

STATE ELECTRICITY COMMISSION OF VICTORIA

EVIDENCE TO BE GIVEN AT THE INQUIRY

INTO

PUBLIC TRANSPORT FACILITIES

AT BENDIGO

BENDIGO

28th May, 1968.

1. EARLY HISTORY OF BENDIGO TRAMWAYS SYSTEM

(a) Origin of the Tramways System in Bendigo

The Bendigo Electric Tramways System was inaugurated in 1903 as a conversion and development of earlier steam tram services. The electric tramway was conducted by the Electric Supply Company of Victoria as an adjunct of the electricity supply business in the city. Besides providing a suitable base load for the power station while the use of electricity in homes and in commercial and industrial premises was being promoted, the electric tramway was the only appropriate public transport in the rapidly growing city at that time.

Under legislation which created the State Electricity Commission of Victoria, the Commission was charged with the task of ultimately expanding electricity distribution on a State-wide basis and it was clear that a basic requirement for this task would be the inclusion of the provincial city electricity supply undertakings, including that at Bendigo, in the State system.

(b) Assumption of Responsibility by the State Electricity Commission of Victoria

At the end of 1929 when negotiating the acquisitions of the assets of the Electric Supply Company of Victoria, the Commission reluctantly agreed to assume responsibility for the continuation of the tramways services. Even at that time it was obvious that tramways in anything but very large communities were not economical and were entirely incapable of ever becoming self-supporting. Before accepting this responsibility, the Commission explored the following alternatives for the operation of public passenger street transport:-

- (i) The Victorian Railways Department.
- (ii) The Melbourne and Metropolitan Tramways Board.
- (iii) A Government Authority to be constituted by the State.
- (iv) The Municipal Councils concerned.
- (v) Tramways Authorities to be created within the cities themselves.
- (vi) Private enterprise bus services.

Proposal (vi) was not nearly as attractive in 1929 as it is today following the great development of motorised road transport and of road construction.

The Commission, therefore, had no alternative but to agree with the Councils concerned to operate the tramways system, but it stated quite clearly and unequivocally -

- (1) That since any loss on the tramways system would have to be met by electricity supply consumers, the Commission would not be prepared to extend the tramways service at public expense.
- (2) However, to prevent an entirely static condition in the face of any local desire that might develop for an extension to be made, the Commission's Agreement under Seal which was completed with the Councils of the City of Bendigo and the Borough of Eaglehawk provided that extensions would be made upon the requisition of one or more of the Councils, on the condition that the Councils undertook to reimburse the Commission for any loss on the operation of a service on the extension.

(Statutory provision for this was inserted in the State Electricity Commission Act, 1929 - No. 3845.)

No requisition under this clause has been received.

The erection of the Commonwealth Ordnance Factory at North Bendigo during World War II created a problem of transport facilities for workers. Eventually an extension of the Lake Weeroona tram route by 0.8 miles of single track was installed at the cost of the Commonwealth Government under agreement that the track should revert to the ownership of the Commission after ten years and that any profit arising from the operation of a service on the extension in that period should be paid to the Commonwealth. Other than at change of shifts, traffic on the extension was negligible, and since the War traffic has steadily declined. This extension has served only to increase the annual loss of the Bendigo system.

- (3) The Commission stipulated, and the Councils concerned agreed and this was included in the formal agreement, that they would do everything in their power to prevent competitive transport services with the Commission's tramways. This was supported in the Commission's Act (3845) and subsequently confirmed in Transport Regulation Acts. Nevertheless, some inroads have been made from time to time into tramway passenger traffic by competitive forms of transport.

The agreement with the Councils would, of course, terminate with the cessation of the Commission's authority to conduct tramways.

- (4) When the Bendigo system and also the Ballarat system were acquired by the Commission in 1934 they were both in a deplorable condition with no book value whatever and they could only be regarded as scrap.

A thorough investigation was made by the Commission as to the best way to meet the conditions that existed, and an expert committee was set up to investigate alternatives available - namely modernisation of the trams or by motor bus or trolley bus services. Modernisation of either the Bendigo or Ballarat systems proved to be entirely beyond the capacity of the Commission or of the State to finance. Subsequently a scheme was developed which provided for the rehabilitation of both systems, sufficient only to cover an equivalent period comparable with the life of the longest alternative (15 years). Most of the expenditure was to be directed to the absorption of local unemployment labour and was financed by the State Unemployment Relief Funds.

