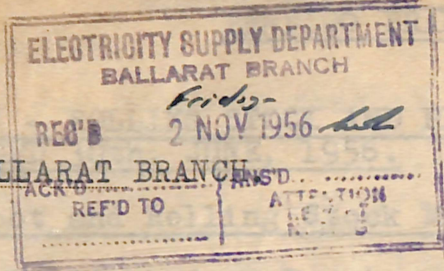


DEPARTMENTAL

NGD/MM 29/3/27

STATE ELECTRICITY COMMISSION OF VICTORIA



MANAGER, NORTH-WESTERN REGION.

To MANAGER, BALLARAT BRANCH

Date 31st. October, 1956.

ANNUAL REPORT - BENDIGO TRAMWAYS.

W/S
O/E
B/M

As directed by the Engineer & Manager in letter of 31st. July, 1951, (AMV/ES) please find attached hereto a copy of the Bendigo Branch Tramway Report in respect of rolling stock, permanent way and overhead maintenance, also traffic operations for the year ended 30th. June, 1956.

J. N. Sutherland
Tjg.

Encl:

(Note: Figures in brackets are those corresponding for the year ending 30/6/55.)

State Electricity Commission of Victoria.
ELECTRICITY SUPPLY DEPARTMENT.
NORTH-WESTERN REGION.
BENDIGO BRANCH.

TRAMWAYS - ROLLING STOCK AND PERMANENT WAY MAINTENANCE - REPORT FOR YEAR ENDED 30th. JUNE, 1956.

A. Tram Depot and Rolling Stock Maintenance.

Personnel attached to Depot as at 30/6/56.

Depot Foreman	1	
Mechanical Fitter	1	
Shedman	2	
Shedman's Assistant	4	
Car Cleaners	3	
Coach Builder	1	
Coach Painters	2	
Total:	14	

Tram Car Cleaner F. Clough was on long service leave for 4½ months, this was immediately followed by extended sick leave as a repatriation patient. He was temporarily replaced by the Track Welder's Assistant who received hernia injuries during this period while lifting a saloon window and resulting in 14 weeks absence under workers' compensation.

Tram Car Cleaner T. Banks slipped when entering a motorman's cabin resulting in a fractured wrist. He was replaced by a temporary car cleaner.

(Note: Figures in brackets are those corresponding for the year ending 30/6/55.)

The rolling stock at the 30th. June, 1956, comprised 26 tram-cars, excluding one track cleaner car, detailed below and the total mileage performed by these cars is as indicated:-

		<u>Miles.</u>	
Double Bogie Cars	- 11	195,956	(182,789)
"Birney" Safety Cars	- 6	29,650	(41,292)
One Man Single Truck Cars	- 6)	143,683	(166,894)
Two Man Single Truck Cars	- 3)		
Totals:-	26	369,289	(390,975)

Five Maximum Traction double bogie tramcars, included in the above number, were transferred from the Geelong Branch, the numbers being 32, 33, 34, 35 and 36. For convenience, these have been re-numbered respectively as follows:- 3, 4, 2, 1 and 5.

Single truck car No.22 was sold by public tender and single truck car No.3 was donated to the Australian Electric Traction Association. Tramcar No.6 was severely damaged in an accident in February, 1956, and approval is awaited from the Claims Officer to dispose of it in lieu of carrying out repairs. Tramcar No.10 is also awaiting disposal by public tender.

Refer to attached sheets for maintenance statistics and the following information:-

Bearings.
(a) Armature

11 sets of armature bearings were re-metalled as follows:-

2 - 60 h.p., G.E.201	-	average life	171,824
3 - 50 h.p., G.E.202	-	" "	31,994
4 - 45 h.p., W.H.225	-	" "	42,973
2 - 25 h.p., G.E. 264	-	" "	51,644

(b) Suspension.

4 sets of W.H.225.

Renovations.

For economic reasons, the number of trams completely renovated were kept to a minimum, one (nil) single truck tramcar only being painted on the exterior and interior but preventive maintenance of the paintwork was carried out on 8(6) trams, including window sashes, cream paintwork, platform entrances, bumpers, handrails, stanchions and footboards.

One single truck car was painted on the exterior only.
The bodies of 4(3) cars were cut and polished.
The floors of 2 cars were covered with "Mastipave".
The roofs of 17 cars were painted.

A side frame and a traction motor armature shaft on double bogie cars fractured in service and were replaced.

One set of eight weather blinds replaced on single truck Car No.20.

At the request of the Tramway Union, footrests were fitted to the drivers cabins of all tramcars.

Spare Equipment ex. Geelong Branch.

One complete "Brush" and one complete "Brill" bogies for Maximum Traction tramcars were received in June, 1956, from the Geelong Branch together with a large quantity of miscellaneous second-hand tramcar parts.

