

periments on both buses continued in the hope that means would be found to overcome backfiring in the silencer on the over-run. Some improvement was achieved when the governor from the fuel pump was removed altogether and alterations made to the system of mixed and pump control, and there was no excessive exhaust smoke. When the new controls were stabilised, the performance in service became satisfactory, although the fuel consumption was not quite so good as under the original arrangement, the average working out at .047 gal. per mile with anthracite at 1.6 lb. per mile.

When the letter containing the report of the Department, of which the above is a summary, left Glasgow, the experiments were continuing on one route with four vehicles.

RETIRING AND DEATH GRATUITIES

Since our last issue, retiring and death gratuities as undernoted have been voted by the Board:—

Conductor J. S. H. Cale, 60 years, 27 years' service, medically unfit, £299.

Driver G. W. Aldridge, 48 years, 26 years' service, medically unfit, £224/5/.

Senior Revenue Clerk W. H. Andrews, 65 years, 26 years' service, £624.

Watchman H. P. Jensen, 45 years, 25 years' service, medically unfit, £214/5/.

Steam Roller Driver H. W. Genn, 65 years, 21 years' service, £450/9/.

Electrical Mechanic A. T. Candy, 52 years, 22 years' service, permanently unfit, £243/15/.

Mrs. P. Hodgkins, widow of the late Conductor Hodgkins, 54 years, 30 years' service, £224/5/.

Mrs. W. Gilbert, widow of the late Watchman Gilbert, 57 years, 15 years' service, £183/7/6.

Mrs. J. A. Raeburn, widow of the late Conductor Raeburn, 60 years, 29 years' service, £299.

CHANGES IN THE STAFF

During the last six weeks, 137 individuals joined the staff, of whom 91 went to Traffic, 29 to the Permanent Way, 11 to the Secretary, 3 to the Bus, 2 to Distribution, and 1 to the Workshops.

Eighty-one persons left, 55 from Traffic, 7 each from the Bus and Secretary, five died, and one each from the Workshops and the Electric Running Sheds.

LAMENT FROM A CONDUCTRESS

Invited to explain a shortage in her cash, a Malvern conductress furnished a report in rhyme. She wrote:—

Where, oh where, has my money gone?
For I've no home to spend it on;
I shake my bag,

I shake my head,
It makes me toss and turn in bed!
It's hard to say just where it goes,
I spend not on smokes or drink that flows.
When day is done I pay in my cash,
And out of the Depot I make a dash;
But sad to say the very next day
I find I'm short again!

THE ESSENDON EXTENSION

Splendid progress has been made on the Essendon extension, and it seems likely that the whole work will be completed well in advance of the scheduled time.

On the Keilor Road closed track, all the excavation work on the north line has been completed, while the sub-drains and ash foundation has been laid for 2,000 ft. and the bottom ballast for 1,160 ft. Rails and sleepers are in position for a length of 1,150 ft., and the rails welded for 600 ft. The curve into Matthews Avenue has been laid for 300 ft. and the cross-over at Birdwood Street completed.

All surface forming for the open track has been completed as well as the ash foundation and bottom ballast. Sleepers and rails have been laid for 2,750 ft. double track, and the rails fastened for 800 ft. Lifting and packing is finished for 2,600 ft. single track.

On the Distribution side, all the poles required have been erected, and the trolley wire has been run.

A WORD TO ABSENTEES

"... make this urgent appeal to you to make a special effort to have all cars and buses available on the road. You, as an individual, are necessary to keep things going. Therefore, do not absent yourself from duty. Do not arrive late for work. Do not run past intending passengers unless you have a full complement, because in all probability those intending passengers whom you leave standing at the stops are key men and women, apart from throwing extra work on your mates on the road."

From "the boss"? No! An extract from the leaflet issued by the Glasgow branch of the Transport and General Workers' Union to its members.

In the Sheriff Court, the dangers of lateness and absenteeism were emphasised in another way. Sheriff Macdiarmid, in fining six conductresses, said: "If this sort of thing continues I will treat women in the same way as men and send them to prison."

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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SERIOUS BUS POSITION

Chairman's Warning to the Staff

After a conference with the officers concerned—the Rolling Stock Engineer, the Bus Engineer, the Assistant Bus Engineer, the Controller of Stores, and the Manager—in which every aspect of the position in relation to buses, spare parts, tyres and tubes was examined, the Chairman last month sent to each driver a personal letter appealing for care and co-operation in the use and upkeep of the vehicles.

In case there may be some lingering doubt as to the grave nature of the situation which confronts the Board in relation to buses, it may be as well here to emphasise that the Chairman in his letter was careful to put his points moderately. The fact of the matter is that when he wrote no fewer than 47 buses were out of action—one-sixth of our total fleet. Some of the vehicles were in for long overhauls; but far too many were in off the roads because defects arising from ill-treatment and negligence had rendered them unserviceable, and, unfortunately, some of them are likely to be in the garage for an indefinite period because the spare parts required to make them useable are at the moment unobtainable.

So that other vehicles may be kept on the road, it has been found necessary to scarp several of the older buses and use the parts from them for repairs. Obviously that is a procedure which has most definite limitations, and therefore it becomes all the more essential for each driver to exercise the utmost care in the use of the bus entrusted to his charge. Personal interest in their buses, giving them the treatment they would extend to their own personal property, would go a long way to extend the effective life of the engine and the equipment

and would result also in far less damage to tyres and tubes. With time schedules ample, there is not the slightest excuse for driving at excessive speeds, rushing to a stop with full power only to be compelled to brake violently, and then striking the kerb with the tyres.

That the bus situation is so worrying is not due to any lack of foresight by the Board. Recognising that if the war continued for any length of time difficulty would be experienced in maintaining a bus fleet and in providing the necessary transport for the growing army of munition employees, 60 additional buses were ordered away back in the winter of 1940. Unfortunately, only five of that number were on the water when the British Government first stopped the export and then practically all manufacture of chassis except that required for the Services. Our own particular manufacturers changed over completely to the construction of quite a different type of vehicle to be used in a sphere which has no connection with street transport, while only the manufacture of but a small proportion of spares was permitted for home consumption and for export. As for tyres and tubes, Australia's supplies of raw rubber were drawn mainly from Malaya, and the seizure of that island stopped imports immediately.

It comes to this — the Board's bus services can be continued as at present only if every man concerned, drivers and mechanics particularly, give of their best at all times. The failure of either or both—lack of care in driving, the "good enough" attitude when it comes to repair or overhaul—will inevitably lead to the scrapping of more buses and a curtailment of services to the public with, naturally, a reduction in the number of drivers employed. Self-interest alone dictates the course which should be followed.

Tramway Topics

Of course, we are not alone in this trouble; all transport operators, even those in Britain and the United States, are suffering from it in greater or less degree. Following upon the "blitz" of 1940, the London Passenger Transport Board had to get the loan of buses from various provincial cities as far apart as Plymouth and Aberdeen. Eventually the Government released to the London Board a number just sufficient to make good the losses. Since then, the Board has had to face difficulties regarding spares and tyres similar to our own, and in an effort to check rapid depreciation recently started taking small parties of drivers four days a week to spend half a day at the bus overhaul works so that they may see for themselves what bad driving and carelessness does, and has organised talks to the employees at the garages, during which the urgent need for conserving the vehicles and equipment are emphasised by the use of graphs, photographs and damaged parts. Up to the end of December, over 9000 drivers have attended voluntarily those talks and demonstrations, and all have shown keen and competitive interest in a "quiz." The object of the latter is to enable each driver to determine for himself just how efficient he really is. Sixty questions are asked, and the list of correct answers is available at each garage. The driver awards himself two points for each query answered correctly. A score of over 100 is considered excellent, over 90 good, between 70 and 90 average, and below 70 poor.