A sum of \$348,000 eventually was provided, made up of \$208,000 from the Unemployment Relief Fund, \$100,000 from the State Government and \$40,000 by the Commission (allocated Bendigo \$136,000 and Ballarat \$212,000). The rehabilitation was carried out between November, 1934, and the end of 1937. However, as most of the original installation had to be retained and the only additional rolling stock acquired consisted of obsolete trams from the Melbourne and Metropolitan Tramways Board, it was estimated that the system would again be substantially debilitated by about 1950.

A sub-committee of the Cabinet of the day which conferred with the Bendigo and Ballarat Councils during the investigation made it clear that the financial assistance from the Unemployment Relief Fund, plus the gift of \$100,000 from the Government, to enable continuance of the trams of both systems for a further 15 years, completely fulfilled any Government obligations for the carrying out of the tramways services. This was accepted by the Councils.

2. FINANCIAL LOSSES INCURRED IN CONDUCTING
THE TRAMWAYS SYSTEM

(a) Extent of Losses

From the outset in 1935, a loss on each year's operations at Bendigo was incurred. The loss in the first year (1935) was \$1,442 and by the end of the 1966/67 financial year, the loss on the previous 12 months' operations had reached \$242,383. The prospect of a financial loss inevitably reaching and growing beyond $\frac{1}{4}$ m. a year is in itself a sufficiently compelling reason for the Commission to divest itself of this responsibility. The accumulated loss over the 33 years of operation is \$3,361,651.

In viewing the increasing losses that the tramways incur, it should perhaps be borne in mind that the provision of public transport facilities is not an activity which is a normal or usual one for an electricity undertaking. This is so even though the tramways at Bendigo, Ballarat and Geelong were taken over by the Commission as part of the electricity systems in these cities when the electricity supply undertakings were absorbed into the State system. The effect of the present situation is that electricity consumers throughout the State are subsidising the transport facilities of a small section of the population.

(b) Attempts to Minimise Losses

(i) There was a small capital sum standing to tramways accounts, which was finally written out in 1956. Since then no capital charges whatever had been debited to tramways accounts.

(ii) Fares received are insufficient to even pay the wages of the tramways employees. For the year 1959/60, traffic receipts were \$77,614 with labour expenditure of \$129,420. By 1966/67 the figures applying were revenue from fares \$107,211 and expenditure on labour \$167,293.

Following a 22% rise above the level of fares existing prior to November, 1955, the fare structure for the tramways was not increased for a period of more than seven years (from 1st November, 1955, to 1st March, 1963).

Despite this stability in a period of generally rising prices, the number of passengers progressively declined - from 2,710,255 in 1954/55 to 2,256,675 in 1961/62, a decrease of 17%. Such reductions in patronage occurred notwithstanding the fact that the Commission's fare structure was substantially below that of the Melbourne and Metropolitan Tramways Board.

On 1st March, 1963, due to the continual increase in losses above revenue - for 1961/62 gross revenue was \$77,156, whereas the loss was \$180,774 - fares were increased, but were still below those of the Melbourne and Metropolitan Tramways Board. This involved a rise of 60% on the existing fare structure.

The present type of city section concessions were adopted with effect from 1st August, 1963. Average fare paid dropped from 4.98 cents in 1963/64 to 4.91 cents in 1964/65.

Although the city section concession was not as successful in attracting passengers as was hoped, and this in spite of an advertising campaign which will be mentioned later, the generally higher fares over the ensuing period effected a small increase in revenue, but the total number of passengers carried further declined, the cost of running the service increased and losses accumulated even faster. For example, in 1964/65 only 1,729,402 passengers were carried, gross revenue was \$86,412, whilst a loss of \$226,712 was incurred.

Further fare increases were made on 1st October, 1965, and 1st September, 1966; however, the passenger decline still continued and losses increased.

The conclusion is inescapable that price action will not succeed in even slowing down the rate at which losses grow larger. With the trend of passengers clearly downward, it seems likely that further price increases may even tend to greater divergencies of revenue and losses. Having regard to the nature of the demand for tram service, the reduction of prices would not appear to be a feasible means of overcoming the problem.

In the last full year of operation - that is the 12 months ended June, 1967, the loss of passengers was 12% compared with the previous year.

Appropriate graphs and a table of figures are available with the written evidence. These show, on single sheets, the trends which have occurred over the last 33 years. In addition, the routes, section destinations and a plan of the system are shown with the present day fare table.

(c) Reasons for Losses

Loss of passengers - partly due to preference for other forms of transport, development of shopping centres away from centre of city and to the disabilities of a fixed rail system.

Inability to increase fares any higher because of possibility of higher passenger loss. They are still below the fares of the Melbourne and Metropolitan Tramways Board. Tramways, as they exist, do not provide a complete or satisfactory transport service for Bendigo as it has developed.

