

Copy for D. T.S.

MANAGER: GEELONG BRANCH:
ELECTRICITY SUPPLY DEPARTMENT.

ENGINEER & MANAGER.

15th September, 1954.

TRAMWAYS - REVISIONS TO SERVICE:

Following upon recent discussions regarding possible reductions and economies in service, the following suggestions with some particulars have been compiled for consideration:

1. Reduction of Service - and Extension of One-Man Operation:

This shows present man hours per week as 2,669 against a possible revision of " " " 2,107 a reduction of 562 hours which, in theory, tends to indicate that some 15 men less would be required. There is every reason to doubt that anywhere near that amount of men could be saved, having regard to the number of men required to be simultaneously employed on both the morning and afternoon peaks.

There would be a reduction of the number of employees required for duty on Saturday and Sunday which leaves more men available for week-day duties but, until an actual working roster is completed, a saving of more than 5 men overall appears to be doubtful. Saving would be approximately - £5,000.

2. Reduction of Service period and Days:

(a) At present there are 25 men employed on Sunday work at an annual wage cost of £6,062 producing a revenue of £4,521 with wages alone exceeding revenue by £1,541

The elimination of this present Sunday service would enable a reduction in traffic staff of 5 men at an annual cost of £5,000 this, added to the present Sunday wages of £6,062, would give a total saving of £11,062 Less the Annual Revenue of £4,521 would show a saving of per annum £ 6,541
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Figures based on actual 1953/54.

(b) In the proposed revision for Sunday service, employment on Sunday would be reduced to 16 men at a wage cost of approximately £3,900. This is about £600 less than the present revenue.

The elimination of this proposed service for Sunday using 16 men would result in a saving of 3 traffic employees which would be in addition to savings on item No.1.

Value of saving - 3 men = £3,000
Plus projected Sunday wages = £3,900
= £6,900
Less present Sunday revenue of £4,500
Expected Annual saving = £2,400
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2. (Con' td.)

Reduction of Service Periods and Days:

(c) Reduction of service period on week-days and Saturdays could be achieved from 8.0 p.m. to 11.45 p.m. The savings on the present roster would be -

about 8 men =	15	£8,000
Estimated passenger loss -	379,964	-	value	20	5,474
Savings on manpower alone	15	£2,526
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This would be in addition to items 2 (a) and 2 (b) but would be modified to saving of 6 men if applied to item 1.

3. Abandonment of Route Service:

Consideration could be given to the abandonment of the Newtown to City service which would save 4 men = £4,000.

The route which is unprofitable is flanked by 2 'bus services and it runs along tram rails in common with the Chilwell & West service for two-thirds of its distance would apply with any other suggestion.

4. Increase in Fares:

As fares generally speaking have increased by 1 penny during the past 40 years, it would appear that an increase would be justified.

By increasing all fares or sections by 1 penny (excluding childrens' 2d. fare) an overall amount of £18,367 would be realised with allowances for 10% passenger resistance loss would approximate a net gain of £9,366 per annum and would apply with any other suggestion.

5.0 to 9.0a.m.	4	16/18	8	=	24
9.0 to 2.0p.m.	4	16/18	8	=	28
3.30 to 6.0	6	12	12	=	30
6.0 to 8.0	4	16/18	8	=	16
8.0 to 11.0p.m.	4	16/18	8	=	24
					116
					5
Man hours					121
<u>North and Belmont</u>					
5.0 to 9.0a.m.	4	16/18	8	=	36
9.0 to 2.0p.m.	4	16/18	4	=	16
Man hours					52

Plus 2 one man theatre specials	116				
Plus 3 specials 1 man	3				
9.0 to 2.0p.m.	4	20	4	=	12
12.0 to 3.30	4	16/18	8	=	20
3.30 to 6.0	6	13	12	=	30
6.0 to 8.0	4	20	8	=	24
8.0 to 11.0	4	20	4	=	12
					116
					5
Man hours					121
<u>Service Possible with Further Savings</u>					
5.0 to 9.0a.m.	4	20	4	=	12
9.0 to 2.0a.m.	4	20	8	=	40
Plus 1 special 1 man					
2.0 to 6.0p.m.	4	20	8	=	12
6.0 to 8.0p.m.	4	22	8	=	16
8.0 to 11.0	4	20	4	=	12
11.0 to 1.0	2	midnight cars	4	=	2
Plus 2 theatre specials					
Man hours					116
<u>Service Possible with Further Savings</u>					
3.30 to 6.0p.m.	4	20	6	=	27
6.0 to 10.30	3	30	3	=	15
Man hours					42

Enc: Schedule.