THE ESSENDON EXTENSION

Materials Used Weighed 10,600 Tons

Constructed by the Board's own staff well in advance of scheduled time, the one-and-a-half miles extension to the Essendon line was ready for traffic at the end of last month.

Including Saturdays, work was spread over 80 days, the total number of man-hours for the job, including the assembly of special work in the yard, amounting to 46,340 hours. In Keilor Road, a steam shovel did the work of excavation, while a power grader and a shovel loader did the formation and grading to the required levels in the open ballast portion. Probably it will surprise many to learn that the materials used on the job weighed no less than 10,600 tons, the details being:—

Item	Quantity	Weight
Rails	29,192 ft.	350 tons
Guard plate	7,784 ft.	40 "
Fishplates	536 pr.	11 "
Sleepers	6,572	550 "
Thermit portions	300	3 "

Metal and screenings	7,850 c. yards	7,850 "
Bitumen and tar		32 "
Ashes	4,000 c. yards	1,500 "
Special work and curves		180 "
Overhead poles	19 wood, 140 st'l	69 "
Trolley wire	16,000 ft.	4 "
Span wire and fittings	14,500 ft.	5 "

LONG HOURS UNECONOMICAL

What Maribyrnong Work Revealed

Investigations made by the Assistant Permanent Way Engineer (Mr. Bell) indicate pretty conclusively that the surest method of reducing output is to work a staff long hours. Large employers of labour, of course, have always known that a staff working anything from 50 to 60 hours over an extended period produce proportionately much less than a staff working steadily on a week of 44 hours, and that the quality of the workmanship suffers a progressive decline the longer the excessive hours are in operation; but since the war newcomers to the ranks of employers have acted throughout on the assumption that long hours lead inevitably to a greater output.

Inquiry on this matter was first suggested by personal observation which indicated that many men considered, with reason, first-class track repairers, were not working up to their usual good standard shortly after work commenced on the Maribyrnong Road East extension. As the only feasible explanation was that the long hours decided upon as an emergency measure on this rush job was causing undue fatigue, the hours were reduced to 44 per week, when output at once improved.

When the job was completed, the full figures were carefully analysed, and it was found that for the first 13 weeks, when the hours worked were 116 per fortnight made up of 52 hours in six days in one week and 64 hours in seven days the following week, it had taken 3.84 hours for each foot of single track, but that in the final five weeks, with the hours reduced to 44 per week, each foot of single track had taken but 3.18 hours. Expressed in feet of single track per man hour, the figures revealed that 0.260 of a foot was completed per man hour the first 13 weeks, as against 0.314 of a foot during the final five weeks.

RETIREMENT AT 60

Although the regulations relating to the Board's scheme of death and retiring gratuities have been published in full, queries on the subject continue to

Tramway Topics

reach the Head Office. Last week, for instance, a driver who is now 60 years of age asked if he is eligible for a gratuity if he retired now, and he also wanted to know if he would get any gratuity were he dismissed. The answers are:—

(1) Yes. After an employee reaches the age of 60 years, he can, provided he has had not less than 10 years' service, retire on a gratuity calculated on the basis of two weeks' wages for each complete year of service up to a maximum of 52 weeks' wages.

(2) No. Dismissal would automatically disqualify an employee.

PROBLEM OF THE "PEAKS"

How Shoppers Congest Traffic

Extensive traffic checks taken in Swanston, Collins, Bourke, Flinders, Elizabeth and William Streets and at Batman Avenue during January and February with the object of discovering the extent to which the evening peak traffic between 4.30 and 6.30 is congested by shoppers and idle people who have been loafing around the city in search of amusement have now been analysed and show clearly that between those hours at least 12 per cent. of the traffic is composed of the classes mentioned.

That figure of 12 per cent. is a conservative estimate, as the figures of the checkers were subjected to a discount of from 2 to 5 per cent. so that ample allowance might be made for incorrect classification. Even at 12 per cent., however, the number of unnecessary travellers is so large that if they were compelled to leave the city before 4.30 p.m.—either compelled or given the alternative of walking or waiting until after 6.30 p.m.—the number of vehicles in use during the evening peak could be reduced from 852 to 780—541 trams as against 602, and 239 buses compared with 250.

Space precludes giving the checks in full, but those for Bourke and Swanston Streets for one day can be shown as examples which are typical of all the routes checked:—

	Swanston St.—Percentage of Shoppers, etc., at			
	4.30-5	5.5-30	5.30-6	6-6.30
Lonsdale St.	11.22	11.69	7.66	8.32
Bourke St.	25.41	16.23	16.23	1.91
Collins St.	2.13	.84	.66	.42
Flinders St.	7.21	5.53	4.43	3.67

Going North—

Flinders St.	8.72	7.55	9.11	7.76
Collins St.	9.80	4.64	8.15	5.77
Bourke St.	8.78	1.27	4.96	6.51
Lonsdale St.	4.85	1.54	3.51	4.75
		Bourke St.		
Elizabeth St.	21.57	16.33	12.43	4.60
Swanston St.	11.22	10.63	8.45	5.09
Russell St.	6.83	3.13	1.80	.53
Exhibition St.	3.74	2.03	1.26	.43

While the average of 12 per cent. has been struck over the whole two hours of the peak, an examination of the figures shown above emphasises that the average for the first hour, 4.30 to 5.30, is much higher. In Swanston Street, at Bourke Street, more than 25 per cent. of the passengers between 4.30 and 5 p.m. consisted of people the great majority of whom could have left the city 30 or 60 minutes earlier, while in the next half-hour more than 16 per cent. of the passengers belonged to the same category.

At the conference of street transport authorities, called by the Commonwealth Transport Board, which sat in Melbourne on the 24th and 25th of last month, suggestions of a comprehensive plan of "staggering" the hours of large works at 15-minute intervals, and of introducing priority travel for workers during the peak hours, were considered. Both expedients have been advocated by our Chairman for years. Mr. Bell sees no difficulty in putting either into force. If London, in one industrial area alone, can work successfully a plan of "staggered" hours involving 250,000 employees, Mr. Bell is unable to see why a similar scheme could not achieve success for a much smaller number of persons in Melbourne.

Nor does Mr. Bell see much practical difficulty in restricting travel during the peak hours to persons going to and returning from work. In Sunderland, England, people using the trams or buses between 4.30 and 6.30 p.m. have either got to show the workers' badge or walk. There was no trouble in putting that prohibition into force by municipal by-law; people at once recognised that if they lingered idly in the city they would get no transport home after 4.30 p.m., with the result that the congested conditions on the trams and buses during the evening peak largely disappeared. In Melbourne, the prohibition of non-necessity travel on the Board's vehicles and the suburban railway ser-

Tramway Topics

vices would save a large amount of electrical energy and fuel, and would ease also the manpower position.

THANKS FROM LOAN ORGANISER

The Commonwealth Loans Director (Mr. C. Banfield) has sent the following letter to the Chairman:—

"At the first possible opportunity I want to tell you what a remarkably fine job I think the Board and its staff have made of the first of the buses painted in support of the Third Liberty Loan campaign. The double-decker bus used in conjunction with the 9th Division Parade today was a most striking advertisement for the loan and I heard many comments on it.

"Not only will the buses be a departure in our publicity: the work that has been put into re-decorating the one that I saw today deserves a very high tribute to the men by whom it was performed. I hope it will be possible for you, on my behalf, to thank them for their help. Please accept, too, my sincere thanks for the consistent way in which you invariably come to our rescue."

