

*supplied to Laminated
16/3/23.*

ENQUIRIES RE ONE MAN CARS

<u>Question</u>	<u>Answer</u>
1.	38,500
2.	13 miles 11 chains.
3.	13.5 ordinary cars and 5 specials
4.	522,149
5.	3,380,533
6.	Existing cars altered for one man operation. Type of car is a centre saloon body with open ends, and four gates were fitted to each of the entrances to the car.
7.	Weight from 7 to 8 tons. Seating Capacity 40 Crush Capacity about 100
8.	There are a number of grades both at Ballarat and Bendigo. The maximum grade in Ballarat is 1 in 12, with a slight curve at the bottom. We have several other grades, 1 in 15 upwards, both at Ballarat and Bendigo, which have slight curves at the bottom.
9.	We naturally had difficulty with the Employees' Association when we introduced one man cars 10 years ago. The matter was referred to the Registrar of the Court and afterwards to the Judge of the Arbitration Court. The former inspected the system here, approved of its operation; and its use was gradually extended. There has never been any objection made to the one man car in the seven or eight Agreements we have fixed up since first starting the cars. In April last year there was a strike at Ballarat, which was said to be due to the operation of one man cars. We believed there were other reasons affecting this dispute. However, the matter of running one man cars was again submitted to the Arbitration Court under Mr. Justice Powers, who held the Court in Ballarat, and afterwards in Melbourne, to decide the matter. He supported the running of one man cars, and no alterations in our method of working were awarded by him. Since the strike the men have settle

down to the one man cars, and we have had no further trouble in regard to the matter.

One man cars are now running in New Zealand, Kalgoorlie and they are under consideration on several other of the larger Systems in Australia.

10. 10d. per day of 8 hours.

11. 2,245,655. Average 5.56 per car mile.

12. We use the one man cars throughout the year. There are certain very busy days at Ballarat, when, particularly owing to the construction of the cars, we put conductors on to assist during parts of the day. At Bendigo, where the cars are slightly differently constructed, we operate them with one man throughout the whole year without the use of any conductors, notwithstanding that they have exceptionally heavy rush traffic at times, particularly on certain holidays.

13. 7.75 miles

14. Thirty-four cars at Ballarat and Bendigo are equipped with Westinghouse motors, and Westinghouse brakes, together with the ordinary hand brake. Five other cars at Ballarat and Bendigo are equipped with American General Electric motors, and magnetic track brakes and hand brakes.

15. The system of fares is sectional. Generally speaking there are two sections in the journey, the shorter one being 2d. and the full journey 3d. We have a route at Ballarat on which the fares are 2d., 3d., $3\frac{1}{2}$ d. and 4d. On this route, however, we only run the $3\frac{1}{2}$ d. and 4d. end of the line on one man cars, the conductors from the Town end changing on to the cars going to Town at the beginning of the 3d. section.

On the fare box cars the system is entirely a cash one. Tokens were used up ^{to} a little over a year ago, and were found of assistance in the running of the system. The tokens were originally sold - 8 - 1 $\frac{1}{2}$ d. (pink) for 1/- and 6 - 2d. (green) for 1/-, the cash system alternative to the token being

respectively 2d. and 3d. We then reduced the pink to 7 for 1/- and the green 5 for 1/-. A little over a year ago we had to make a further increase in fares, which brought the tokens up to their cash fare alternative, that is to say, 2d. in the case of the pink, and 3d. in the case of the green. Under these circumstances we decided to dispense with the tokens, and make the system a purely cash one.

Bendigo has always been a cash fare system on the fare box cars.

The only tickets issued on the fare box cars are transfer tickets on the Gardens routes at Ballarat.

16.

My views on the utility of the one man car have been many times published in the Home Tramway Press. I consider that there are very many systems, both at Home and Abroad, which could usefully adopt this method of operation, and in that way considerably reduce their car operating expenses. By this reduction in expenses, it is possible to give either a more frequent service than could be done with two men cars, or the improved financial position may avoid an increase in fares, which otherwise would be necessary under two men operation.

We would not under any condition consider reverting to two men operation, and when we had the strike referred to, which lasted over 2½ weeks, we were prepared to contest this to an unlimited time to retain the system.

Another valuable feature of this system is the reduction in accidents, particularly those relating to passengers boarding or leaving the car. You will realise that, by passengers doing this under the direct observation and control of the driver, it eliminates the failure of personal element, which occurs when there are two men on the car, one man, the conductor, having to give his signals to the driver. With two men operation accidents will

frequently occur with passengers getting on and off when the conductor is not at his post, and there is no definite witness as to what really transpired.

Our accidents have been reduced to about one-eighth by the operation of one man cars, and what is of considerable importance in supporting our contention as to the safety of one man cars is the fact that since the introduction of one man cars on our system 10 years ago, our Third Party Premiums have been reduced four times, the total reduction amounting to 40%.

We initiated the system of running "Pay as you enter" on the journey into Town, and "Pay as you leave" on the outward journey. This system has many advantages, in that the payment of fares into the special cash box, we have designed, is made when passengers are boarding the cars in the suburbs in small installments, and leaving the cars in the suburbs in the same manner. This method of operation has been copied by a number of other one man car systems in America.

If you refer to the "Electric Railway and Tramway Journal for Septr. 3rd 1915, you will find a very full description of our system, and it was further referred to in the Home papers for June 1920.