3. DECLINE IN PASSENGERS USING TRAMWAYS

Patronage by the public has constantly decreased, especially in more recent years. As already mentioned, in the last full year - that is in the 12 months ended June, 1967 - compared with the 12 months ended June, 1966, passengers reduced by 12%. In the five years ended June, 1967, they reduced by 32%.

The number of passengers has been declining since 1945, regardless of alterations to the fare structure. After the August, 1963, introduction of the city fare concessions, the Commission undertook an extensive advertising campaign with a view to encouraging people to travel by tram. A copy of an advertisement used at Ballarat is with this evidence. A similar advertisement was used in Bendigo. The downward trend in passengers carried is clearly irreversible.

4. INADEQUACY OF TRAMWAYS SYSTEM

(a) Unsuitability of Tramways Layout to Serve Transport Needs of Bendigo

Allied to the extremely uneconomical operation of the Bendigo tramways system is its inability to adequately serve the requirements of the city. There has been no extension to cater for the growth that has occurred in the outskirts of the city, with the result that the trams serve only a portion of the population. An estimate made in recent times indicated that some 70% of the population of the built-up area of Bendigo lives more than a quarter mile from a tram service, and, as already mentioned, their transport preferences have changed over the years.

(b) Impossibility of Alteration or Extension of Tramways System

It is submitted that the Commission is in no position to extend the system to the extent necessary to serve Bendigo's needs and, quite clearly, as results indicate, the existing system is patently deficient.

5. CONDITION OF PERMANENT WAY, ROLLING STOCK
AND OVERHEAD INSTALLATIONS

(a) Present Conditions

Permanent Way

The rails are capable of some further service. They are, however, well worn in most places. Their condition is partly the cause of the comparatively rough-riding qualities of the cars. The road surface adjacent to the rails is in relatively good order except perhaps for portions near the Eaglehawk line.

Maintenance of track, largely the replacement of sleepers, is continuous, but many sleepers are 30 years old.

Overhead

Generally satisfactory.

Ancillary Buildings and Equipment

Satisfactory.

Rolling Stock

The rolling stock is very old - most cars are over 50 years old and all are over 40 years old. Thus the cost of maintenance can be expected to make an ever-increasing contribution to the annual tramways deficit.

At Bendigo there are 21 cars and a scrubber car. Eleven were purchased from the Melbourne and Metropolitan Tramways Board, eight were brought from Geelong, two were brought from Ballarat.

There are 11 single truck cars including four Birney cars and 10 double bogie cars (known as maximum traction).

The trams are well maintained, clean and have a pleasant appearance. Their mechanical and electrical components are in a satisfactory condition. They are, however, obsolete, uncomfortable and very noisy.

The Commission's traffic personnel are well trained in their duties, skilful, neat in appearance and courteous. The Commission is proud of its tramways men.

Trams run accurately to timetable.

(b) Impracticability of Improvement or Modernization

It is clear that if the Bendigo undertaking was to be rehabilitated the entire permanent way would have to be replaced. In some places it should be moved to a more suitable location on the roadway.

To re-lay the permanent way to Melbourne and Metropolitan Tramways Board standards would cost approximately \$115,000 per single track mile. There are 11.07 miles of equivalent single track and thus the cost of re-laying as the system exists at present would be approximately \$1,270,000. Because most single tracks would need to be re-laid as double tracks to reduce the traffic hazard, the actual cost would be much more than this.

The cars would all need replacing. New cars for one-man operation have not been built in Australia for very many years. There are no modern designs available and no construction standards. It would thus be necessary to start on the drawing board and have the cars constructed either in M.M.T.B. Workshops or by contract.

It is considered that each new car would cost in the order of \$40,000. If 21 were purchased for Bendigo, the cost would be \$840,000

Some alteration would be necessary to overhead.

The cost of a complete face-lift to the tramways undertaking, leaving tracks along routes where they are at present and with no extensions, would be in the order of \$2,110,000.

(c) Unsuitability to Provide Efficient Transport

Even if such improvements were effected, it is clear that tram services in the city could not be an economic proposition. The short distances and the alternative of the ever-growing usage of personal private transport facilities in the relatively small population centre, together with the expansion of these communities to areas not directly served by the tramways, has made the retention of a fixed rail system completely untenable.

It is of some relevance that tramways once existing in major cities of Australia have nearly all been abandoned. Melbourne has retained its tramways, but most extensions to the Melbourne and Metropolitan Tramways Board transport system are done by using buses. Brisbane has abandoned some of its system and there is some doubt about the future of the rest. Adelaide has one line remaining in operation. The only other systems are at Bendigo and Ballarat.