NORTH ESSENDON SUB-STATION

Work Completed in Record Time

Due to the difficulty in obtaining satisfactory tendering in those days of staff and supplies difficulties, the work of erecting the new sub-station at North Essendon was entrusted to the building staff of the Architect's Branch. Not often has confidence in the ability of foremen and staff to do a job been justified more abundantly. The job was completed in record time, a notable achievement to which all, whether engaged in the drawing office or on the site, contributed.

In carrying out the work, arrangements were made to complete the cubicle section first and so enable the Distribution Department to proceed with the task of installing the switchgear. Forty-nine days after the job commenced this section was available to Distribution, while the Transformer bay was ready five days later and the main Rectifier Room after another six days. The total time taken to have the work advanced sufficiently for Distribution to tackle the installation of all electrical apparatus was exactly 60 working days, while the complete job will be finished in not more than 75 working days—an enormous improvement and saving on even the best of similar jobs done previously, 108 days.

Included in the work was the laying of 105,000 bricks and the pouring of 95 cubic yards of con-

crete in the foundations, floors and ceilings. Another gratifying feature was that 80 per cent. of the steel work used was obtained from secondhand stock in the Board's stores, while much of the other steelwork was manufactured at our Preston Workshops.

PHOTOGRAPHS WANTED

Members of the staff who have photographs of Melbourne's early transport vehicles are requested to loan them to Mr. A. R. Turnbull, Head Office, who is compiling historical data in relation to trams and tramway affairs. All pictures forwarded will be handled carefully, and those suitable for record purposes will only be copied after arrangement with the respective owners.

DEATH AND RETIRING GRATUITIES

By the death of Bus Cleaner John Angliss, aged 64 years, 26 years' service, a situation seldom encountered arose. Mr. Angliss left no dependants as defined in the Death and Retiring Gratuity Regulations. As there were certain claims on his estate, however, the Board voted a sum sufficient to clear these, £169/8/4.

Through the deaths of their husbands, Car Cleaner H. J. G. Wenden, 61 years, 36 years' service, and Conductor W. H. White, 49 years, 17 years' service, Mrs. Wenden and Mrs. White received £278/4/ and £197/4/ respectively.

Disciplinary Officer since 1925, Mr. S. C. Horwood retired last month from the service after an association of more than 39 years. To the letter appreciative of his services, the Board added a cheque for £916/10/.

Other retirements since our last issue are:—

Driver A. Phipps, 63 years, 42 years' service, resigned, £301/12/.

Charcoal Grader J. McG. Wrigley, 65 years, 32 years' service, £522/12/.

Driver F. Williamson, 65 years, 35 years' service, £452/8/.

Conductor B. F. McEwan, medically unfit, 50 years, 39 years' service, £226/4/.

Conductor H. McC. Campbell, resigned, 63 years, 39 years' service, £301/12/.

J. S. McClelland Pty. Ltd., 42-44 Lonsdale St., Melbourne, C.1

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 2

May, 1943

Number 14

THE ESSENDON EXTENSION

Federal Minister's Letter of Thanks

Completed in less than scheduled time by our own staff, the Essendon extension to the aerodrome was opened on the 16th April last. Through the Press, the Chairman (Mr. H. H. Bell) conveyed to the officers, staff and workmen concerned, justly-deserved praise for the manner in which the work was carried through. His own gratification, and that of the Board, was enhanced by the receipt of the following letter from the Federal Minister of Transport (the Hon. Geo. Lawson):—

"Having had the opportunity of inspecting the tramway extension to the Essendon Aerodrome, I desire, on behalf of both myself and the Commonwealth Land Transport Board, to take this opportunity of expressing my appreciation of the very satisfactory and expeditious manner in which the extension was handled.

"The willing co-operation of yourself and the officers of your Board in this whole matter has been of considerable assistance in enabling adequate transport facilities to be provided for essential war workers, and has thereby been an important contribution to the national war effort."

THE CUSTOMER IS NOT ALWAYS RIGHT

A Complaint and its Sequel

The customer is not always right! We can imagine some 1500 conductresses and conductors saying, "Are you telling us?" or words to that effect, before going on to narrate where the customer was decidedly wrong. Here is one instance which illustrates how passengers cannot even report correctly the number of a tram or its destination.

A passenger reached the Head Office to complain of discourtesy on the part of a conductress. There was insistence on the accuracy of the state-

ments that Tram No. 3333, bound for East Brunswick in charge of Conductress ———, was boarded in St. Kilda Road at 7.25 p.m. and was left at the Collins Street intersection about 7.40. The alleged discourtesy, which had its humorous aspect, was detailed at length.

Well, with all that data the task of tracing the alleged offender seemed easy. The first snag was in regard to the tram. At 7.25 p.m., No. 3333, bearing the destination sign Moreland, was passing the Melbourne General Cemetery, and was, moreover, in charge of a conductor, no conductress being on board. Well, a mistake could have been made in the number, so what about the conductress? Inquiry showed that three conductresses have the same surname. Of the three, two had been on the morning shift and were not on duty, and in addition are attached to depots which have no trams running in St. Kilda Road, while the third was in charge of Tram No. 2070, and at 7.25 p.m. was running down Fitzroy Street on its way to the Acland Street terminus!

No comment has been furnished by the passenger on the result of the investigation; and the matter is without importance except in so far it demonstrates to the traffic staff that no complaint against any particular member is accepted without the fullest investigation.

The other side of the picture is the appreciation which is being shown daily by satisfied passengers. Here is a letter typical of many received by the Chairman:—

"As I feel that it wants to be thankfully appreciated by travellers that the conductresses are more than fulfilling their duties, I wish to inform you of my experience.

"I was travelling from Commercial Road to Camberwell. The tram was overcrowded; but the conductress No. 3826 called out each stop clearly and reminded everyone of his stop station. More than

that, she gave me the information I desired in regard to my return journey a few hours later in such a friendly way that I became deeply and frankly impressed by that service. It is by no means an easy job they have to do now."

TICKETS ISSUED TO BUS QUEUES

Relief for conductresses during peak hours is the aim of a scheme introduced in January last by the Grimsby Corporation Transport Department, under which conductors stationed at certain heavy traffic points issue tickets to passengers while they are waiting in the queues for their bus.

The idea is not new. The London and General Omnibus Company introduced the method at London Bridge in 1931, while something like two years ago a similar expedient was adopted in Bristol.

CONGESTION IN SWANSTON STREET

Board's Plan for Easing the Situation

As there does not seem to be any limit to the growth of traffic in Swanston Street, with its consequential congestion in the peak periods, the Board some weeks ago began an exhaustive examination of the various alternatives for relieving the situation. Two considerations had to be kept in mind: the first was that the passengers to be affected by the re-routing of particular lines should be brought as near as possible to the centre of the city, and the second was that the changes should provide direct communication between the southern and south-eastern suburbs on the one hand with the northern and north-western suburbs on the other, with the object of enabling workers in munitions and other essential industries to get more speedily to and from their work with the minimum of changing.

Finality having been reached, the Board has asked for Governmental approval of a scheme which will involve the expenditure of approximately £88,000 and which will divert a proportion of the traffic now using Swanston Street into other thoroughfares. The idea is for the East Brighton and Glen Iris trams to leave St. Kilda Road at the Park Street junction and continue along the existing double track in Park Street and Hanna Street as far as Sturt Street; then along the new track to be constructed via Hanna Street, Queen's Bridge Street, Market Street and Little Flinders Street to William Street, and so on to the new city terminal shunt to be constructed in William Street at Dudley Street. In order to minimise shunting in the city as much as possible, probably the East Brighton line will be amalgamated with one of the lines coming into William

Street from the north with a similar headway and will so give the through communication desired, while the Glen Iris cars will end their journey at Dudley Street, a point which is in line with their existing terminus at Franklin Street in Swanston Street.

