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Bopy 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 .. £6,062 work at an annual wage cost of producing a revenue of 100 with wages alone exceeding revenue by . . 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 ...
Less the Annual Revenue of ...
would show a saving of per annum ... £11,062 521 . . £ 6,541 =======

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

Less present Sunday revenue of £4,500

Expected Annual saving = £2,400

2. (Con'td.)

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\$ 483,300.Er

.30 to 6.3

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 -£8,000 about 8 men = Estimated passenger loss - 379,964 - value Savings on manpower alone 5,474 ========

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. Mor 3 specials 1 man

Tus 3 specials 1 max

9.0 tol2.0y.m. 4

5.0 to 9.0s.a. 4

2.0 to 6.0p.m. 4

36 h.30ts 6.0p.s. 4 , 20

Plus 2 theatry specials

Service Possible with Po

Man hours

12.0403.30 3.3046 5.0

6,0 to 8,0 B.O tell.O

0.0 to 2.02.2.

2

Enc: Schedule.

de midnight term

16/18

\$.5 to 2.02.m.

Plant 2 appoint 1 man

State Electricity Commission of Victoria, ELECTRICITY SUPPLY DEPARTMENT GEELONG BRANCH

PARTICULARS SUPPORTING ITEM 1.

Present Service Service Possible with Further Economy							conomy			
East & West Route Weekdays				6.0	\$0.0.0			30		
Time	Cars	Frequency		Hours	8,0	Time	Cars	Frequency h	len	Hours
6.0 to 9.0a.m.	4	15 mins	. 8			to 9.0a.m.	4	15 mins.	8	= 24
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	100				0,0				scon	
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9.0 to 2.0p.m. 2.0 to 5.0p.m.	4	15	6	= 40 = 18		to 2.0p.m. to 5.0p.m.	4	15 20	6	= 40 = 18
5.0 to 8.0p.m.	5	12	10	The second secon		to 8.Op.m.	4	15	8	= 24
8.0 tol1.0p.m.	3	20	3	= 9		toll.0	2	30	4	= 12
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Plus 4 one man	theatr	e special	s man h	rs. 125	Plu	s 2 one man	Thea	tre specials		116
2.30 10 5.0		M		127	1.30	\$6.6.3			2	
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Belmont & North	Route			cdays			ble w	ith Further 1		
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Chilwell Route		We	ekdays						
		Frequency	Men	Hours	Time	Cars	Frequency	Men	Hours
6.0 to 9.0	2	20 mins	2	6	6.0 to 9.0	2	20 mins	2	6
9.0 to10.0 10.0to3.30	2	20	2	2 22	9.0 tol0.0 10.0to3.30	2	20	2	11
3.30to 6.0	3	15/10	70.50	121	3.30to 6.0	2	20	2	5
6.0 to 8.0	2	20	4	8	6.0 to 8.0	2	20	2	4
8.0 toll.0	2	20	2	6	8.0 toll.0	2	20	2	66 6
	15 3.5	No.		56급	763				34
		200		5	1,090				5
	M	an hours		282	851 M	an hou	irs		"170
Chilwell Route		S	aturday	8	Service Possible	e with	h Further	Econo	my
6.0 to 9.0	,	20	2	6	6.0 to 9.0	2	20	2	6
9.0 to 2.0	2	20	4	20	9.0 to 2.0	2	20	4	20
2.0 to 4.0	2	20	2	4	2.0 to 4.0	2	20	2	4
4.0 to 7.0 7.0 to 8.0	2 2 2 3	20	6	12	4.0 to 7.0 7.0 to 8.0	2	20	4	12
8.0 to 11.0	2	20	2	6	8.0 to 11.0	2	20	2	4
11.0 to 1.0 a.m.	1	20	1	2	11.0 to 1.0 a.m.	1		1	1
		(b) Bo 24	Ther s	56					53
		Inl. Wrong		5	by dispositioned to	Mark I	0.0 p.s.		5
		Man hours	Lagar o	280			hours		5 265
Chilwell Route			Sundays	o Pare 1	Service Possible	with	Further E	conom	Section Section 1
		the member	of yes	10	All sections and another since				
1.30 to 6.0 6.0 to 10.30	2	20	4	18.	1.30 to 6.0 6.0 to 10.30	2	20	2	9
0.0 00 20.30		Man h	oure B	27	1,064	Man	hours		18
Total Deals 6	W7				Service Possible		303		-
Eastern Park &					2 0/0		45.5		
6.0 to 9.0 Plus 2 Specials 1	2 man	24	2	6	6.0 to 9.0 Plus 2 specials	2	24	2	6
9.0 to 12.0	2	24	4	12	9.0 to 12.0	2	24	2	6
12.0 to 3.30	2	24	4	14	12.0 to 3.30	2	24	2	7
3.30 to 6.0 6.0 to 8.0	2 2	24	4 2	10	3.30 to 6.0 6.0 to 8.0	2	24	4 2	10
8.0 to 11.0	2	24	2	6	8.0 to 11.0	2	24	2	4
Plus 1 special		Total	passes	ggsl fe	er week nights per	year	-287,820	Value	£4,154
				53	Saturday " "		= 92,144		39
				53	Total & Value		1379,964		_5_
		Man hours	gs of 8	265	lua of £8,000		Man hours		195
Eastern Park ar	nd Ne	wtown	Satur	days	Service Possible	with	Further E	conom	y
6.0 to 9.0	2	24	ted 2nn	68	6.0 to 9.0	2	24	2	6
9.0 to 1.30	2	24	4	18	9.0 to 1.30	2	24	2	9
1.30 to 5.0 5.0 to 8.0	2 2	24	4 014	14	2 Special 12.0 1.30 to 5.0	Noon 2	24	2	92766
8.0 to 11.0	2	01	2	6	5.0 to 8.0	2		2	6
Plus 1 Special	hich		sent th	roulh	8.0 to 11.0	2	24	2	6
	recid	Man hours	4 200	57	O per year. It		n hours	and a	36
	DE SE	gregate th	for 2/		I inneth of th Ohill	is ro	and Kent P	outs:	
Eastern Park &	Newt	own a feet	Sunda	As a a	Service Possible	with	Further E	conom	Y
1.30 to 6.0	2	24	2	9	1.30 to 6.0	2	24	2 2	9
6.0 to 10.30	2	24	2	9	6.0 to 10.30	2	24	2	9
		Man hou	rs	18		Man :	hours		9 9 18
	-	The s	4011.0ns	70	2,669		averable		
		s present		baurrie	2,669 2,107				
rotal man	nour	s proposed	roster		29201				
		theoretica	l savin	g	510		and the		
of 14 m	ien			-	562				
					Control of the Contro				

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.

Route	the appl	Passenge	ors are shipland
Belmont North East West Chilwell Newtown Eastern Park	••	1,105 762 1,090 861 711 303 252	increases
134,934 14,934 14 2246 6/- 30 7/	64.	5,084	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-Route Weekdays Saturdays

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

Total passengers for week nights per year =287,820 Value£4,154
" " Saturday " " " = 92,144 1,320

Total & Value £379,964 £5,474

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

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 ld. 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.

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