
MEAL 12.00 p.m. TO 1.00 p.m. SIGN ON 1.00 p.m. BY BUS TO BALLARAT. ARRIVE BALLARAT 3.00 p.m. ARRANGING ACCOMMODATION. FINALISING GEELONG REPORTS. SIGN OFF 4.00 p.m. TOTAL HOURS WORKED = 6½.								

\* = Over-rode on ticket. Not noticed by 'Y'.

## INSPECTORS' REPORT - BALLARAT TRAMWAYS

### LOSS OF REVENUE:

X and Y report that many factors contribute towards loss of revenue on all Ballarat routes. The same lack of supervision pertaining in Geelong is very much in evidence. During our observation period, one inspector boarded a car in the City area and again boarded a car near the Depot. On each occasion he presumably signed conductor's book (he was observed writing in it). On neither occasion did he examine any tickets on the cars. At Lydiard and Sturt Streets corner, where an inspector is almost a necessity, they are conspicuous by their absence. One inspector was seen to walk from S.E.C. building to corner of Lydiard and Sturt Streets, buy a "Herald" and return to building. This happened at 4.15 p.m. on 29<sup>th</sup> and 30<sup>th</sup> August.

There is a certain similarity in the attitude of Geelong and Ballarat conductors, only it is more noticeable in Ballarat. The important thing in fare collection is to demand "Fares Please". This is certainly not done and results in much fare evasion (as evidenced by our report).

The lackadaisical manner of most conductors would have to be seen to be believed. One cannot imagine a conductor missing a fare with five passengers on his car, and yet this really happened on two occasions. The apathy in fare collection exhibited by Ballarat conductors is borne out by Conductor 72 when he remarked to a person who had not paid his fare (he may have been an employee, although he did not show a pass and was not in uniform), "get the bells going, never mind the fares".

Conductors spend most of their time on the trips standing beside driver gossiping, and mothers with children and prams are sometimes assisted on and off trams while they are so doing. Our unfamiliarity with the district and lack of "End of Section" notices precluded the possibility of our detecting "over-riders", although we ourselves "over-rode" on many occasions and were not challenged.

The loss in half-fare revenue during our observation must have been colossal, although it would not always be so, as there were many more children travelling owing to the schools vacation.

Conductors had evidently not received the correct tuition and stricter supervision is a dire necessity.

## OBSERVATIONS BY 'X' AND 'Y' AT BALLARAT, TUESDAY, 29<sup>th</sup> AUGUST, 1950

### TRAVELLING WITHOUT PURCHASING TICKETS:

X and Y travelled on the undermentioned cars without purchasing tickets - Tuesday, 29<sup>th</sup> August, 1950:

Car	Depart from	Time	Route	Conductor	Passengers	Fare unpaid by
13	Ripon Street	4.25 p.m.	Gardens; In	67	35	X
35	City Centre	5.12 p.m.	Gardens; Out	65	60	Both
28	City Centre	5.25 p.m.	Lydiard Street North; Out	56	70	X

### OVER-RIDING OF SECTIONS:

Tuesday, 29<sup>th</sup> August, 1950.

Boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Ticket Purchased	Correct fare
Barkly Street	5.07 p.m.	Lyons Street	5.15 p.m.	Mount Pleasant	35	65	3d. No. G 978458	4d.

## RETURN OF TICKETS EXAMINED BY 'X', BALLARAT, TUESDAY, 29<sup>TH</sup> AUGUST, 1950

SIGN ON 4.00 p.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
City Centre	4.02 p.m.	Ripon Street	4.07 p.m.	Gardens	15	73	30	4d. No. H 940581
Ripon Street	4.25 p.m.	City Centre	4.30 p.m.	Gardens	13	67	35	Did not purchase ticket
City Centre	4.48 p.m.	Barkly Street	4.58 p.m.	Mount Pleasant	35	49	60	4d. No. H 935850
Barkly Street	5.07 p.m.	City Centre	5.12 p.m.	Mount Pleasant	35	49	30	3d. No. G 978459
City Centre	5.12 p.m.	Lyons Street	5.15 p.m.	Gardens	35	65	60	Did not purchase ticket
City Centre	5.25 p.m.	Howard Street	5.32 p.m.	Lydiard Street North	28	56	70	Did not purchase ticket
Howard Street	5.35 p.m.	City Centre	5.44 p.m.	Lydiard Street North	19	2	30	4d. No. J 117886
SIGN OFF 5.45 p.m. TOTAL HOURS WORKED = 1¼.								

## RETURN OF TICKETS EXAMINED BY 'Y', BALLARAT, TUESDAY, 29<sup>TH</sup> AUGUST, 1950

SIGN ON 4.00 p.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
City Centre	4.02 p.m.	Ripon Street	4.07 p.m.	Gardens	15	73	30	4d. No. - - - - -
Ripon Street	4.25 p.m.	City Centre	4.30 p.m.	Gardens	13	67	35	4d. No. J 054793
City Centre	4.48 p.m.	Barkly Street	4.58 p.m.	Mount Pleasant	35	49	60	4d. No. H 935849
Barkly Street	5.07 p.m.	City Centre	5.12 p.m.	Mount Pleasant	35	49	30	3d. No. G 978458
City Centre	5.12 p.m.	Lyons Street	5.15 p.m.	Gardens	35	65	60	Did not purchase ticket
City Centre	5.25 p.m.	Howard Street	5.32 p.m.	Lydiard Street North	28	56	70	4d. No. J 086707
Howard Street	5.35 p.m.	City Centre	5.44 p.m.	Lydiard Street North	19	2	30	4d. No. J 117885
SIGN OFF 5.45 p.m. TOTAL HOURS WORKED = 1¼.								