Abroad most tramways systems have been abandoned. Few, if any, remain in the United Kingdom. There are a dozen or so in Continental Europe and Asia and a few in the United States of America.

6. TRAFFIC HAZARD CREATED BY TRAMWAYS SYSTEM

With the constantly increasing number of motor vehicles on the road, trams - particularly in places where tracks are laid so that the trams move along the centre of the roadway - are a traffic hazard. Loops, which are an essential part of a single track system, increase the hazard.

7. EFFECT OF ABANDONMENT OF SIMILAR TRAMWAYS SYSTEM IN GEELONG

With the written copies of this evidence is a plan of Geelong, where the electric tramways were finally abandoned in March, 1956. The plan shows -

the routes originally covered by the trams,

the routes at present covered by buses.

It is clear that the extent of the tramways system was inadequate to cover the transport needs of the city and that the buses now have a very wide cover of the whole area.

8. ABILITY OF PRIVATE TRANSPORT OPERATORS TO SERVE NEEDS OF BENDIGO

It is understood that private transport operators who are at present operating in the Bendigo area could far more adequately and effectively provide for Bendigo transport needs.

9. FUTURE OF TRAMWAYS EMPLOYEESStaff

The small number of staff concerned would be retained in the Commission's service, but with different duties and responsibilities.

Employees (Wages)

The Commission is concerned with the future of its tramways employees. No doubt a number would desire to take positions with the new transport services.

The tramways employees in Bendigo total just under 90. Some have been in the Commission's service for a long time and these include four with over 30 years' service.

In recent months each employee has seen details of the provisions which would apply to future employment and conditions under which retrenchments would be made in the event of abandonment. These are as follows:-

- (i) The Commission alone will determine when retrenchments are to take place and who is to be retrenched.
- (ii) Employees to be retrenched shall be given between three (3) to six (6) months' notice of retrenchment, and at this time Unions having members under notice of retrenchment will also be informed.
- (iii) All employees having notice of retrenchment will be individually interviewed with regard to possible transfers, retraining, etc. Any matter they or their Unions raise in connection with the retrenchments will receive consideration.
- (iv) Any employee retrenched by the Commission will be paid the sum of the following payments:-

Separation Payment - At the rate of two (2) weeks' ordinary rate of pay for each completed year of service.

Long Service Leave Payment - Provided the employee has completed three (3) years' service, he will be entitled to 1.3 weeks of long service leave for each completed year of service, less any long service leave already taken. On retrenchment, payment will be made in lieu of leave.

Retiring Gratuity Payment - Provided the employee has completed three (3) years' adult service he will be entitled to \$45.00 for each completed year of adult service.

"Ordinary rate of pay" means total wage originally comprising the basic wage and margin, plus appropriate allowance and Service Grant where applicable, received by the employee at the date notified for retrenchment or when services are terminated, whichever is the higher.

"Service" means continuous employment with the Commission without a termination of the engagement.

- (v) An employee will not be entitled to a retrenchment payment -

A. If, while under notice of retrenchment, he is offered a transfer to another post which does not materially differ in capacity, place, terms and conditions of employment, or which is otherwise suitable, and this offer is unreasonably refused;

B. if, while under notice of retrenchment, he is offered suitable retraining and engagement in new capacity and this offer is unreasonably refused;

C. if, while under notice of retrenchment, he terminates his employment before the date of retrenchment without Commission approval;

D. if an employee dies while under notice of retrenchment; (This will not take away any entitlement he may have under long service leave and retiring gratuity regulations.)

E. if, while undertaking a course of retraining and where his rate of pay has been sustained, he abandons the retraining course without the approval of the Commission.

- (vi) Each employee will be given a statement showing the calculation of the retrenchment payment at least fourteen (14) days before retrenchment.
- (vii) No retrenched employee can receive a greater credit in weeks for separation payment than he would have earned in weeks had he continued in the employment of the Commission until age 65.
- (viii) The Commission will endeavour to place as many employees as possible in alternative employment, but because of the number which could be involved and the limited area for appropriate employment, most men will be retrenched.
- (ix) Employees may be offered posts at lesser rate of pay in lieu of retrenchment and will have the right to reject the offer without affecting the retrenchment payment.
- (x) The Commission, in conjunction with the Commonwealth Employment Service, will assist in every way possible with the placement outside the Commission of retrenched employees who cannot be placed by the Commission in suitable employment.
- (xi) In locations where retrenchments are to be made employees will co-operate with the Commission should manning problems arise and agree to limited under-manning for short periods where this is necessary and possible, subject to consultation with the Union concerned.
- (xii) Where a vacant position has been reserved for a surplus employee following consultation with the Union concerned, employees at that location will co-operate fully to cover the vacant post until the employee takes up duty in the vacant post.
- (xiii) The Commission will assist as far as possible married employees transferring to a new location to obtain a house.
- (xiv) Married employees transferring to a location involving a change in residence will -