General

Tramcar No.20 was decorated for one week at the request of the Made-in-Australia Council, two other cars were also used to display placards in connection with the Centenary of the State Savings Bank of Victoria.

Tram Track and Permanent Way Maintenance.

Personnel attached to the Track Gang as at 30/6/56.

Track Maintenance Foreman	1
Roller Driver	1
Truck driver	1
Track Repairers	3
Track Cleaners	2
Track Welder	1
Tradesman's Assistant	1
Total:	<u>10</u>

Roller Driver P. Burton was on long service leave for 4½ months; during his absence the driving of the road roller was carried out by the Truck Driver.

Length of single rail raised, packed and resealed:-

Route: Eaglehawk	Lifted, packed & paved	Length: 1345 ft.
" "	Sealed	6,578 ft.
Quarry Hill	Lifted, packed & paved	295 ft.
" "	Sealed	330 ft.
Golden Square	Lifted, packed & paved	1,180 ft.
" "	Sealed	1,508 ft.
Bendigo North	Lifted, packed & paved	448 ft.
" "	Sealed	2,827 ft.

No. of sleepers renewed -		
Route: Eaglehawk	No.	8
Golden Square	"	13

No. of tie rods renewed -		
Route: Eaglehawk	"	12
Golden Square	"	6

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Track Welder	1
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For the first 66 working days of the financial year, the Track Foreman and Maintenance gang were loaned to the Distribution Section cutting trees in conjunction with the Bendigo City Council adjacent to H.V. and L.V. lines.

During the year, they were also employed for a further 24 days on other works, including the sealing of roadways in the Works Area, sealing of car park Admin. Office, cleaning all storm water drains in the Works Area and Admin. Office, clearing site for district office, Elmore, levelling and sealing driveway at Elmore office, clearing at the Bendigo Main Substation and rubbish removal, cutting firewood and assisting in the pouring of concrete foundations at the Main Substation.

A total of 146' of new 96 lb. grooved rail was installed at the leads to the single to double tracks McCrae & Arnold Sts. Bendigo North Route, south and north ends of the Myrtle Street loop, Golden Square route, and the west end of the Star & Garter loop, Quarry Hill route.

225' of new 60 lb. "T" type rail replaced 35 lb. check rail on Wattie Corrie's curve, High Street, Golden Square route.

135' of new 60 lb. "T" type rail replaced 35 lb. check rail at the Post Office curve, Long Gully, Eaglehawk route.

254' of secondhand 90 lb. grooved rail ex. Geelong Branch replaced worn rail at the Sheridan Street curve, California Gully, Eaglehawk route.

The 35 lb. check rail was tightened on the Caldonia Street curve, Bendigo North route.

Check rails also tightened on the High/Wattle Streets curve, Golden Square route, and Barnard/View Streets curve, Eaglehawk route.

A fractured switch casting at the Bendigo North terminus was removed with approx. 70 ft. of 80 lb. single track rails since this portion is not used in normal service.

The track welder and Tradesman's Assistant were employed on the following works:-

Quarry Hill route.

Welding broken rails, crossing at the Teachers' Training College, welding rail joints at the Star & Garter Loop and Carpenter Street, the switch casting at the south end of the Star & Garter loop fractured in several places. Because a replacement casting was not available, it was necessary to plate the casting both sides with 6" x 7/8" mild steel and weld.

Eaglehawk route:

Reblocking switch blade at the Needle Loop, welding badly cracked mate at the Bendigo end of the Needle Loop, repairing the mates and crossings at the Manchester and Hayes Street loops, ramping mate at Long Gully, repairing rail tops and ramping mate at Langhorne's curve.

Golden Square route.

Broken mate repaired and crossing ramped at Golden Square Fire Station loop, welding rail joints at Myrtle Street loop, rail tops repaired. Mates repaired at Myrtle Street loop and the High Street-Charing Cross turn-out. The four-way cross at Charing Cross was built up. Broken rails repaired.

Bendigo North Route.

The switch at the terminus end of the Bridge Street loop repaired, rail joints welded at McCrae/Arnold Streets, rail tops repaired and crossing repaired at Nolan/McCrae Streets.