## OBSERVATIONS BY 'X' AND 'Y' AT BALLARAT, WEDNESDAY, 30<sup>th</sup> AUGUST, 1950

No. of Car	Time	Up or Down	Conductor
33	9.47 a.m.	Up	.29

### INSPECTOR FAILING TO CHECK TICKETS ON CAR:

X and Y report: "We boarded an "Up" Mount Pleasant car number 33 in Bridge Street at stop near Peel Street. An inspector boarded at the same stop. Conductor was standing in rear portion of car. The inspector obtained conductor's book, wrote something in it (presumably signed it) and returned book to conductor. He did not examine tickets on the car. We did not tender our fare to the conductor and Y left car at Lydiard Street. The inspector also alighted at Lydiard Street. X remained on tram until it arrived at Raglan Street, alighting without being asked for fare".

No. of Car	Time	Up or Down	Conductor
12	10.07 a.m.	Down	4

#### CONDUCTOR SMOKING, FAILING TO COLLECT FARE:

X reports that he boarded the above car at Lydiard Street, on which there were four passengers. He occupied the rear smoker, being the only passenger in that portion of the car. Conductor walked through car without calling for fares, passed him and went to rear driver's cabin and lit a cigarette. After three minutes he stood beside his driver and remained, still smoking, until car reached the terminus. X did not pay a fare.

#### FAILURE TO PUNCH TICKETS:

X and Y report that the following tickets were purchased on the undermentioned cars. Conductors concerned failed to punch same:

Time	Route	Car No.	Badge	Tickets Purchased	By
10.12 a.m.	Sebastopol	28	72	5d. No. E 343352	Y
11.44 a.m.	Mount Pleasant	33	-	3d. No. G 996680	Y
2.13 p.m.	Gardens	33	40	3d. No. G 997390	X
2.20 p.m.	Gardens	15	57	4d. No. J 119605	Y
3.57 p.m.	Sebastopol	12	68	4d. No. J 122416	X

#### TRAVELLING WITHOUT PURCHASING TICKETS:

X and Y travelled on the undermentioned cars without purchasing tickets – Wednesday, 30<sup>th</sup> August, 1950:

Car	Depart from	Time	Route	Conductor	Passengers	Fare unpaid by
33	Peel Street	9.47 a.m.	Mount Pleasant; In	29	15	Both
33	City Centre	9.51 a.m.	Gardens; Out	29	20	X
12	City Centre	10.07 a.m.	Lydiard Street North; Out	4	5	X
33	Drummond Street	1.55 p.m.	Gardens; Out	40	25	Y
18	Bell Street	2.48 p.m.	Sebastopol; In	24	15	X
33	City Centre	3.50 p.m.	Gardens; Out	58	25	Both
33	Grenville Street	4.32 p.m.	Mount Pleasant; Out	58	50	Both
28	Drummond Street	5.08 p.m.	Sebastopol; In	66	18	X
35	City Centre	5.34 p.m.	Gardens; Out	43	50	Both
11	Drummond Street	5.45 p.m.	Sebastopol; In	80	7	X

#### OVER-RIDING OF SECTIONS:

Wednesday, 30<sup>th</sup> August, 1950.

Boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Ticket Purchased	Correct fare
Gardens	11.43 a.m.	City Centre	12.03 p.m.	Gardens; In	25	67	3d. No. G 991981	4d.
Gardens	2.13 p.m.	City Centre	2.30 p.m.	Gardens; In	33	40	3d. No. G 997390	4d.

No. of Car	Time	Up or Down	Conductor
28	10.44 a.m.	Up	72

#### SMOKING ON DUTY AND DILATORY COLLECTION OF FARES:

\*X reports that while waiting at Lydiard Street North terminus he saw the conductor alight at 10.41 a.m. from the above car one stop before car arrived at terminus. Driver proceeded without conductor to terminus, arriving at 10.42 a.m. and departing at 10.44 a.m. When the car arrived at the stop where conductor had alighted the driver waited for two minutes, and conductor boarded car smoking, and conversed with driver until the car had travelled about four stops, where a lady with a pusher boarded car at rear entrance, being assisted on by conductor who was still smoking. Conductor then leaned with his back against the partition of rear driver's cabin. Just after the lady with the pusher had taken her seat she held out a shilling piece for her fare and said, "one right in please". Conductor said to her "don't rush me, I'm having a spell". Conductor finished his cigarette and commenced collecting fares at Gregory Street, there still being about 15 passengers on car.