- A. have fare paid for the transferee and family to the new location and will be paid for any time lost during ordinary hours of duty in travelling to the new location;

B. if the transferee travels ahead of his family, be provided with single accommodation free of charge up to three months or until he takes up residence in the new location, whichever is the shorter, and he shall be provided with a rail warrant to travel home on the weekend every second week, and on returning to his residence to arrange removal to the new location, he will have his fare paid to and from the new location and be paid for any time lost during ordinary hours spent in travelling;

C. be paid furniture removal expenses;

D. be granted up to two days' leave with pay for packing and unpacking furniture and effects and travelling to the new location;

E. be paid a Transfer Allowance of \$50.00.

(xv) Single personnel will be provided with a rail voucher to travel to the new location and will be paid any ordinary working time lost in travel to that location.

(xvi) The agreement negotiated between the State Electricity Commission and the Trades Hall Council will not be used in negotiations for a similar agreement with any other employer whether a Government Department, Instrumentality or private industry.

10. POSITION DURING AND FOLLOWING ABANDONMENT

(a) Traffic Arrangement

It is anticipated that the tramways service would be discontinued by stages as alternative services are organised. The Commission would not abandon any route until an alternative transport service to the satisfaction of the Transport Regulation Board is available.

(b) Road Reconstruction

Although not obliged under its legislation to accept responsibility for the removal of tramway tracks and the restoration of the roadways, the Commission is prepared to provide a substantial measure of assistance. The final amount payable would be negotiated between the Commission and the authorities concerned.

(c) Future of Tramway Assets

Tram Tracks

As at Geelong, the Commission would prefer to assign all tracks (including rails, points, crossings, etc.) to the Municipal Authorities or the Country Roads Board - as the case may be - leaving it to those authorities to determine whether they should be removed.

Overhead Equipment

This would be removed and materials not required by the Commission would be sold. Poles not required by the Commission for its electricity supply reticulation would be removed.

Tram Cars

The rolling stock would be sold. One Birney car would be given to the Tramways Museum Society of Victoria for its Tramways Museum.

(d) Contracts

Contracts for service are of a minor nature only. Scholars' concession tickets are issued on a monthly basis, and sales would be regulated to accord with cessation of route services. Advertising contracts provide for determination by the Commission should the need arise.

(e) Effect on Electricity Supply System

The abandonment of the Bendigo tramways will not have an adverse effect upon the State electricity supply system as the quantity of just under one million kilowatt-hours per annum now used is so relatively small.

STATISTICAL STATEMENT - 1935-1967

Year Ended 30th June	BENDIGO				Population - City of Bendigo & Borough of Eaglehawk
	Income	Expenditure	Loss	Passengers	
	\$	\$	\$		
1935	41,232	42,674	1,442	2,256,948	30,000
1936	42,496	46,920	4,424	2,346,404	30,200
1937	41,640	47,718	6,078	2,328,392	30,600
1938 (a)	36,904	69,304	32,400	2,116,461	30,600
1939	35,900	74,978	39,078	2,164,962	30,700
1940	35,346	72,918	37,572	2,155,307	30,200
1941 (b)	38,106	74,774	36,668	2,276,484	30,000
1942 "	43,384	73,526	30,142	2,662,058	30,100
1943 "	55,852	82,170	26,318	3,556,718	30,100
1944 "	62,634	97,334	34,700	4,014,650	30,100
1945 "	64,532	95,880	31,348	4,064,403	30,100
1946 "	64,766	93,142	28,376	4,000,533	30,200
1947 "	62,402	103,540	41,138	3,735,970	30,500
1948 (c)	62,860	127,300	64,440	3,769,695	31,200
1949	64,534	145,396	80,862	3,859,089	31,000
1950 (d)	78,412	166,606	88,194	3,352,292	32,000
1951	80,926	176,404	95,478	3,239,200	32,400
1952 (e)	86,608	204,710	118,102	2,845,623	32,700
1953	85,578	225,456	139,878	2,830,391	33,100
1954	83,910	218,044	134,134	2,780,995	33,400
1955	81,246	217,882	136,636	2,710,255	33,400
1956 (f)	85,028	224,880	139,852	2,522,133	33,400
1957	85,218	260,882	175,664	2,382,315	34,800
1958	82,712	210,542	127,830	2,327,945	34,900
1959	78,118	217,796	139,678	2,296,383	34,900
1960	78,254	232,174	153,920	2,336,607	34,900
1961	81,024	250,644	169,620	2,282,802	35,100
1962	77,156	257,930	180,774	2,256,675	35,700
1963 (g)	82,430	255,622	173,192	2,091,773	36,000
1964	93,578	282,126	188,548	1,832,272	36,200
1965	86,412	313,124	226,712	1,729,402	36,200
1966 (h)	95,816	331,886	236,070	1,605,839	36,200
1967 (i)	107,957	350,340	242,383	1,415,314	36,400
			3,361,651		