The adoption of the scheme would give immediate relief to the traffic density in Swanston Street by reducing the number of trams using that thoroughfare by 25 per cent. With no difficulties in relation to material anticipated, it is estimated that the work could be completed within four months of the date of starting construction.

DISCIPLINARY OFFICER

Mr. J. F. Rigaldi has been appointed Disciplinary Officer, and took up duty on the 17th May.

Entering the service as a conductor in October, 1916, Mr. Rigaldi progressed in successive stages to driver, depot starter, Inspector and Acting Claims Inquiry Officer. He has been President and Vice-President of the A.T.E.A., and Vice-President of the F.T.O.A., and so has had abundant experience to fit him for his new post.

COST OF PRODUCER GAS OPERATION

"Now that we have mechanical servicing arrangements, the total all-in cost of operation should not be much more than when running on diesel oil."

—Sir J. Frederick Heaton, Chairman, speaking at the annual general meeting of the shareholders of Thomas Tilling, Ltd., London.

"We have found it necessary to re-bore after 40,000 miles as compared with from 75,000 to 80,000 miles with our petrol vehicles."—Samuel Smith, Ltd., Tadcaster, England.

THE LATE L.A.C. V. V. DARBY

Deep regret was expressed by all sections of the staff at Head Office when the news came through that L.A.C. V. V. Darby had made the supreme sacrifice.

In his service of nine years, Mr Darby earned the liking of all and the confidence of his superiors. It is tragic that such a promising life should have been cut short.

In a letter of sympathy to the young widow, so recently a bride, the Board intimated that it had added a gratuity of £50 to the War Savings Certificates of £51 in recognition of Mr. Darby's services.

DEATH AND RETIRING GRATUITIES

Since our last issue, the undernoted have retired from the service and have been voted the gratuities mentioned by the Board:—

Engineer-Assistant W. F. Wilson, medically unfit, 51 years, 23 years' service, £352.

Car Cleaner R. C. Chubb, 65 years, 32 years' service, £417/6/.

Clock Mechanic W. J. Norris, 57 years, 31 years' service, medically unfit, £259/7/.

Conductor A. J. Hocking, 66 years, 25 years' service, £452/8/.

Driver J. G. L. Hooper, 58 years, 20 years' service, medically unfit, £226/4/.

Conductor J. E. Campbell, 44 years, 24 years' service, medically unfit, £226/4/.

Pitman W. E. Heard, 68 years, 49 years' service, £464/2/.

Driver J. T. Broomhead, 65 years, 42 years' service, £452/8/.

Conductor W. T. Cook, 65 years, 34 years' service, £452/8/.

Driver J. Spargo, 65 years, 23 years' service, £452/8/.

Pitman T. R. Long, 65 years, 42 years' service, £487/10/.

Conductor C. A. Lowe, 44 years, 11 years' service, unfit through chronic arthritis, £127/12/.

Mrs. L. T. Luchetta, widow of the late Driver Luchetta, who had 22 years' service, received £224/5/.

Compassionate allowances of £30, £100, £100 and £50 were granted.

AFTER 17 MONTHS

Like so many others, Sergt. A. E. Newton, a receiver at the Camberwell Depot, was reported missing in Malaya, and for 17 months his parents have been without news of him. Last week, however, their suspense was relieved by the official notice from the Army that Sergt. Newton was a prisoner of war in Malaya.

£188 IN CERTIFICATES

On being discharged from the Navy recently, Mr. F. H. S. Robinson was certified to be, through heart trouble, permanently unfit for tramway work.

Before joining the Navy, Mr. Robinson had served the Board for nearly 23 years, and had he been able to resume he would have been promoted pit-

man. In recognising his services by a gratuity of £208, the Board expressed regret over the loss of Mr. Robinson as a member of the organisation, and handed him War Savings Certificates of the face value of £188.

THE FIGHTING EMERSONS

Tram Conductor's Notable Record

The Chairman was greatly interested to receive last week from a correspondent in London the story of the fighting Emersons, particularly as the head of the family is Mr. Thomas Emerson, a Newcastle-on-Tyne tram conductor, who served throughout the whole of the 1914-18 war. His war service this time is in the Home Guard, where, although he does a full day's work on the Newcastle system, his parade record is 100 per cent. Now for the record of his family.

First, there is the oldest son, Thomas, a member of the R.A.F. His wife is with the W.A.A.F. overseas, as is their daughter, Florence, while their son, John, is in the A.T.C. preparing to be a pilot.

The second son, Alexander, is in the R.A.F. also, while his wife, Margaret, was one of the first volunteers for the W.A.T.S.

Norman, another son, was killed in action in Iraq last year. His son, William, has been twice wounded with the famous Eighth Army and is still in Tunisia.

Another son, John, is in the Royal Navy, on a battleship, and his wife is in the A.T.S.

Daughter Ada is with the Navy, Army and Air Force Institute and is attached to Bomber Command. Winifred is in the W.A.A.F.; Sydney, aged 19, is a sailor; Harry, 18 years, is in the A.T.C., and so is Arthur, who is only 16.

"Not every family, of course," remarks the Chairman's correspondent, "can equal the Emerson's record. But in only a slightly lesser degree the story of the Emerson's is repeated in every home in Britain. Almost without exception throughout the length and breadth of the land complete families are engaged in total war. Sons, daughters, brothers, sisters are serving in the Forces while father and mother work in a war factory. On top of all this, they undertake full-time duties as Home Guards or Civil Defence Workers in the evenings, and at week-ends. The British civilian is working keeping guard at home, toiling as valiantly as men in the field. Wherever you turn in Britain today there is no gap in the defence, no let-up in the tireless, determined effort. People are fired with a mighty zeal. Nothing now, no power on earth, can hold them back. Only complete victory, and that as speedily as possible, will satisfy them."

PRESTON WORKSHOPS

A Record of Achievement

Designed for the construction and maintenance of electric trams, the Workshops of the Board at Preston have developed enormously since the present Board was appointed in 1936. Previous to that date the Works were never utilised to anything like their capacity, nor was any adequate consideration ever given to their potentialities. Those responsible for the policy pursued apparently adopted the view that because the Works were designed originally for tram manufacture, nothing could be attempted outside that sphere, and all suggestions from officers untrammelled by conservative tradition for the more extensive employment of the resources of the Works were summarily rejected.

With the advent of the present Chairman and Board a new spirit of hope animated those who were convinced that the equipment at Preston, with but small additions to the existing plant, could be employed to manufacture many items being purchased either from private firms or imported, both at prices which, to say the least in some cases, were anything but moderate. One of the first clashes between the old and the new schools occurred over control equipment. First of all it was argued that Preston could not make such equipment, and then it was contended that even if the staff could make it the price would be too high.

Notwithstanding opposition, it was decided to give Preston the opportunity of demonstrating what it could do. Preston had the idea that it could eliminate jerky starting considerably by increasing the number of control notches. Taking two of the old type of controllers, Preston converted them to the cam type and fitted them with 14 notches instead of the usual seven, and in some cases five. Given an extended trial in service, those controllers were found to be a considerable improvement on the old, yet notwithstanding this success the effort to give the work outside was persisted in. The last batch of controllers supplied, however, were so disappointing in service—they were, as a matter of fact, only rendered useable by the work done on them at Preston—that when further supplies were necessary the Board intervened and invited the Works Manager to submit a tender. The offer made was lower by something like £50 than that submitted by outside contractors, and so Preston was told to go ahead. It did so to such purpose that eventually control equipment sets were manufactured at a price which was only a little more than one-third of that which had previously been paid.