No. of Car	Time	Up or Down	Conductor
25	11.43 a.m.	Up	67

#### INSPECTOR FAILED TO CHECK TICKETS ON CAR:

X reports that when leaving Gardens stop at above time there was only a child aged about 12 years and himself on board. After having travelled about four stops the child rose from her seat and pulled the bell rope for the car to stop. At the same time she walked to front driver's cabin, where conductor was in conversation with his driver. The child tapped him on the back and when conductor turned round she tendered a 6d. piece, and paid a fare and alighted. The car reached the depot at 11.48 a.m. where an inspector boarded and there were five passengers on board. The inspector took the conductor's book, glanced round car and then signed the journal, handing same back to conductor. He then occupied a seat in the saloon, where he sat until the car reached the corner of Drummond Street and Sturt Street at 11.56 a.m. where he then alighted. X deliberately purchased a 3d. fare for this journey and over-rod to Lydiard Street.

No. of Car	Time	Up or Down	Conductor
33	4.32 p.m.	Down	58

#### EVASION OF PAYMENT OF FARES:

X and Y report that they boarded the above Mount Pleasant car at the corner of Sturt and Grenville Streets. Four passengers who boarded the car at the same stop alighted at the corner of Main and Bridge Streets without paying their fares. X and Y did not pay fares on this car.

### RETURN OF TICKETS EXAMINED BY 'X', BALLARAT, WEDNESDAY, 30<sup>th</sup> AUGUST, 1950

SIGN ON 9.45 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Peel Street	9.47 a.m.	City Centre	9.50 a.m.	Mount Pleasant	33	29	15	No ticket purchased
City Centre	9.51 a.m.	Raglan Street	9.54 a.m.	Gardens	33	29	20	No ticket purchased
Raglan Street	9.55 a.m.	City Centre	9.58 a.m.	Gardens	25	57	17	3d. No. D 991053
City Centre	10.07 a.m.	Lydiard Street North	10.18 a.m.	Lydiard Street North	12	4	5	No ticket purchased
Lydiard Street North	10.44 a.m.	City Centre	10.54 a.m.	Lydiard Street North	28	72	20	4d. No. J 123489
City Centre	11.11 a.m.	Gardens	11.28 a.m.	Gardens	22	40	13	4d. No. J 121458
Gardens	11.43 a.m.	City Centre	12.03 p.m.	Gardens	25	67	20	3d. No. G 991981
OBSERVED INSPECTOR 12.03 p.m. TO 12.25 p.m., CORNER LYDIARD AND STURT STREETS. SIGN OFF 12.25 p.m.								
MEAL 12.25 p.m. TO 1.40 p.m.								
City Centre	1.40 p.m.	Gardens	1.57 p.m.	Gardens	34	74	10	4d. No. J 120514
Gardens	2.13 p.m.	City Centre	2.30 p.m.	Gardens	33	40	40	3d. No. G 997390
City Centre	2.35 p.m.	Bell Street	2.47 p.m.	Sebastopol	12	72	28	4d. No. J 123581
Bell Street	2.48 p.m.	City Centre	3.01 p.m.	Sebastopol	18	24	15	No ticket purchased
City Centre	3.12 p.m.	MacArthur Street	3.16 p.m.	Lydiard Street North	11	66	17	4d. No. J 071547*
MacArthur Street	3.20 p.m.	City Centre	3.25 p.m.	Lydiard Street North	18	24	24	3d. No. G 695102
City Centre	3.50 p.m.	Drummond Street	3.54 p.m.	Gardens	33	58	25	No ticket purchased
Drummond Street	3.57 p.m.	City Centre	4.02 p.m.	Sebastopol	12	68	14	4d. No. J 122416*
City Centre	4.07 p.m.	Bell Street	4.16 p.m.	Sebastopol	21	81	12	4d. No. J 092293
Bell Street	4.16 p.m.	City Centre	4.26 p.m.	Sebastopol	...	...	...	...
Grenville Street	4.32 p.m.	Grant Street	4.38 p.m.	Mount Pleasant	33	58	50	No ticket purchased
Grenville Street	5.00 p.m.	Drummond Street	5.06 p.m.	Gardens	15	2	40	4d. No. J 028884*
Drummond Street	5.08 p.m.	City Centre	5.12 p.m.	Sebastopol	28	66	18	No ticket purchased
City Centre	5.34 p.m.	Drummond Street	5.40 p.m.	Gardens	35	43	50	No ticket purchased
Drummond Street	5.45 p.m.	City Centre	5.50 p.m.	Sebastopol	11	80	7	No ticket purchased
MEAL 5.50 p.m. TO 6.50 p.m. COMPILING REPORTS. SIGN OFF 10.30 p.m. TOTAL HOURS WORKED = 10 1/2.								

\* = Overcharged fare. Undetected by 'X'. \* = Over-rod on ticket. Not noticed by 'X'.