J. W. Sutherland ^{7/6}

Car Nos.	Nil		
No. of cars			
No. of cars			
Car Nos.	26, 13, 5, 27.		
No. of cars	11		
Car Nos.	23, 24.		
Car Nos.	Nil		
Car Nos.	1, 2, 3, 4, 12, 18, 19.		
No. of tyre blocks fitted	20" 297 26" 91 33" 831	Average mileage	2540 1303 1634
No. of new tyres fitted	20" 12 26" 4 33" 12	Average mileage	102669 No. max. record 163669
No. of new centres fitted	20" Nil 26" Nil 33" Nil		
No. of new trolley wheels fitted	18	Average mileage	25,755
No. of armatures rewound	Nil 100 1	Make of motor	201 202 203
No. of armatures changed	-	Make of motor	201 202 203

ELECTRICITY SUPPLY DEPARTMENT - PROVINCIAL CITY TRAMWAYS

MAINTENANCE REPORT - ROLLING STOCK

BRANCH BENDIGO YEAR ENDING 30/6/1956BODY SECTION:

Repainted completely
(Externally and Internally) Car Nos. 3

"Refresher" coat only Car Nos. Nil

Work performed on roofs -

(1) Recovered Car Nos. Nil

(2) Painted No. of cars 17

(3) Patched No. of cars 1

Accident Repairs -

(1) Major Car Nos. 28, 13, 6, 27.
(necessitating re-
building of portion of
the body structure)

(2) Minor No. of cars 11
(i.e., footsteps,
staunchions, bumpers,
etc.)

TRUCK SECTION:Overhauled completely Car Nos. 23, 24.

No. of wheels sets trued -

(i) In situ	20	26 $\frac{1}{2}$ "	33	(ii) In lathe	20	26 $\frac{1}{2}$ "	33
	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>		<u>6</u>	<u>2</u>	<u>16</u>

Air receivers tested Car Nos. NilAir compressors overhauled Car Nos. 1, 2, 3, 4, 12, 18, 19.

No. of brake blocks fitted	20"	26 $\frac{1}{2}$ "	33"	Average mileage	2640
	<u>297</u>	<u>91</u>	<u>831</u>	" "	<u>1303</u>
				" "	<u>1634</u>

No. of new tyres fitted	20"	26 $\frac{1}{2}$ "	33"	Average mileage	102669
	<u>12</u>	<u>4</u>	<u>12</u>	" " No prev. record	<u>102669</u>

No. of new centres fitted	20"	26 $\frac{1}{2}$ "	33"
	<u>Nil</u>	<u>Nil</u>	<u>Nil</u>

No. of new trolley wheels fitted 18 Average mileage 25,755

No. of armatures rewound	Nil	Make of motor	201
	<u>One</u>	" " "	<u>202</u>
	<u>3</u>	" " "	<u>225</u>

No. of armatures changed due to electrical breakdown	-	Make of motor	201
	<u>-</u>	" " "	<u>202</u>
	<u>4</u>	" " "	<u>225</u>

NOTE : Any additional information considered of value should accompany this form on an attached sheet.

STATE ELECTRICITY COMMISSION OF VICTORIA
ELECTRICITY SUPPLY DEPARTMENT - PROVINCIAL CITY TRAMWAYS.

MAINTENANCE REPORT - ANCILLARY EQUIPMENT.

27th September, 1956.

BRANCH: BENDIGO

YEAR ENDING: 30/6/56.

(Road Roller, Tower Waggon, Welding Truck, Workshop Tools and Machines, and other miscellaneous equipment.)

Air receivers on the compressed air system in the Tram Depot and the receiver on the portable I.R. air compressor used by the Track Gang were fitted with approved inspection openings as recommended by the Mechanical Branch Inspector.

Jelbart road roller was out of service for five days with a broken valve stem.

Tool racks, also lifting tackle, were fitted to the track welding truck to facilitate removal of grinder and heavy equipment when the services of the Tradesman's Assistant is not available.

Portable track grinder fitted with castors to improve grinding conditions. New control switch fitted to grinder.

New bearings fitted to welding generator.

A set of Whitworth and S.A.E. socket spanners 1/4" to 1" was purchased for use in the Tram Depot.

.....
J.H. Fullerton

STATE ELECTRICITY COMMISSION OF VICTORIA

BALLARAT BRANCH

COPY

for.....

MANAGER, NORTH-WESTERN REGION

27th September, 1956.

CHIEF DISTRIBUTION ENGINEER.

TRAMWAY O/H REPORT - YEAR ENDED 30th JUNE, 1956:

Personnel: Three employees are engaged as required on tramway overhead maintenance and inspection. Advantage is taken of the tower-wagon for work such as public lighting maintenance in the City area, at other times.

Equipment: Bedford Tower Wagon.

Maintenance: A total of 385 yards of 3/0 S.W.G. trolley wire was erected to replace worn sections. Other components replaced are as follows:-

Straight line ears	7"	-	6
Splicing Ears	24"	-	12
Curve Ears	10"	-	5

No cases of broken trolley wire occurred during the year and no additions or replacements of poles for tramway purposes were carried out.

Four sets of signalling lamps were replaced for operation with new type relays and satisfactory service is now being obtained with these relays.

In conjunction with City Council employees trees were cut back from the signal wires over a substantial part of the system.