REFERENCES: (a) Capital Charges on Reconstruction Funds.

(b) World War II - Petrol Restrictions - Military Camps, Staff and Service Increase - Restricted Maintenance - Capital Charges increased and reduced in 1946.

(c) 40 Hours' Week.

(d) First Fare Revision.

(e) Second Fare Revision.

(f) Third Fare Revision. Capital investment finally written out.

(g) Fourth Fare Revision - 1st March, 1963, increase of 60% - introduction of city sections with concession fares from 1st August, 1963.

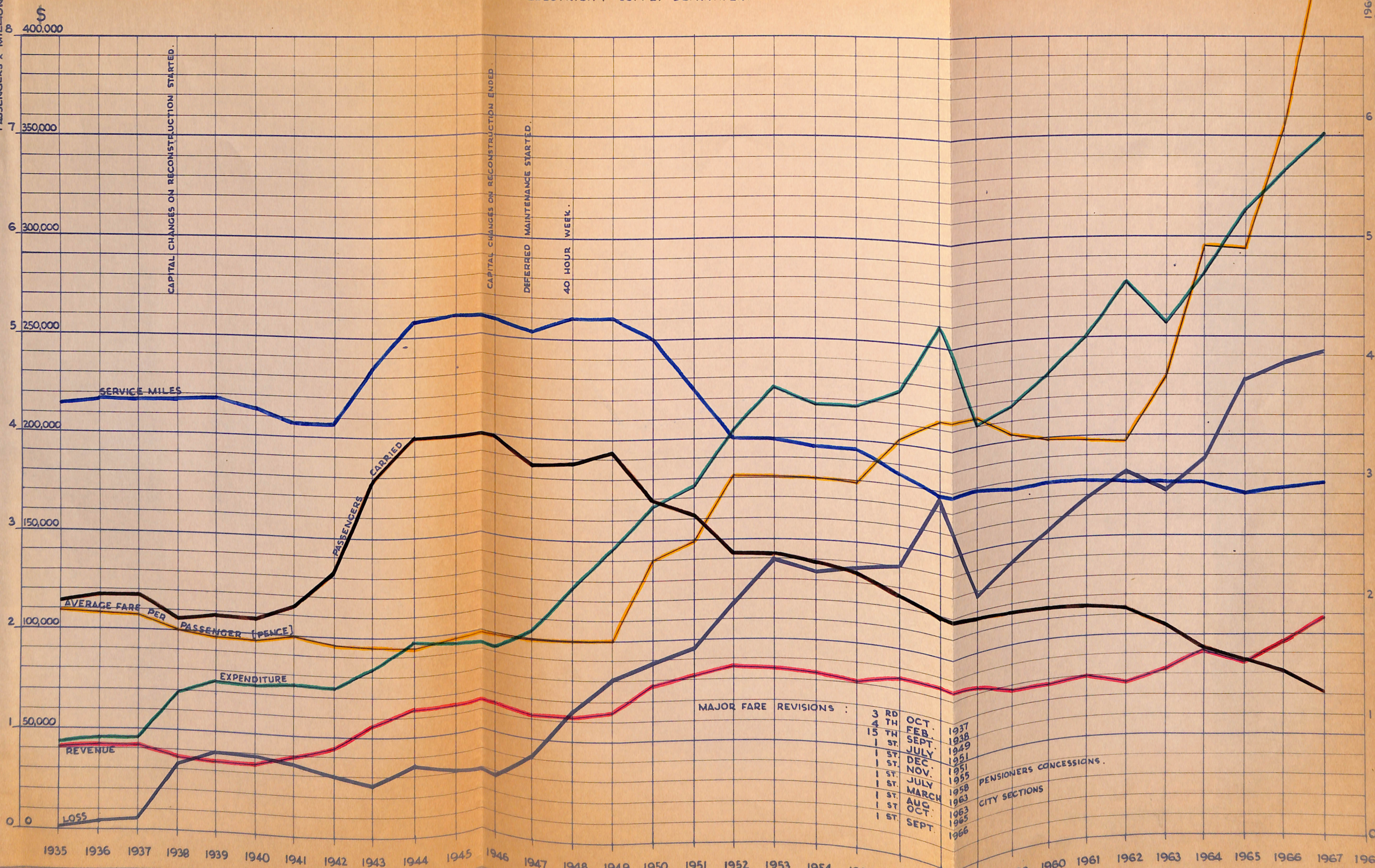
(h) Fifth Fare Revision - 1st October, 1965, increase of 23%.