## RETURN OF TICKETS EXAMINED BY 'Y', BALLARAT, WEDNESDAY, 30<sup>th</sup> AUGUST, 1950

SIGN ON 9.45 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Peel Street	9.47 a.m.	City Centre	9.50 a.m.	Mount Pleasant	33	29	15	No ticket purchased
City Centre	9.55 a.m.	Sebastopol	10.10 a.m.	Sebastopol	13	75	20	4d. No. J 123468*
Sebastopol	10.12 a.m.	City Centre	10.28 a.m.	Sebastopol	28	72	25	5d. No. E 343352
City Centre	10.35 a.m.	Drummond Street	10.39 a.m.	Sebastopol	12	4	20	3d. No. G 977097
Drummond Street	10.41 a.m.	City Centre	10.45 a.m.	Sebastopol	13	75	16	3d. No. G 997086
City Centre	11.10 a.m.	Mount Pleasant	11.22 a.m.	Mount Pleasant	21	56	14	4d. No. J 093784
Grant Street	11.44 a.m.	City Centre	11.56 a.m.	Mount Pleasant	33	...	7	3d. No. G 996680
City Centre	12.00 p.m.	Ripon Street	12.07 p.m.	View Point	27	18	15	4d. No. J 102349
Ripon Street	12.17 p.m.	City Centre	12.24 p.m.	View Point	27	18	5	4d. No. J 102354
MEAL 12.25 p.m. TO 1.40 p.m.								
City Centre	1.40 p.m.	Drummond Street	1.44 p.m.	Gardens	34	74	15	3d. No. G 997546
Drummond Street	1.55 p.m.	Gardens	2.13 p.m.	Gardens	33	40	25	No ticket purchased
Gardens	2.20 p.m.	City Centre	2.38 p.m.	Gardens	15	57	30	4d. No. J 119605
City Centre	2.40 p.m.	Lydiard Street North	2.53 p.m.	Lydiard Street North	17	81	20	4d. No. J 094188
Lydiard Street North	3.13 p.m.	City Centre	3.27 p.m.	Lydiard Street North	18	24	22	4d. No. H 831716
City Centre	3.50 p.m.	Drummond Street	3.54 p.m.	Gardens	33	58	25	No ticket purchased
Drummond Street	3.57 p.m.	City Centre	4.02 p.m.	Sebastopol	12	68	14	4d. No. J 122415*
City Centre	4.07 p.m.	Bell Street	4.16 p.m.	Sebastopol	21	81	12	4d. No. J 092294
Bell Street	4.16 p.m.	City Centre	4.26 p.m.	Sebastopol	...	...	...	...
Grenville Street	4.32 p.m.	Grant Street	4.38 p.m.	Mount Pleasant	33	58	50	No ticket purchased
Grenville Street	5.00 p.m.	Drummond Street	5.06 p.m.	Gardens	15	2	40	4d. No. J 028885*
Drummond Street	5.08 p.m.	City Centre	5.12 p.m.	Sebastopol	28	66	18	3d. No. H 410289
City Centre	5.34 p.m.	Drummond Street	5.40 p.m.	Gardens	35	43	50	No ticket purchased
Drummond Street	5.45 p.m.	City Centre	5.50 p.m.	Sebastopol	11	80	7	3d. No. G 996808
MEAL 5.50 p.m. TO 6.50 p.m. COMPILING REPORTS. SIGN OFF 10.30 p.m. TOTAL HOURS WORKED = 10½.								

\* = Overcharged fare. Undetected by 'Y'. \* = Over-rode on ticket. Not noticed by 'Y'.

## OBSERVATIONS BY 'X' AND 'Y' AT BALLARAT, THURSDAY, 31<sup>st</sup> AUGUST, 1950

### FAILURE TO PUNCH TICKETS:

X and Y report that the following tickets were purchased on the undermentioned cars. Conductors concerned failed to punch same:

Boarded at	Time	Route	Car No.	Badge No.	Ticket purchased by
City Centre	7.05 a.m.	Depot; Out	22	3	Y
City Centre	7.05 a.m.	Depot; Out	22	3	X
Haddon Street	7.30 a.m.	Depot; In	22	3	X

### TRAVELLING WITHOUT PURCHASING TICKETS:

X and Y travelled on the undermentioned cars without purchasing tickets - Thursday, 31<sup>st</sup> August, 1950:

Car	Depart from	Time	Route	Conductor	Passengers	Fare unpaid by
32	City Centre	7.53 a.m.	Gardens; Out	75	7	Y
22	City Centre	11.02 a.m.	Gardens; Out	40	16	X

### OVER-RIDING OF SECTIONS:

Thursday, 31<sup>st</sup> August, 1950.

Boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Ticket Purchased	Correct fare
City Centre	9.16 a.m.	Grey Street	9.29 a.m.	Sebastopol; Out	21	74	4d. No. J 063490	5d.
Walker Street	9.49 a.m.	City Centre	10.09 a.m.	Sebastopol; In	21	4	4d. No. J 124431	5d.

No. of Car	Time	Up or Down	Conductor
22	7.05 a.m.	Down	3

### IMPROPER CONDUCT:

X and Y report that they boarded above car at corner of Sturt and Lydiard Streets. Destination sign showed "Depot via Drummond Street North". Conductor was sitting in front saloon smoking and reading the "Sun".

As car moved off from this point (no starting signal given), conductor placed his still-lit cigarette on a ledge in the saloon and collected fares from five passengers on car. Conductor then resumed his reading and smoking in front saloon.

At Drummond and Sturt Streets corner, 12 passengers boarded, entering front and rear saloons. The car moved off (again no starting signal). Conductor remained seated amongst passengers, and after exchanging some remarks with passengers, leaned over and handed his punch to male passenger, who thereon rose and went round front saloon punching weekly tickets presented by passengers. Conductor went on smoking and reading.