Continued its researches along the lines being followed overseas. Two trolley bus controllers were imported, and the information obtained from them resulted in the design of a set of remote control equipment having 14 notches. After trial in service, this equipment was found to be a further advance on the cam type, and it was adopted. Up to date, 55 sets have been made at Preston, striking proof of the talent of the designers and the skill of the workers at Preston.

Outside the Works and Stores Department, few in the service are aware of how the variety of work at Preston has been extended during the past six years. For the Stores Department, for instance, to supply the demands from all Departments, the value of the work being done now amounts to £30,000 per annum, all material which in the old days was procured from outside sources. That total will be greatly exceeded in the near future, for the impossibility of getting an adequate supply of spare parts for our buses from England has made it imperative for us to call on Preston to start manufacturing no fewer than 191 different parts. When the new Head Office was erected, Preston made 112 office tables and 142 chairs, while for the Depots it has manufactured more than 500 lockers. Since July, 1940, for the Departments of the Army, Navy and Air, it has turned out such items as 5000 oars, 900 anchors for pontoons and folding boats, 900 tent poles, and 4000 brake drums for Bren gun carriers.

Other tramway organisations in Australia, even the Railway Department of Victoria, have a lively regard for the quality of our Preston products. Bogies of the latest type have been built for the Brisbane, Hobart (52) and Fremantle systems; the Sydney undertaking used the Board's design as the basis for 300 bogies for their latest trams; while for the Victorian Railways Preston converted two large trams for one-man operation, and made its blue prints available for the new trams now running on the St. Kilda-Brighton Beach line.

When the Chairman returned from abroad in 1938 with many ideas gained from his inspection of tramway systems on the Continent, Great Britain, the United States and Canada, Preston designed the S W 6 tram so as to incorporate those improvements, and the result is a vehicle which for smooth riding and noiseless operation has no equal in the southern hemisphere. Since 1927 Preston has put out more than 400 trams, the last 50 fitted with sliding doors, at a capital expenditure of approximately £1,400,000.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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ANOTHER BONUS

Board Has Now Given £31,000

At one of the many interviews given last month, a member of the deputation astounded the Chairman by making the accusation that the present Board is "unsympathetic" to its staff.

In reply, the Chairman, while confessing that such an allegation unsupported by a single instance of unsympathetic treatment made him cross, contented himself with the remark that he knew of no other Board in Australia which had done so much for its employees, though he could quite easily have recited a long list of improvements in conditions (all of which cost hard cash), the weekly war bonus, the increase in the maximum retiring gratuity from 52 weeks to 78 weeks' wages, and so on, to confute the silly assertion, and could have added that even at that particular moment arrangements were being completed for the payment of a bonus of £2 to each adult employee with not less than six months' service, and £1 to each junior and apprentice, to mark the Board's appreciation of the services rendered by all employees through the record year which closed on the 30th June.

Since revenue began to soar through abounding employment arising from the war effort, the Board has, apart from the weekly bonus, which was a voluntary gesture of goodwill, made gifts now on four occasions to its employees totalling £31,000.

MONEY FOR USED TICKETS

Tram Crews Could Help to Prevent the Hoax

Periodically throughout the year one or other of the Depots or the Head Office is besieged with children carrying bundles of used tickets for which in return they expect to receive £5, or some equally absurd sum. The usual story is that they have been

told that they will get £5 per 10,000 tickets, and that in turn the tickets will be sold as scrap by the Board for the benefit of the Red Cross.

When the collection is in progress the youngsters haunt termini and expose themselves to serious risk in their anxiety to be the first to board the trams. As apparently the parents believe the yarn and encourage the children to make the collections—though if they reflected that as 20,000 tickets weigh but 7 lbs. and the value of used tickets as scrap paper is only £1 a ton they would realise that the likelihood of the Board paying £5 per 10,000 for them is astronomically remote—the tram crews could help to prevent the continuation of the hoax by telling the children that they are the victims of somebody with a perverted sense of humour.

Last month there was a new version of this hoax. An indignant parent telephoned to say that his small daughter had with much trouble collected 10,000 tickets in the belief that on taking them to the Head Office or one of the Depots the Board would present her with an order for an artificial limb to a disabled member of the Forces. This youngster was heart-broken when informed that she had wasted her time, and the father wanted to know what was to be done. The soft answer that, we are assured, turneth away wrath, was given; but really the parent was to blame for believing that the Board would interfere in a matter which is dealt with so efficiently by the Defence Department and the Repatriation authorities.

TRANSPORT IN THE U.S.

18,000,000,000 Passengers in 1942

All transport records in the United States were broken last year when the trams, motor buses, trolley buses and the suburban electric railways (called rapid transit in that country) carried

18,000,000,000 passengers, beating by 1,000,000,000 the previous best total in 1926. The carrying capacity of the 1942 vehicles was but 7.4 millions as compared with the carrying capacity of 8.8 millions in 1926, so that despite the reduction of 16 per cent. in the carrying capacity the load handled in 1942 was 5.9 per cent. greater.

For the first time, it is interesting to note, motor buses carried more passengers than trams, 7,253,000,000 as against 7,188,000,000, although the tram traffic increased by 18 per cent. The change was brought about by, it is explained by the Managing Director of the American Transit Association (Mr. Charles Gordon), a gentleman whom our Chairman had the pleasure of meeting in 1938 in New York and discussing with him the possibility of acquiring the P.C.C. tram patents for the Board, the erection of large war munition plants and their need of transport facilities for the hundreds of thousands of workers, not to mention the hundreds of training camps. Situated, as was inevitable, far from established tram routes, motor buses were the only easily-acquired means of providing the necessary transport, and so the number of passengers carried by buses last year increased by 46 per cent. over the previous year.

Another feature revealed by the statistics is that the increase in traffic was greatest in the smallest cities and lowest in the larger cities. Cities with less than 50,000 people, for instance, had as high an increase as 56 per cent. over the previous year, while in cities of more than 1,000,000 population the increase reached only 13 per cent. At the extreme end of this scale is New York, which, not sharing in the war boom to any extent, could record only an increase of 7 per cent. in its suburban electric loading. Two main reasons contributed to the discrepancy. In the first place, the curtailment of the use of private motor cars affected a larger proportion of the people of the smaller cities; and in the second, the influx of people to new industrial plants and training camps in the vicinity of the smaller cities represented a greater proportion of the total population than in the larger centres.

During the year, the revenue increased by 28 per cent., 1,023,830,000 dollars as against 800,340,000 dollars for 1941. Three hundred and forty-eight new trams, all of the P.C.C. type, were delivered, 336 trolley buses and 477 motor buses. In addition, 7,278 of what the Association describes as "integral buses" and 6,320 "adult type" bodies for mounting on truck chassis were authorised by the War Production Board and delivered; but no official report on where these vehicles were sent to has been published. Wages absorbed 455,000,000 dollars, the

average wage per employee working out at 2,077 dollars for the year.

RECOVERED FROM ACCIDENT

When news was received at the Head Office that Corporal Frank Kuffer, who has been abroad for some time with one of the air ambulance units of the R.A.A.F., had been hurt in a crash landing, some anxiety was felt as to the nature of his injuries. Fortunately, later information revealed that a broken arm was the extent of the damage, and a cable which arrived recently told that the patient had been discharged from hospital.