(i) Sixth Fare Revision - 1st September, 1966, increase of 27%.

STATE ELECTRICITY COMMISSION OF VICTORIA
ELECTRICITY SUPPLY DEPARTMENT

1935-65
AVERAGE FARE PAID [PENCE]
MILES x 100,000
PASSENGERS x MILLION

1966-68
AVERAGE FAIR PAID [CENTS]



BENDIGO TRAMWAYS

DRG. No. VXI / 130 A

SECTION No.
DRAWN Z P 28 B 1963
TRACED
CHECKED
CHIEF DRAFTSMAN

ENGINEER AND MANAGER

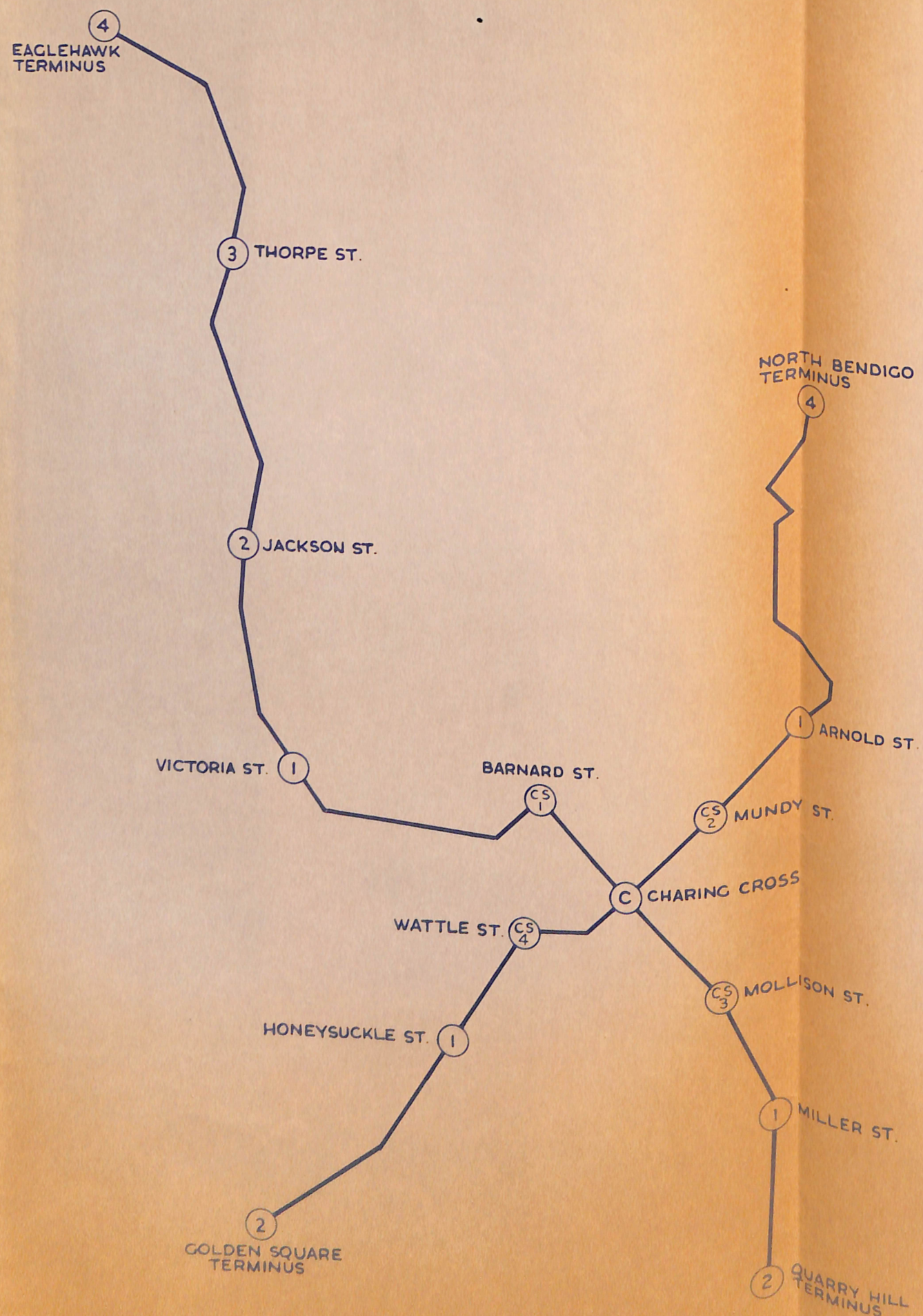
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REVISION	DATE	REMARKS	CHECKED	PASSED
27 10 66 A		REVISED FOR DECIMAL CURRENCY		