Just prior to arriving at Old Cemetery, conductor rose and collected 4d. fare in smoker. He did not enter rear saloon, from which all passengers alighted at Cemetery. Four passengers then remained on car. Conductor resumed reading in front saloon. X and Y alighted at Haddon Street.

### RETURN OF TICKETS EXAMINED BY 'X', BALLARAT, THURSDAY, 31st AUGUST, 1950

SIGN ON 7.05 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
City Centre	7.05 a.m.	Haddon Street	7.15 a.m.	Depot; Out	22	3	18	4d. No. J 065296
Haddon Street	7.30 a.m.	City Centre	7.38 a.m.	Depot; In	22	3	10	4d. No. J 065300
City Centre	7.53 a.m.	Drummond Street	7.57 a.m.	Gardens	32	75	7	3d. No. G 972993
Drummond Street	8.00 a.m.	City Centre	8.04 a.m.	Gardens	18	40	10	3d. No. H 412898
MEAL 8.05 a.m. TO 9.15 a.m.								
City Centre	9.16 a.m.	Grey Street	9.29 a.m.	Sebastopol	21	74	15	4d. No. J 063490
Walker Street	9.49 a.m.	City Centre	10.09 a.m.	Sebastopol	21	4	40	4d. No. J 124431
City Centre	10.16 a.m.	Dana Street	10.22 a.m.	Sebastopol	27	74	12	4d. No. J 063962
OBSERVATIONS, CORNER LYDIARD AND STURT STREETS.								
City Centre	11.02 a.m.	Gardens	11.17 a.m.	Gardens	22	40	16	No ticket purchased
Gardens	11.30 a.m.	City Centre	11.45 a.m.	Gardens	35	47	20	4d. No. J 006401
MEAL 11.45 a.m. TO 2.30 p.m. BY 2.30 p.m. BUS TO BENDIGO. ARRIVED BENDIGO 5.30 p.m. ARRANGING ACCOMMODATION. MEAL 6.00 p.m. TO 7.00 p.m. FINALISING BALLARAT REPORTS. SIGN OFF 9.30 p.m. TOTAL HOURS WORKED = 9½.								

### RETURN OF TICKETS EXAMINED BY 'Y', BALLARAT, THURSDAY, 31st AUGUST, 1950

SIGN ON 7.05 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
City Centre	7.05 a.m.	Haddon Street	7.15 a.m.	Depot; Out	22	3	18	4d. No. J 065297
Haddon Street	7.30 a.m.	City Centre	7.38 a.m.	Depot; In	22	3	10	4d. No. J 065301
City Centre	7.53 a.m.	Drummond Street	7.57 a.m.	Gardens	32	75	7	No ticket purchased
Drummond Street	8.00 a.m.	City Centre	8.04 a.m.	Gardens	18	40	10	3d. No. H 412897
MEAL 8.05 a.m. TO 9.15 a.m.								
City Centre	9.16 a.m.	Grey Street	9.29 a.m.	Sebastopol	21	74	15	5d. No. E 342716
Walker Street	9.49 a.m.	City Centre	10.09 a.m.	Sebastopol	21	4	40	5d. No. E 340707
City Centre	10.16 a.m.	Dana Street	10.22 a.m.	Sebastopol	27	74	12	4d. No. J 063963
OBSERVATIONS, CORNER LYDIARD AND STURT STREETS.								
City Centre	11.02 a.m.	Gardens	11.17 a.m.	Gardens	22	40	16	4d. No. J 096920
Gardens	11.30 a.m.	City Centre	11.45 a.m.	Gardens	35	47	20	4d. No. J 006400
MEAL 11.45 a.m. TO 2.30 p.m. BY 2.30 p.m. BUS TO BENDIGO. ARRIVED BENDIGO 5.30 p.m. ARRANGING ACCOMMODATION. MEAL 6.00 p.m. TO 7.00 p.m. FINALISING BALLARAT REPORTS. SIGN OFF 9.30 p.m. TOTAL HOURS WORKED = 9½.								

## INSPECTORS' REPORT - BENDIGO TRAMWAYS

### LOSS OF REVENUE:

X and Y report that while there is a marked improvement as regards supervision in Bendigo, the situation there leaves much to be desired.

For the first time during our observations, our tickets were examined and an inspector was seen continuously on duty in and around Charing Cross.

Fare evading is rife during peak hours and over-riding goes on in peak and off-peak periods.

Assistants assist on cars and alight without leaving any indication (in the form of a supplementary journal) as to their commencing numbers of tickets issued, thereby making a proper check of car a practical impossibility.

The non-collection of half-fares is existent on these lines but not to such a great extent as in Geelong and Ballarat.

Prams and pushers are carried in large numbers and are not charged for.

The same lackadaisical manner in fare collection and the conversing most of the trip with the driver, as in both Geelong and Ballarat, are much in evidence in Bendigo.

Crews smoke practically anywhere.