J. W. Sutherland

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State Electricity Commission of Victoria
Electricity Supply Department
NORTH-WESTERN REGION
BENDIGO BRANCH

BENDIGO TRAMWAYS - ANNUAL REPORT FOR YEAR ENDING 30th JUNE, 1956.

Traffic:

The number of passengers carried for the year was 2,522,133 against 2,710,255 last year, and the revenue amounted to £42,514, compared with £40,623 for the previous year.

The decrease in the number of passengers carried was mainly due to the reduction in the tram service which commenced on 17th October, 1955, increased tram fares and a greater use of taxis and private motor cars.

The increase in revenue was derived from increased fares which operated from 1st November, 1955.

Tram miles decreased from 390,975 to 369,289, due to the reduction in service.

Traffic Personnel:

Nine men resigned from the service during the year. Six motormen and three temporary conductors.

As the number of men required for the reduced service was five less than before the revision of schedules, four of the nine vacancies, plus a vacancy which occurred at the end of the previous year, were not filled. New employees were engaged on a temporary basis to fill the remaining vacancies.

The number of motormen and conductors employed under current roster is 51.

Long Service Leave:

During the year one motorman had six months long service leave, one three months on double pay and another commenced six months leave. One Inspector was granted six months leave and another had 3½ weeks leave on double pay.

Recreation Leave:

Recreation Leave has been granted in accordance with motormen and conductors annual leave roster.

Compensatory Days Off:

Compensatory days off have almost been eliminated.

Interruptions to Service:

Interruptions to the tram service numbered 21 for a total duration of 6 hours 5 mins. in comparison with 19 occasions for 9 hours 4 mins. the previous year.

Failure of power on transmission line on six occasions caused complete interruptions of five (5) minutes (two occasions) 9 minutes (two occasions) 12 minutes and 32 minutes. Local power supply failed on two occasions for 17 minutes and 18 minutes, respectively, causing complete interruptions. Partial and minor interruptions were caused by accidents, defective trams, street processions and accidents between vehicles other than trams.

Collisions and Accidents:

The total number of collisions and accidents for the year was 36 - the same number as during the previous year. There was one head-on collision between a motor vehicle and a stationary tramcar and two between motor cars and trams which

Collisions and Accidents (Contd..)

were almost stationary. There was also one case of a motor car colliding with the rear end of a tram which was stationary on a loop in daylight. In another instance a motor truck which was carrying a 27ft. piece of timber, part of which was projecting over the truck cabin, emerged from a side street and collided with a moving tram causing injuries to four tram passengers and major damage to the tram.

Vehicles involved in the 18 collisions were:

Motor Furniture Van	1.
Motor Cars	6.
Taxi	1.
Motor Cycle	1.
Semi-Trailers	2.
Trucks and Panel Vans	6.
Horse-drawn vehicle	1.

Two collisions were caused by motor car which had been angle parked, backing from kerbs.

As a result of collisions three drivers of motor vehicles were convicted on charges of negligent driving. The penalties imposed were: One fined £10:0:0. One fined £20:0:0 and Licence cancelled for 12 months, and the other was sentenced to two months imprisonment, the sentence being suspended on a bond for two years and he was also disqualified from holding a Licence for two years.

Prosecutions are likely to follow in two other cases of head-on collisions with trams in which the motorcars were damaged beyond repair.

Major repairs were effected to four trams and claims for costs of repairs have been made in most cases.

The collision between tramcars occurred when one was passing others on a loop. There being insufficient room for it to pass, the top portions of the two trams brushed. Disciplinary action was taken against the motorman responsible for the occurrence.

A comparison of accidents with the previous year is shown hereunder:-

	<u>1954-55</u>	<u>1955-56</u>
Collisions	27	18
Accidents to passengers other than collisions	6	11
Accidents to Passengers due to collisions	Nil	Nil
Collisions between trams	Nil	1
Accidents to others	Nil	Nil
Accidents to passengers clothing	Nil	Nil
Tramcar windows broken by passengers	2	1
Tramcar windows broken other than by passengers.	Nil	1
Derailments	1	Nil
	<hr/>	<hr/>
	36	36

For the purpose of annual return to Commonwealth Statistician under prescribed definition.

	<u>1954-55</u>	<u>1955-56</u>
Passengers killed	Nil	Nil
Passengers Injured	4	13
Others killed	1	Nil
Others injured	4	8
Employees killed	Nil	Nil
Employees injured	3	3
	<hr/>	<hr/>
	12	24
	<hr/>	<hr/>

Lost Property:

Statistics relating to lost property are as under:-

Articles left in trams	346
Articles re-claimed	165
Articles returned to finder	168
Articles unclaimed	57
Articles destroyed	10