30 8 63

STATE ELECTRICITY COMMISSION OF VICTORIA
ELECTRICITY SUPPLY DEPARTMENT - BENDIGO TRAMWAYS
 OFFICES: DISPENSARY WALK

TRAMWAY ROUTES AND SECTION DESTINATIONS



SCHEDULE OF FARES AND CHARGES

ROUTE FARES TERMINATE AT TRAMWAY CENTRE SHOWN (C)
 SPECIAL CITY SECTIONS TERMINATE AT POINTS (CS & C)

SECTIONS		FARES	
		ADULT	CHILD OR PENSIONER
SINGLE SECTIONS	BETWEEN POINTS (C) AND (1)	7 c.	4 c.
	BETWEEN POINTS (1) AND (2)		
	BETWEEN POINTS (2) AND (3)		
	BETWEEN POINTS (3) AND (4)		
TWO SECTIONS	BETWEEN POINTS (C) AND (2)	10 c.	5 c.
	BETWEEN POINTS (1) AND (3)		
	BETWEEN POINTS (2) AND (4)		
THREE SECTIONS	BETWEEN POINTS (C) AND (3)	13 c.	7 c.
	BETWEEN POINTS (1) AND (4)		
FOUR SECTIONS	BETWEEN POINTS (C) AND (4)	15 c.	7 c.
CITY SECTIONS	BETWEEN POINTS (C) AND (CS 1)	5 c.	4 c.
	BETWEEN POINTS (C) AND (CS 2)		
	BETWEEN POINTS (C) AND (CS 3)		
	BETWEEN POINTS (C) AND (CS 4)		
CITY SECTIONS	BETWEEN POINTS (CS 2) AND (CS 3)	7 c.	4 c.
	BETWEEN POINTS (CS 3) AND (CS 4)		

CHILD (UNDER 14 YEARS OF AGE) **AND PENSIONER** AS ABOVE
CHILD (UNDER 4 YEARS OF AGE) WHEN CARRIED BY ADULT FREE

SCHOLAR'S MONTHLY TICKETS:

JUNIOR :- UNDER 15 YEARS OF AGE AT DATE OF APPLICATION \$ 2.10
SENIOR :- FROM 15 YEARS OF AGE TO UNDER 18 YEARS OF AGE \$ 3.00

LUGGAGE:

NOT EXCEEDING 28 LBS. IN WEIGHT OR 18 INCHES IN ANY DIMENSION IN CHARGE OF PASSENGER FREE
 EXCEEDING 28 LBS. IN WEIGHT OR 18 INCHES IN ANY DIMENSION - MIN. 7c.
ADDITIONAL ADULT FARE
 CHILDREN'S CARRIAGES WHEN COMPACTLY FOLDED FREE

ARTICLE OR PARCEL NOT BEING A PASSENGER'S LUGGAGE:

NOT EXCEEDING 28 LBS. IN WEIGHT OR 18 INCHES IN ANY DIMENSION 10c.
 EXCEEDING 28 LBS. IN WEIGHT OR 18 INCHES IN ANY DIMENSION - NOT ACCEPTED FOR CARRIAGE BY TRAM.

NEWSPAPER PACKAGE OR BUNDLE:

NOT EXCEEDING 28 LBS. IN WEIGHT 10c.
 (BOOKS OF 25 TICKETS AVAILABLE FROM COMMISSION OFFICES)

CHARTERED TRAMS:

WEEKDAYS AND SATURDAYS: \$ 1.25 A MILE, MIN. CHARGE \$ 5.00
 SUNDAYS AND PUBLIC HOLIDAYS: \$ 1.50 A MILE, MIN. CHARGE \$ 6.00