State Electricity Commission of Victoria,
ELECTRICITY SUPPLY DEPARTMENT
GEELONG BRANCH

PARTICULARS SUPPORTING ITEM 1.

<u>Present Service</u>					<u>Service Possible with Further Economy</u>				
<u>East & West Route</u>					<u>East & West Route</u>				
<u>Time</u>	<u>Cars</u>	<u>Frequency</u>	<u>Men</u>	<u>Hours</u>	<u>Time</u>	<u>Cars</u>	<u>Frequency</u>	<u>Men</u>	<u>Hours</u>
6.0 to 9.0a.m.	4	15 mins.	8	= 24	6.0 to 9.0a.m.	4	15 mins.	8	= 24
9.0 to 12.0N	4	15 "	8	= 24	9.0 to 12.0 N	3	20 "	6	= 18
12.0 to 3.30p.m.	4	15 "	8	= 28	12.0 to 3.30p.m.	4	15 "	8	= 28
3.30 to 6.0	5	12 "	10	= 25	3.30 to 6.0	4	15 "	8	= 20
6.0 to 8.0	4	15 "	8	= 16	6.0 to 8.0	3	20 "	6	= 12
8.0 to 11.0	3	20 "	4	= 12	8.0 to 11.0	2	30 "	2	= 6
				<u>129</u>					<u>108</u>
				5					5
				<u>Man hours 645</u>					<u>Man hours 540</u>
<u>East & West Route</u>					<u>East & West Route</u>				
<u>Weekdays</u>					<u>Saturdays</u>				
6.0 to 9.0a.m.	4	15	8	= 24	6.0 to 9.0a.m.	4	15	8	= 24
9.0 to 2.0p.m.	4	15	8	= 40	9.0 to 2.0p.m.	4	15	8	= 40
2.0 to 5.0p.m.	3	20	6	= 18	2.0 to 5.0p.m.	3	20	6	= 18
5.0 to 8.0p.m.	5	12	10	= 30	5.0 to 8.0p.m.	4	15	8	= 24
8.0 to 1.0p.m.	3	20	3	= 9	8.0 to 1.0p.m.	2	30	4	= 12
11.0 to 1.0	2	midnight car	2	= 4	11.0 to 1.0	2	midnight cars	2	= 4
				<u>125</u>					<u>116</u>
				Plus 4 one man theatre specials man hrs.					Plus 2 one man Theatre specials
				<u>Man hours 645</u>					<u>Man hours 540</u>
<u>East & West Route</u>					<u>East & West Route</u>				
<u>Sundays</u>					<u>Sundays</u>				
1.30 to 6.0p.m.	4	15	8	= 36	1.30 to 6.0p.m.	3	20	3	= 13½
6.0 to 10.30	3	20	3	= 13½	6.0 to 10.30p.m.	2	30	2	= 9
				<u>49½</u>					<u>22½</u>
				Man hours					Man hours
<u>Belmont & North Route</u>					<u>Belmont & North Route</u>				
<u>Weekdays</u>					<u>Weekdays</u>				
6.0 to 9.0a.m.	4	16/18	8	= 24	6.0 to 9.0a.m.	4	18	8	= 24
Plus 3 specials 1 man			3		Plus 3 specials 1 man			3	
9.0 to 12.0p.m.	4	16/18	8	= 24	9.0 to 12.0p.m.	4	20	4	= 12
12.0 to 3.30p.m.	4	16/18	8	= 28	12.0 to 3.30	4	16/18	8	= 28
3.30 to 6.0	6	12	12	= 30	3.30 to 6.0	6	13	12	= 30
6.0 to 8.0	4	16/18	8	= 16	6.0 to 8.0	4	20	8	= 8
8.0 to 1.0p.m.	4	16/18		24	8.0 to 1.0	4	20	4	= 12
				<u>146</u>					<u>114</u>
				5					5
				<u>Man hours 730</u>					<u>Man hours 570</u>
<u>Belmont North Route</u>					<u>Belmont North Route</u>				
<u>Saturdays</u>					<u>Saturdays</u>				
6.0 to 9.0a.m.	4	16/18	8	= 24	6.0 to 9.0a.m.	4	20	4	= 12
9.0 to 2.0p.m.	4	16/18	8	= 40	9.0 to 2.0a.m.	4	20	8	= 40
Plus 1 special 1 man					Plus 1 special 1 man				
2.0 to 6.0p.m.	4	16/18	8	= 32	2.0 to 6.0p.m.	4	20	8	= 32
6.0 to 8.0p.m.	5	12	10	= 20	6.0 to 8.0p.m.	4	20	8	= 16
8.0 to 1.0	3	25	6	= 18	8.0 to 1.0	4	20	4	= 12
11.0 to 1.0	2	midnight cars	4	= 2	11.0 to 1.0	2	midnight cars	4	= 2
Plus 2 theatre specials			4	= 2	Plus 2 theatre specials			4	= 2
				<u>138</u>					<u>116</u>
				Man hours					Man hours
<u>North and Belmont</u>					<u>North and Belmont</u>				
<u>Sundays</u>					<u>Sundays</u>				
1.30 to 6.0p.m.	4	16/18	8	= 36	1.30 to 6.0p.m.	4	20	6	= 27
6.0 to 10.30	4	16/18	4	= 16	6.0 to 10.30	3	30	3	= 13½
				<u>52</u>					<u>40½</u>
				Man hours					Man hours

