

TRAMS V. 'BUSES.

Ballarat Experience.

The Minister for Railways (Mr. J. C. Willcock) yesterday, made, available the following letter, received by him from the engineer and general manager of the Electric Supply Company of Victoria Ltd. (Mr. P. J. Pringle):— "I have noticed, from the Press, recently, that your tramway undertaking is having considerable competition from 'buses, which presumably is the same unfair competition which most of us are suffering from at the present time. I noticed that the Government are proposing to take such action as will safe guard the position of the trams; 'It may interest you to know the Ballarat position.'- The motor 'buses came first into being here about the middle of last year and they gradually increased until there are about fifteen running to-day. I made strong representations to the Ballarat Council, who are the licensing authorities, that they should not continue to issue hackney carriage licences to these vehicles, and, as a result, in all licences that they issued this year they decided to make them only stage coach licences, and to define definite routes and stands. "The council were confronted with the difficulty that they had no regulation in force, and could not bring these into being until they had finalised certain alterations in their bylaws. It has taken from the beginning of this year to July last to properly legalise their position and to bring into being some regulations. for the full control of motor 'buses Generally, the council believe that where there are adequate tramway facilities it is better, in the public interests, that any 'buses licensed should run on routes where there are no tramway facilities In the routes they have licensed they have adopted this principle to the main extent, except where, in some cases, there is no alternative route to that of the tramways. They, however, believe that the motor 'buses should only be licensed if they are going to give some increased facilities to the travelling public, and that they must maintain a regular service throughout the whole day - roughly, from 8 a.m. to 8 p.m. — and that their times of running should be approximately in between the tramway times. 'It may 'interest you, therefore, to have a copy of these regulations, which I enclose herewith. On these regulations becoming law the various motor 'buses continued to defy tho council and to do exactly what they please. Their method of running has been to ignore the routes licenced, to run just half a block or a block in front of the trams, scooping up passengers who are waiting for our trams, and to only have their 'buses in operation during the busiest parts of the day. The council have had to take a great deal of legal advice to ensure that they were proceeding on proper lines, and this has somewhat delayed the necessary prosecutions. The first batch of prosecutions came on in the court here on August 26, and I enclose you a cutting dealing with the result of same (small fines, with costs). The law permits the following: — After the first offence the licence can be sus- pended, and after the second offence it can be revoked. 'I believe the Ballarat Council are the first to tackle the question of regulating motor 'bus traffic, and in drawing up these regulations, they have, therefore, had no precedent to go on. I think you will admit that they have made considerable progress in tackling a difficult subject.'

TRAMS V. 'BUSES. (1924, September 17). The West Australian (Perth, WA : 1879 - 1954), p. 11.

Retrieved February 8, 2014, from <http://nla.gov.au/nla.news-article31253267>

THE CASE WAS ADJOURNED SINCE 10.15.

TRANS V. 'BUSSES.

Bullerist Impugnance.

The Minister for Railways (Mr. J. C. Wilcock) yesterday made available the following letter, received by him from the engineer and general manager of the Electric Supply Company of Victoria Ltd. (Mr. F. J. Pringle):—

"I have noticed, from the Press, recently, that your tramway undertaking is having considerable competition from 'buses', which presumably is the same unfair competition which most of us are suffering from at the present time. I noticed that the Government are proposing to take such action as will safeguard the position of the trams. It may interest you to know the Bullerist position. The motor 'buses' came first into being here about the middle of last year and they gradually increased until there are about fifteen running to-day. I made strong representations to the Bullerist Council, who are the licensing authorities, that they should not continue to issue hackney carriage licences to these vehicles, and, as a result, in all licences that they issued this year they decided to make them only stage coach licences and to define definite routes and stops.

"The council were confronted with the difficulty that they had no regulation in force, and could not bring these into being until they had sanctioned certain provisions in their bylaws. It has taken from the beginning of this year to July 2 last to properly legalize their position, and to bring into being some regulations for the full control of motor 'buses' Generally, the council believe that where there are adequate tramway facilities it is better, in the public interests, that motor 'buses' should run on routes where there are no tramway facilities. In the routes they have licensed they have adopted this principle to the main extent, except where, in some cases,

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lar service throughout the whole day—
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"It may interest you, therefore, to
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tions becoming law, the various motor
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NEW ZEALAND.