## **OBSERVATIONS BY 'X' AND 'Y' AT BENDIGO, FRIDAY, 1<sup>st</sup> SEPTEMBER, 1950**

No. of Car	Time	Up or Down	Conductor
21	7.06 a.m.	Down	8

### **PASSENGERS SMOKING IN SALOONS, CONDUCTOR SMOKING:**

Y reports: "In company of X, I boarded above car at Charing Cross, purchased two 3d. tickets and over-rode to Ordnance Factory (North Bendigo). Passengers were smoking pipes and cigarettes in saloons. Conductor smoked from Bridge Street loop to terminus."

No. of Car	Time	Up or Down	Conductor
16	7.30 a.m.	Up	61

### **OVER-RIDING, Etc.:**

Y reports: "In the company of X, I boarded above car at Ordnance Factory (North Bendigo) and purchased two 3d. tickets. At Depot, conductor alighted and car became 'one-man' unit. Conductor did not leave anything denoting tickets issued by him. We over-rode to Charing Cross."

No. of Car	Time	Up or Down	Conductor
14	12.03 p.m.	Down	69

### **DILATORY FARE COLLECTION (FAILURE TO COLLECT FARES):**

Y reports: "I boarded above car at Charing Cross. Conductor did not immediately begin fare collection. About 15 passengers boarded at this point. The car waited one minute, then moved off. At the next stop, approximately 35 people boarded. Conductor began fare collection commencing at front of car. At Railway Station, six people alighted from rear. They had not paid a fare. Man accompanied by two children paid one 2 penny fare – children did not pay. They alighted at Palmerston Street. I also alighted. I had not paid a fare."

No. of Car	Time	Up or Down	Driver	Conductor
13	3.37 p.m.	Down	1	

### **INSPECTOR DRIVING, DRIVER CONDUCTING:**

Y reports: "I boarded above car at Charing Cross. An inspector boarded at this point and conversed with driver. Conductor collected fares at rear of car and alighted at Williamson Street. My fare was not collected. Inspector drove car from then on and driver became conductor. He did not go through car, but stood near inspector. I alighted at Nolan Street, where several people boarded. No supplementary journal was left by conductor."

No. of Car	Time	Driver	Conductor
16	3.45 p.m.	12	26

### **DRIVER AND CONDUCTOR DRINKING IN HOTEL WHILE ON DUTY:**

X reports: "I boarded the above car immediately it arrived at Golden Square terminus at 3.44 p.m. As I did so, I noticed the driver and conductor leave the car and enter Edgerton's Golden Square Hotel, by way of Maple Street entrance, at 3.45 p.m. I alighted from car and entered hotel. I noticed the above crew in the bar drinking beer from glasses (pots). I said to the driver, "Have I time to have one?" Driver said, "Yes, it will be alright providing the tram does not roll away." I ordered a small beer. During the time I was in the bar, I observed the driver and conductor consume four 'pots' of beer each. I left the hotel with the crew at 3.50 p.m. and boarded car which left at 3.51 p.m. I alighted from this car at Charing Cross at 4.00 p.m."

No. of Car	Time	Up or Down	Conductor
26	4.13 p.m.	Down	15

#### PASSENGER NOTIFIED OF INSPECTOR'S PRESENCE ON CAR:

X and Y report: "We boarded the above Eaglehawk car at Charing Cross and noticed an inspector in the centre smoking compartment, facing the front saloon. After leaving Charing Cross, a railway employee boarded at the next stop by the rear centre entrance and took a seat on the near side of smoker. Conductor approached him and passenger said "Hello, how are you?" Conductor did not reply, but nodded his head towards inspector, who was then standing at passenger's rear. Passenger half glanced towards inspector, produced 6d. and paid a 3d. fare without comment.

No. of Car	Time	Driver	Conductor
16	5.22 p.m.	26	55

#### ENTERING HOTEL AND DRINKING LIQUOR WHILE ON DUTY:

X and Y report that they observed Car 16 arrive at Golden Square terminus. It was then 5.22 p.m. X entered Edgerton's Golden Square Hotel. Y boarded the car. Driver left car and entering hotel by Maple Street entrance, went to bar and standing alongside X, ordered 'a pot'. Barman and barmaid said to driver "Hullo Jack". X said to driver, "How often do the cars run"? He replied, "Every 12 minutes; I leave at 5.26 p.m.". Barman said to driver, "What time do you finish tonight, Jack"? He replied, "I am in about eight o'clock. I'm supposed to do the pictures, but I think I will 'give it away', the same as I did last night". Barman said to driver, "What about bringing some fish and chips back"? Driver stated that he would. After consuming another 'pot' of beer, the driver left the hotel at 5.28 p.m. Car then left terminus and conductor approached driver and said something which Y was unable to hear. Driver replied "That's alright. If you want to come in, you come in, and if you don't, you don't". On arriving at a point approximately 100 yards from Charing Cross, driver stopped car and while conductor waved oncoming traffic through, he entered the fish shop of Arboli Bros. He returned and drove the car to Charing Cross where Y alighted.

#### TRAVELLING WITHOUT PURCHASING TICKETS:

X and Y travelled on the undermentioned cars without purchasing tickets - Friday, 1st September, 1950:

Car	Depart from	To	Destination	Time	Conductor	Passengers	Fare unpaid by
2	Charing Cross	Railway Station	Quarry Hill	10.35 a.m.	5	20	Both
14	Charing Cross	Palmerston Street	Quarry Hill	12.03 p.m.	69	50	Y
13	Charing Cross	Golden Square	Golden Square	4.51 p.m.	19	50	X

#### OVER-RIDING OF SECTIONS:

Friday, 1<sup>st</sup> September, 1950.

Boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Ticket Purchased	Correct fare
Charing Cross	7.06 a.m.	North Bendigo	7.15 a.m.	North Bendigo; Out	21	8	3d. No. H 046534 3d. No. H 046535	4d. 4d.
North Bendigo	7.30 a.m.	Charing Cross	7.39 a.m.	North Bendigo; In	16	61	3d. No. F 797586 3d. No. F 797587	4d. 4d.
Charing Cross	11.03 a.m.	Golden Square	11.13 a.m.	Golden Square; Out	23	39	2d. No. F 362376	3d.
Charing Cross	3.26 p.m.	Golden Square	3.35 p.m.	Golden Square; Out	21	62	2d. No. F 346821	3d.
Charing Cross	4.13 p.m.	McGowan Street	4.25 p.m.	Eaglehawk; Out	26	15 plus 39 assist	3d. No. H 126480 3d. No. H 100097	5d. 5d.

#### FAILURE TO PUNCH TICKETS:

X and Y report that the following tickets were purchased on the undermentioned cars. Conductors concerned failed to punch same:

Boarded at	Time	Route	Car No.	Badge No.	Ticket Purchased	By
Youlden Street	8.21 a.m.	Eaglehawk; In	26	51	5d No. E 299549	Y
Railway Station	10.57 a.m.	Quarry Hill; In	6	5	2d. No. F 352001	X
Golden Square	11.26 a.m.	Golden Square; In	13	6	3d No. H 046587	Y
Golden Square	5.50 p.m.	Golden Square; In	13	14	3d No. H 125612	X

## RETURN OF TICKETS EXAMINED BY 'X', BENDIGO, FRIDAY, 1<sup>st</sup> SEPTEMBER, 1950

SIGN ON 7.05 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Charing Cross	7.06 a.m.	North Bendigo	7.15 a.m.	North Bendigo	21	8	32	3d. No. H 046535
North Bendigo	7.30 a.m.	Charing Cross	7.39 a.m.	North Bendigo	16	61	12	3d. No. F 797587
Charing Cross	7.40 a.m.	Havilah Road	7.52 a.m.	Eaglehawk	22	17	9	3d. No. H 114467
Havilah Road	8.10 a.m.	Youlden Street	8.18 a.m.	Eaglehawk	23	61	6	6d. No. E 176460*
Youlden Street	8.21 a.m.	Charing Cross	8.39 a.m.	Eaglehawk	26	51	50	5d. No. E 299550
MEAL 8.40 a.m. TO 10.35 a.m.								
Charing Cross	10.35 a.m.	Railway Station	10.39 a.m.	Quarry Hill	2	5	20	No ticket purchased
Railway Station	10.57 a.m.	Charing Cross	11.01 a.m.	Quarry Hill	6	5	7	2d. No. F 352001
Charing Cross	11.03 a.m.	Golden Square	11.13 a.m.	Golden Square	23	39	16	2d. No. F 362376
Golden Square	11.26 a.m.	Charing Cross	11.36 a.m.	Golden Square	13	6	8	3d. No. H 046588
Charing Cross	11.50 a.m.	Thorpe Street	12.09 p.m.	Eaglehawk	4	33	50	No ticket purchased
Nelson Street	12.20 p.m.	Charing Cross	12.35 p.m.	Eaglehawk	4	33	24	5d. No. E 320151
MEAL 12.35 p.m. TO 3.25 p.m.								
Charing Cross	3.26 p.m.	Golden Square	3.35 p.m.	Golden Square	21	62	25	2d. No. F 346821
Golden Square	3.51 p.m.	Charing Cross	4.00 p.m.	Golden Square	16	26	15	3d. No. F 873984
Charing Cross	4.13 p.m.	McGowan Street	4.25 p.m.	Eaglehawk	26	15 plus 39 assist	40	3d. No. H 100097
McGowan Street	4.34 p.m.	Charing Cross	4.50 p.m.	Eaglehawk	22	64	12	5d. No. E 289792
Charing Cross	4.51 p.m.	Golden Square	5.01 p.m.	Golden Square	13	19	50	No ticket purchased
OBSERVATION OF EDGERTON'S GOLDEN SQUARE HOTEL.								
Golden Square	5.50 p.m.	Charing Cross	6.00 p.m.	Golden Square*	13	14	6	3d. No. H 125612
MEAL 6.00 p.m. TO 7.00 p.m. WRITING REPORTS. SIGN OFF 8.30 p.m. TOTAL HOURS WORKED = 7½.								

\* = Overcharged fare. Undetected by 'X'.