Present Service

Service Possible with Further Economy

Chilwell Route

Weekdays

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	20 mins	2	6
9.0 to 10.0	2	20	2	2
10.0 to 3.30	2	20	4	22
3.30 to 6.0	3	15/10	5	12½
6.0 to 8.0	2	20	4	8
8.0 to 11.0	2	20	2	6
				<u>56½</u>
				5
				<u>282½</u>
			Man hours	

Chilwell Route

Saturdays

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	20	2	6
9.0 to 2.0	2	20	4	20
2.0 to 4.0	2	20	2	4
4.0 to 7.0	2	20	4	12
7.0 to 8.0	3	15	6	6
8.0 to 11.0	2	20	2	6
11.0 to 1.0 a.m.	1	20	1	2
				<u>56</u>
				5
				<u>280</u>
			Man hours	

Chilwell Route

Sundays

Time	Cars	Frequency	Men	Hours
1.30 to 6.0	2	20	4	18
6.0 to 10.30	2	20	2	9
				<u>27</u>
			Man hours	

Eastern Park & Newtown Route

Weekdays

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	24	2	6
Plus 2 Specials 1 man				
9.0 to 12.0	2	24	4	12
12.0 to 3.30	2	24	4	14
3.30 to 6.0	2	24	4	10
6.0 to 8.0	2	24	2	4
8.0 to 11.0	2	24	2	6
Plus 1 special				1
				<u>53</u>
				5
				<u>265</u>
			Man hours	

Eastern Park and Newtown

Saturdays

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	24	2	6
9.0 to 1.30	2	24	4	18
1.30 to 5.0	2	24	4	14
5.0 to 8.0	2	24	4	12
8.0 to 11.0	2	24	2	6
Plus 1 Special				1
				<u>57</u>
			Man hours	

Eastern Park & Newtown

Sundays

Time	Cars	Frequency	Men	Hours
1.30 to 6.0	2	24	2	9
6.0 to 10.30	2	24	2	9
				<u>18</u>
			Man hours	

Total man hours present roster
Total man hours proposed roster

Equivalent to theoretical saving
of 14 men

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	20 mins	2	6
9.0 to 10.0	2	20	2	2
10.0 to 3.30	2	20	2	11
3.30 to 6.0	2	20	2	5
6.0 to 8.0	2	20	2	4
8.0 to 11.0	2	20	2	6
				<u>34</u>
				5
				<u>170</u>
			Man hours	

Service Possible with Further Economy

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	20	2	6
9.0 to 2.0	2	20	4	20
2.0 to 4.0	2	20	2	4
4.0 to 7.0	2	20	4	12
7.0 to 8.0	2	20	4	4
8.0 to 11.0	2	20	2	6
11.0 to 1.0 a.m.	1		1	1
				<u>53</u>
				5
				<u>265</u>
			Man hours	