In a letter to a friend, Frank mentions that after his first air trip he has never been air sick, and that his greatest thrill so far was the spectacle presented by the ceremonial mounting of a full guard by a famous Highland regiment in Tripoli. The faultless precision of the movements, carried through as they were to the music of the massed pipes of the battalion, and with thousands of natives forming a colorful background, was, he says, a sight which will always linger in his memory.

THE LONG RANGE VIEW

Planning for the Days of Peace

It is only now, something like 18 months after our Board saw the necessity for approaching the Government and securing authority to increase the appropriations to reserves so as to ensure continuity of employment and the replacement of obsolescent rolling stock, track and overhead gear, after the cessation of hostilities, that transport authorities in the United States and Canada have recognised that they must take a long-range view and take advantage of the present years of plenty if they are able to face with equanimity the lean years which will, inevitably, follow some time after peace has dawned on a war-weary world.

In Canada, the Transit Controller has refused to sanction lower fares, pointing out that now is the time to restore starved depreciation and reserve funds to their proper level, and lay aside a special reserve fund to provide new equipment in the future. Looking to their present intensive use, both here and in Canada and the States, and the impossibility of adhering to normal maintenance practice, it must be obvious that all rolling stock, buses in particular, will have worn out to an alarming degree when peace comes. A lot of buses would not be on the streets now if they could be replaced, so the scrap heap will be the only place for them, even if the war ended this year.

GAS PRODUCERS A POOR SECOND

Speaking in the House of Lords in February, the Minister of War Transport (Lord Leathers) made the surprising admission that out of a total of 11,615 road vehicles in Great Britain operating on alternative fuels, only 1,504 were running on producer gas. Of the remainder, 1,200 were running on coal gas, 1,400 on creosote, and 6,412 on electricity.

FAREWELL PRESENTATIONS

The official farewells tendered to the Disciplinary Officer (Mr. S. H. Horwood) and to the Brunswick Depot Master (Mr. W. H. Tew) lacked nothing in sincere warmth and appreciation.

There was a big muster of the official and clerical staffs on each occasion, a fact which the Chairman at the functions (Mr. W. Simpson) emphasised was in itself a high compliment to the officers concerned.

To add to the spoken tributes, the staff presented Mr. Horwood with a wallet containing a gratifying number of War Savings Certificates, while Mr. Tew, who has spent 45 years in the tramway industry, received a gold watch.

THE LADIES AND THEIR TOKENS

Both motor buses and trolley buses in Atlanta, U.S.A., have rear entrances and front exits, and in addition can buy fare tokens which they drop in a register, the three expedients having been introduced with the object of diminishing loading delays particularly. But did they? Apparently not, judging from what the Georgia Power Company says in its journal, "Two Bells." Here is the amusing description of what happens when a lady is the prospective passenger:—

"Why, Sister, if indeed you have a token as thine own, do you stand on the safety isle with more or less impatience until your car arrives, and, mounting the step with an air of relief or triumph, do you then become a stationary and impassable object while you carefully remove glove from right hand, open handbag, fumble here and there, open change compartment, pick out quarter, replace quarter, pick out compact, replace compact, smile at the operator and say, 'I really have a token somewhere and I'll find it in just a minute,' pick out a dime, saying, 'Oh, here it is,' replace dime, saying, 'Oh, no, that isn't it,' remove handkerchief, remove credit slip, remove envelope, espy token, replace handkerchief, drop credit slip on floor, pick up credit slip, replace credit slip in bag, drop envelope, retrieve

The present deplorable state of much rolling stock could have been prevented had governmental authorities appreciated fully the vital role of transport. A man or woman, given employment in a munition factory, is of no value until he or she arrives at the establishment. That seems to be elementary; yet transport undertakings in Britain and the States, and even in places nearer Melbourne's General Post Office than these countries, have discovered it to be next to impossible to get adequate consideration in the matter of new equipment—even when the rolling stock desired was purely for some munition plant—spare parts and tools, without which no transport concern can carry on indefinitely or render a satisfactory service. Depreciation has, therefore, proceeded at a rate more rapid than need have been the case, and that fact will account for a large proportion of the replacements that will be necessary to transport fleets, making adequate financial provision now for the future needs absolutely essential.

THE MALIGNANT IMBECILE

Wanton damage in public places is not new; it was well known so long ago as the fifth century B.C., when Alcibiades ruined his military career by reeling round Athens after what must have been a particularly joyous vinous celebration and knocking the noses off the street corner statues of Hermes. Had not the Greeks recalled their brilliant but dissolute General to face a charge of sacrilege, the de-nosing of Hermes would not have had any effect on the Athenian war effort.

Today, however, vandalism in buses and trams does have serious consequences. Necessary repairs occupy valuable time, and moreover require materials already in scanty supply. The damage—broken windows, slashed seats, defaced woodwork—if often subscribed to the over-active schoolboy; but we are more inclined to suggest that youths of perverted mentality are the worst offenders. In Melbourne, the trouble has almost disappeared during recent months; but in Sydney it has grown so bad that the Red Transport Company of Hurstville has, in collaboration with the headmasters of the schools of the district, arranged a system of "Transport Prefects" from among the older pupils. Those prefects, who wear an armband bearing the initials "T.P.," report any acts of vandalism or bad conduct, and during the short period the scheme has been operating it has been found that children take more heed of them than they do of the conductors. The Company gives the prefects free transport.

envelope, replace envelope, and remove token, thereupon handing it to the operator? For Sister, you know very well the operator must return it to you and ask you pleasantly, 'Please put it into the register.'

"We exaggerate, you say? Indeed, no. It is routine on every front entrance bus and trolley car in Atlanta."

IRREGULARITIES DETECTED

During the year which ended on the 30th June the ticket examining staff detected 16,388 irregularities, the details being as follow:—

Fares uncollected	4,646
Passengers over-riding	7,024
Journal irregularities	1,281
Ticket irregularities	1,517
Miscellaneous	1,275
Failed to tender fares	373
Newsboys	140
Buffer and rear cabin riders	120
Cyclists	12
	16,388

There were 360 successful prosecutions against individuals for having failed to tender fares. In dealing with that offence for the first time, a Magistrate let the offenders off with fines of 10/-. The following batch went up to £1; but after the Magistrate satisfied himself by personal observation that numerous people made a habit of evading payment, he put up the tariff to £2.

RETIRED FROM THE SERVICE

Since our last issue, the Board has voted three retiring gratuities as undernoted:—

Overhead Branch Driver H. J. Nicholls, 65 years, 35 years' service, £440/14/.

Labourer W. H. Willmott, 66 years, 27 years' service, £475/16/-.

Pitman G. H. Hartley, 65 years, 30 years' service, £464/2/-.

Compassionate grants of £30 and £50 have been granted.

DISAPPEARANCE OF TOILET REQUISITES

During recent months there has been an inordinate consumption of toilet requisites at the Depots, and unobtrusive observation has shown that theft and not legitimate use is the explanation.

With one article in particular difficult to secure, the Board has no option but to intimate that unless the thefts cease all supplies will be withdrawn.

FOR SOME CONDUCTRESSES

A Hint on Efficiency

While the public and management alike agree that our conductresses have done, and are doing, a good job, with, speaking generally, the sincere co-operation of the public, it can be hinted that efficiency would be still more pronounced if some of the ladies could be brought to realise the value of punctuality. After nearly 14 months it would have been thought that the sense of responsibility in this connection would have developed, and that the ladies referred to would have seen for themselves how necessary it is, for the punctual operation of the system, to report on time either to take up duty first of all or to relieve a crew for a meal in the course of the day.