## RETURN OF TICKETS EXAMINED BY 'Y', BENDIGO, FRIDAY, 1<sup>st</sup> SEPTEMBER, 1950

SIGN ON 7.05 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Tickets Purchased
Charing Cross	7.06 a.m.	North Bendigo	7.15 a.m.	North Bendigo	21	8	32	3d. No. H 046534
North Bendigo	7.30 a.m.	Charing Cross	7.39 a.m.	North Bendigo	16	61	12	3d. No. F 797586
Charing Cross	7.40 a.m.	Havilah Road	7.52 a.m.	Eaglehawk	22	17	9	3d. No. H 114468
Havilah Road	8.10 a.m.	Youlden Street	8.18 a.m.	Eaglehawk	23	61	6	6d. No. E 176459*
Youlden Street	8.21 a.m.	Charing Cross	8.39 a.m.	Eaglehawk	26	51	50	5d. No. E 299549
MEAL 8.40 a.m. TO 10.35 a.m.								
Charing Cross	10.35 a.m.	Railway Station	10.39 a.m.	Quarry Hill	2	5	20	No ticket purchased
Railway Station	10.57 a.m.	Charing Cross	11.01 a.m.	Quarry Hill	6	5	7	2d. No. F 352000
Charing Cross	11.03 a.m.	Golden Square	11.13 a.m.	Golden Square	23	39	16	3d. No. H 115194
Golden Square	11.26 a.m.	Charing Cross	11.36 a.m.	Golden Square	13	6	8	3d. No. H 046587
Charing Cross	11.46 a.m.	Nolan Street	11.51 a.m.	North Bendigo	21	14	5	2d. No. F 352285*
Arnold Street	11.56 a.m.	Charing Cross	12.01 p.m.	North Bendigo	13	47	9	2d. No. F 633389
Charing Cross	12.03 p.m.	Palmerston Street	12.10 p.m.	Quarry Hill	14	69	50	No ticket purchased
Palmerston Street	12.17 p.m.	Charing Cross	12.23 p.m.	Quarry Hill	14	69	10	2d. No. F 358253*
OBSERVATION AT CHARING CROSS. MEAL 12.35 p.m. TO 3.35 p.m.								
Charing Cross	3.37 p.m.	Nolan Street	3.43 p.m.	North Bendigo	13	1	7	No ticket purchased
Nolan Street	3.46 p.m.	Charing Cross	3.51 p.m.	North Bendigo	22	21	10	3d. No. H 088079
Charing Cross	4.13 p.m.	McGowan Street	4.25 p.m.	Eaglehawk	26	15 plus 39 assist	40	3d. No. H 126480
McGowan Street	4.34 p.m.	Charing Cross	4.50 p.m.	Eaglehawk	22	64	12	5d. No. E 289793
Charing Cross	4.51 p.m.	Golden Square	5.01 p.m.	Golden Square	13	19	50	3d. No. G 261886
OBSERVATION OF EDGERTON'S GOLDEN SQUARE HOTEL.								
Golden Square	5.28 p.m.	Charing Cross	5.36 p.m.	Golden Square	16	55	8	3d. No. H 113959
OBSERVATION AT CHARING CROSS. MEAL 6.00 p.m. TO 7.00 p.m. WRITING REPORTS. SIGN OFF 8.30 p.m. TOTAL HOURS WORKED = 7½.								

\* = Overcharged fare. Undetected by 'Y'. \* = Over-ride on ticket. Not noticed by 'Y'.

## OBSERVATIONS BY 'X' AND 'Y' AT BENDIGO, SATURDAY, 2nd SEPTEMBER, 1950

### FAILURE TO PUNCH TICKETS:

X and Y report that the following tickets were purchased on the undermentioned car. Conductor concerned failed to punch same:

Boarded at	Time	Route	Car No.	Badge No.	Ticket Purchased	By
Charing Cross	6.40 a.m.	Railway Station; Out	25	58	2d. No. F 365461	Y
Charing Cross	6.40 a.m.	Railway Station; Out	25	58	2d. No. F 365462	X

## RETURN OF TICKETS EXAMINED BY 'X', BENDIGO, SATURDAY, 2nd SEPTEMBER, 1950

SIGN ON 6.40 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Ticket Purchased
Charing Cross	6.40 a.m.	Railway Station	6.44 a.m.	Railway Station	25	58	6	2d. No. F 365462
BY TRAIN FROM BENDIGO, DEPART 7.00 a.m. ARRIVE MELBOURNE 10.20 a.m. MEAL 10.20 a.m. TO 10.50 a.m. WRITING REPORTS. SIGN OFF 2.50 p.m. TOTAL HOURS ON DUTY = 7 HOURS AND 40 MINUTES.								

## RETURN OF TICKETS EXAMINED BY 'Y', BENDIGO, SATURDAY, 2nd SEPTEMBER, 1950

SIGN ON 6.40 a.m.								
Where Car boarded	Time	Where alighted	Time	Route	Car No.	Badge No.	Passengers Checked	Ticket Purchased
Charing Cross	6.40 a.m.	Railway Station	6.44 a.m.	Railway Station	25	58	6	2d. No. F 365461
BY TRAIN FROM BENDIGO, DEPART 7.00 a.m. ARRIVE MELBOURNE 10.20 a.m. MEAL 10.20 a.m. TO 10.50 a.m. WRITING REPORTS. GENERAL SUMMARY. SUGGESTIONS. SIGN OFF 2.50 p.m. TOTAL HOURS ON DUTY = 7 HOURS AND 40 MINUTES.								