Service Possible with Further Economy

Time	Cars	Frequency	Men	Hours
1.30 to 6.0	2	20	2	9
6.0 to 10.30	2	20	2	9
				<u>18</u>
			Man hours	

Service Possible with Further Economy

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	24	2	6
Plus 2 specials				
9.0 to 12.0	2	24	2	6
12.0 to 3.30	2	24	2	7
3.30 to 6.0	2	24	4	10
6.0 to 8.0	2	24	2	4
8.0 to 11.0	2	24	2	6
				<u>39</u>
				5
				<u>195</u>
			Man hours	

Service Possible with Further Economy

Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	24	2	6
9.0 to 1.30	2	24	2	9
2 Special 12.0 Noon				2
1.30 to 5.0	2	24	2	7
5.0 to 8.0	2	24	2	6
8.0 to 11.0	2	24	2	6
				<u>36</u>
			Man hours	

Service Possible with Further Economy

Time	Cars	Frequency	Men	Hours
1.30 to 6.0	2	24	2	9
6.0 to 10.30	2	24	2	9
				<u>18</u>
			Man hours	

2,669
2,107

562

2. Reduction in Service period or days:

(a) Passengers carried all day on Sundays averaged from April 1954 as a typical month. Summer months would have a higher average.

<u>Route</u>	<u>Passengers</u>
Belmont ..	1,105
North ..	762
East ..	1,090
West ..	861
Chilwell ..	711
Newtown ..	303
Eastern Park ..	252
	<u>5,084</u>
	Total passengers approx. 265,000 per year.

(b) No further comments.

(c) Tramway service to be discontinued after 8.0 p.m. on week nights:

A check taken for 1 week 5th. to 11th. April 1954, of the number of passengers carried after 8.0 p.m. averaged on each route as-

<u>Route</u>	<u>Weekdays</u>	<u>Saturdays</u>
Belmont	1,064	401
North	876	303
East	1,110	276
West	1,009	412
Chilwell	700	181
Newtown	436	119
Eastern Park	340	80
	<u>5,535</u>	<u>1,772</u>

Total passengers for week nights per year	= 287,820	Value £4,154
" " " Saturday " "	= 92,144	1,320
	<u>Total & Value</u>	<u>£379,964</u> <u>£5,474</u>

Savings of 8 men value of	£8,000
Less revenue	<u>5,474</u>
Expected Annual Saving	<u>£2,526</u>

3. Abandonment of a Route Service:

The most logical route to be considered would be Newtown which is at present through routed to Eastern Park. The saving would amount to 4 men = £4,000 per year. It would be difficult to segregate the actual earning capacity of this route as it runs in common for 2/3 of its length with Chilwell and West routes. However, a fairly accurate comparison could be made if this item was thought worthy of adoption.

4. Increase in Fares:

The sections on the various routes are fairly equally proportioned and average .723 miles which compare favorably with the length of Melbourne tramway sections.

The last fare increase of 1d. on all sections, was made in July 1951, prior to that increase there had been no fare increase made since the introduction of the Tramway Service some 40 years previous. Our suggestion would be that with the exception of children 2d. fare all sectional fares to be increased by one penny. The following shows the present value and number of fares sold as for 1953/54 and revenue obtained with anticipated value of increase.

<u>Present Fares</u>	<u>With 1 penny increase</u>	
6d. 22,415	£93. 7.11	
5d. 547,757	2,284. 6. 5	
4d. 2,847,899	11,866. 4.11	
3d. 807,834	3,365.19. 6	
2d. City 114,917	478.16. 5	
4d. parcel 4,914	20. 9. 6	
Jnr. Scholars from 6/- to 7/6d.	238.16. -	
Snr. Scholars " 8/6 to 10/-	19. 1. -	
	<hr/>	
	£18,367. 1. 8	Total increase
	77,936. 8.11	1953/54 receipts
	<hr/>	
	96,303.10. 7	
	9,000. 9. 4	less 10% of all fares
	<hr/>	except 2d. children
	87,303. 1. 3	Anticipated Revenue
	77,936. 8.11	less 1953/4 receipts
	<hr/>	
	£9,366.12. 4	Anticipated Nett Gain
	<hr/> <hr/>	