Quite recently also it has been reported that a few of the ladies allotted to the double-deck buses have been trying to collect fares from passengers as the latter mount the stairs, and, if unsuccessful, refraining from visiting the upper deck. This practice is bad, inasmuch as it tends to increase the congestion on the loading platform. In the beginning of the month, for instance, a conductress failed to visit the upper deck, and the following day the Board received a postal note for 2/ from one of a party of eight. On the other hand, another conductress, doubtful whether she had collected all the fares from the upper deck, took her stand at the top of the stairs and insisted on the production of tickets from all.

In several of the depots, absenteeism shows a tendency to increase. No one can help being unwell; but in the interests of the organisation which has given to the ladies wages and conditions exactly similar to the male employees, every effort should be made to intimate to the Depot Master the fact that the individual concerned will not be able to report for duty that day.

A WAR SAVINGS EFFORT

During the financial year of 1942, the employees of the Bristol Carriage Co., Ltd., which conducts the transport of that city, invested £57,000 in War Savings Certificates.

In the same period the employees of the Board invested £4943.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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SICK PAY STATISTICS.

52,000 Days Paid For in a Year.

Statistics of sick pay allowance compiled for the year which ended in June last show that 2,357 persons were involved. Of that number, 1,753 (1,333 men and 420 women) belonged to the tramway side of the undertaking, 574 (433 men and 141 women) to the bus, and 30 (23 men and 7 women) to the staff.

The number of days paid for by the Board amounted to 51,922, which was an increase of 6,208 days on 1942. On the electric side, 48.98 per cent. of the employees received sick pay for 41,270 days, while the bus percentage was 54.15 for 8,919 days. Of the total amount (£7,404) paid, £5,656 was taken by the electric, £1,514 by the bus, and £234 by the staff.

Excluding the staff, the 1,333 electric men who were absent 34,157 days averaged 25.62 days sickness; the 420 women averaged 16.93 days; the 433 bus men 14.51 days; and the 141 women 18.67 days. On the electric side, 19 employees (including two women) were paid the maximum of six months, four (one woman) on the bus, and five on the staff.

Up to the end of June last, the Board had disbursed the grand total of £119,005 in sick pay, or £135,305 if the wages paid in lieu of sick pay are added.

WOMEN IN LONDON TRANSPORT.

More than 11,000 women have now replaced men in the service of the London Passenger Transport Board! Of that total, 7,500 are conductresses on the trams, motor and trolley buses; 750 are porters, 500 are booking clerks, while 3,300 are in the engineering grades.

That little army of women is drawn from every quarter of the British Isles. There are some, too, from the Dominions and the Colonies, and there are even a few from foreign countries. In their day these women have been nurses, mannequins, fac-

tory workers, shop assistants, clerks, domestic servants, typists, and farm workers. They include women who have worked all their lives since leaving school, and others who are only working now because of their anxiety to be of some help to their country. But from whatever their station they have for three and a half years done a man's job—and done it superlatively well.

Those who are conductresses have exactly the same conditions as the men, taking their turns on all shifts—and some of the shifts begin at 1.30 a.m.—and starting at 81/- per week of 48 hours, rising in stages to the maximum of 92/- per week.

PRESTON WORKSHOPS.

Possibility of New Tram Construction.

Notwithstanding the preoccupation over large Defence orders—the total value of the work done so far amounts to approximately £200,000—and the repairing and overhauling of no fewer than 1,060 trams during the course of the year, Preston workshops constructed seven of the latest S.W.6 trams, and these have all been placed in service. As 36 of these trams are now on the road, only four remain to be built to complete the initial order of 40.

A second order of 40 has now been given to the works, and material for their construction is now being assembled.

This seems to be the place to refer to a rumour that has gained credence that during the year the workshops built trams for other States. The story seems to have arisen through loose reading of the article on the workshops which appeared in our May issue. "Bogies of the latest type," it was stated, "have been built for the Brisbane, Hobart and Fremantle systems." Apparently Mr. Dye, of the Malvern Depot, was among those who thought that bogies mean trams, otherwise he would not have written to one newspaper that "it seems peculiar that if the Board is so short of cars a building programme for other States can be undertaken."

If Preston had been building trams for other States, at a time when we have not sufficient cars to go round, it would not only have been "peculiar," it would have been astounding. All that has been done is to make trucks, both before the war and since, and fortunately for the men in the blacksmiths' and boilermakers' shops, the order for eight bogies for Hobart came at a time when there was great difficulty in keeping those shops going. To make the term, and the nature of the work, clear, bogies are just the metal trucks upon which the bodies are mounted, and two bogies go to each tram. Except for a little finishing, they are exclusively the work of our blacksmiths and boilermakers.

The complete article in "Tramway Topics" was a description, necessarily brief, of the activities of the Preston Workshops over 18 years. That this is so is shown by the fact that no reference was made to any particular year. Actually Mr. Dye based his assertion on words taken from a paragraph which tried to show "how the variety of work at Preston has been extended during the past six years." So far as new trams are concerned—using the word trams to denote new vehicles ready for service—we shall at Preston for years to come have more than enough to do in coping with our own needs. It is likely that immediately the war ends a P.C.C. tram will be imported from the United States. The Chairman is not so much interested in the body—indeed, in his opinion the body on our S.W.6 model is superior to that of the P.C.C.—as in the various novel features of the trucks. These features incorporate patents for the use of rubber in the wheels and in other directions. It is likely that the agreement negotiated by Mr. Bell between the Board and the Transit Research Corporation for the acquisition of the patents by the Board will be implemented, and that the Corporation will supply the thousands of blue prints which are necessary for the manufacture of the car.

So far as the tram-building programme for the current year is concerned, the Chairman informed a deputation from the Malvern, Hawthorn, Camberwell and Glentuntly Depots that the position in regard to war work has eased. Naturally the Chairman could not commit himself to any specific number, though he is hopeful that last year's total will be exceeded. The amount of new construction will be regulated by the extent to which the resources of the works are utilised for Defence Department work. The Chairman indicated that the new trams built during the current year will be sent to Malvern.

HOW REGULAR STOPS ORIGINATED.

The 18 passenger transport concerns in Britain known as the Tilling Group, operating from Edinburgh in the north to the Isle of Wight in the south, from Darlington in the north-east to Penzance in the south-west, and from Liverpool in the west to Lin-

colnshire in the east, ran 210,586,765 miles in 1942, and carried 1,085,579 passengers with 3,952 single deck buses, 2,200 double deckers and 506 coaches. While the number of passengers dealt with seems huge, the total per vehicle mile is just half that of Melbourne.



Incidentally, the founder of the firm, Thomas Tilling, when he drove his first bus on his Peckham-Oxford Circus route, followed the leisurely practice of picking up passengers from their own doorsteps. The incessant stopping and starting, it struck him, was a waste of time, and so on his morning journey from the suburb he made his customers come to him at certain specified points, and so originated the custom of dividing a route into so many stops.

It was George Shillibeer, however, who 114 years ago first started to operate buses on fixed routes on regular services.

ONLY SIX MILES LOST.

It is well known throughout the tramway world that the electrical side of the Board's undertaking is maintained at a remarkably high level of efficiency. In the year which closed recently the total traffic delays to sub-station faults amounted to 36 minutes.

The total traffic mileage lost was only six miles. And during the year our trams covered 22,925,648 miles!

"HONESTY" FARE BOXES.

On several occasions during the last three years newspaper correspondents have advocated the placing of "honesty boxes" on our trams and buses, the idea being that during the peaks those passengers who have not been able to tender their fares would avail themselves eagerly of the opportunity thus provided to discharge their obligation. The Chairman has refused to instal such boxes, his opinion being that the money so recovered would not be sufficient to defray the cost of the timber and labour involved.

The experience of the Transport Department of Blackburn supports his judgment. In April last such boxes were fitted to the Blackburn trams and buses. In June the boxes were opened. The buses yielded 5d., and the trams 14/-. Comment would be superfluous.

MAINTAINING THE TRACKS.

There is more to running a transport system than just providing staff, tracks and vehicles. The permanent way has got to be maintained, corrugations have to be planed away, tracks have to be cleaned if the vehicles are to operate with comfortable efficiency.

During the 1942-43 period, the Cleaner and Lewin cars cleaned 18,612 miles of single track. Rail grinding to remove corrugations involved treating 176,673 feet of rail, while repairs were made on a total of 1,657 rail joints.

TRANSPORT BY PRODUCER GAS.

It is stated by "The Commercial Motor," London, that it has been found that it takes six buses running on producer gas to do the equivalent work of four similar buses working on petrol or fuel oil.

Obviously what the operators save in petrol or fuel oil is more than lost on tyres and in the rapid deterioration of the engines.

SPORTS AT WATTLE PARK.

With the golf course at Wattle Park much improved with the attention given to it—the President of the Victoria Golf Club declares that it is one of the best 9-hole courses he knows—there was during 1942-43 an increase in the number of players. In all, 22,116 tickets were sold.

The putting green yielded £56/18/1, and the tennis courts £44/6/6.

LATE ON 44 OCCASIONS.

It is an expensive business to be persistently late for work as an employee of a transport undertaking in Britain. For instance, a Manchester Corporation bus driver was fined £5, or 25 days in prison, for having been late on 44 occasions between January 2 and April 6.

For the Transport Department, it was stated that 180 men had to stand by each morning to cover those who did not report for duty.

VEGETABLES FROM WATTLE PARK.

Melbourne's hospitals benefitted by the introduction of vegetables grown at Wattle Park during the year in place of flowers. Cabbages to the number of 50 dozen, 200 bunches of carrots, 22 cwts. of onions, 550 bunches of parsnips, and 33 dozen pumpkins were received thankfully by the various institutions.

In addition, in response to a request from the British Government, 14 lbs. of onion seed was produced and forwarded to the Department of Agriculture for distribution.

OUR TAILORING BRANCH.

Record of 10,524 Garments for 1943.

The tailoring branch of the Stores Department, reluctant to permit the Traffic Department to set up all the records, put up one of its own for the year which ended on the 30th June last. During that period it completed 10,524 garments—9,951 for ourselves, 315 for the Victorian Railways, and 258 for the Victorian Police Department. As the total for the first complete year in 1941 was 6,888, and for the following year 8,872, it will be seen that a substantial advance was made last year.

What is even more satisfactory than the record total is the fact that deliveries to the uniformed staff were kept right up to date, and that complaints in regard to fit were practically non-existent. From the point of view of the Board there is another feature which pleases—the work of the branch has resulted in a considerable saving compared with the old prices. Everybody then, the Board as well as its employees, have every reason to contemplate the founding of the Tailoring Branch with contentment. The one thing that surprises is that the private clothing manufacturers of Melbourne regarded with cold indifference the opportunity of acquiring such a lucrative contract.

Included in that total of 9,951 garments were 2,600 pairs of trousers, 1,081 tunics, 2,492 coats and skirts, 1,484 blouses, 864 overcoats, and 615 overcoats for conductresses. Since the year ended, the number of garments made for the Railways has advanced to over 700.

Both the Chairman of the Railways (Mr. Harris) and the Chief Commissioner of Police (Mr. Duncan) have written the Chairman most appreciative letters praising the high quality and workmanship of the uniforms made at Hawthorn.

SERVICE REWARDED.

A Retirement after 51 Years.

Since our last issue Mr. W. J. Bermingham has retired after no less than 51 years' service as a car painter. His memories of the system thus go back to its very early days, when the traffic staff, for instance, had a uniform which consisted of a cap—for which they paid themselves! While Mr. Bermingham could have stayed on, neither his skill nor his industry having abated, he considered that 51 years was enough. In forwarding him a cheque for £487/10/-, the Board in a letter paid tribute to Mr. Bermingham's long record of loyal service, marked as it has been with high efficiency.

Other retirements since our last issue have been numerous. To those who have gone through ill health the hope is expressed that better days will soon dawn for them. The list is as follows:—

Tramway Topics

Conductor M. T. Kenny, 66 years, 41 years' service, £452/8/-.

Driver A. J. Haslam, 51 years, 19 years' service, medically unfit, £220/8/-.

Conductor W. H. Harding, 65 years, 41 years' service, £452/8/-.

Conductor J. M. Skelton, 65 years, 46 years' service, £452/8/-.

Conductor A. S. J. Flack, 51 years, 23 years' service, medically unfit, £226/4/-.

Driver J. H. Whiteside, 57 years, 28 years' service, medically unfit, £226/4/-.

Nightwatchman H. A. Cook, 57 years, 35 years' service, medically unfit, £216/2/6.

Driver P. V. McGrath, 65 years, 24 years' service, £452/8/-.

Conductor A. B. Jones, 45 years, 20 years' service, medically unfit, £226/4/-.

Track Repairer R. C. H. Alford, 65 years, 20 years' service, £429.

Conductor R. J. W. Hollow, 67 years, 42 years' service, £452/8/-.

Fitter W. A. Wharton, 61 years, 32 years' service, £332/16/-.

Traffic Checker L. O. Thompson, 54 years, 27 years' service, medically unfit, £220/7/-.

Driver H. G. Glen, 52 years, 24 years' service, medically unfit, £226/4/-.

Clerk H. A. Lambert, 43 years, 16 years' service, medically unfit, £180/16/-.

Conductor L. W. Rees, 38 years, 15 years' service, medically unfit, £160/10/-.

Driver James Duncerton, 55 years, 29 years' service, medically unfit, £228/3/-.

Leading Hand Car Cleaner C. Norman, 66 years, 31 years' service, £440/14/-.

Bus Cleaner M. McNamara, 63 years, 37 years' service, medically unfit, £301/12/-.

Track Cleaner A. H. Stow, 65 years, 22 years' service, £421/4/-.

Driver J. M. Robinson, 50 years, 21 years' service, medically unfit, £228/3/-.

Driver F. S. Campbell, 47 years, 19 years' service, medically unfit, £222/6/-.

Driver T. F. Puttock, 50 years, 20 years' service, medically unfit, £228/3/-.

Death gratuities have been paid as undernoted—

Mrs. W. J. Picton, widow of the late Foreman Picton, £416; Mrs. C. W. Francis, widow of the late Cost Clerk Francis, £274/19/-; and Mrs. W. W. O'Brien, widow of the late Clerk O'Brien, £220/7/-.

Two compassionate allowances of £50 each were made.

More than £8,000 was involved in these payments.

WAR SAVINGS CERTIFICATES.

Board Continues Its Gift.

At its first meeting this month the Board decided to continue, until further notice, the practice of crediting each employee serving with the A.I.F., Navy, Air Force, A.M.F., and Home Force with one £1 War Savings Certificate per week from the 1st July last.

These Certificates will be held until presentation of a satisfactory discharge by the individual concerned, provided that the employee returns to the Board's service within one month of discharge or is certified as incapacitated for further duty. In the event of death on active service, the Certificates will be distributed to the widow or dependants at the discretion of the Board.

THE ORIGIN OF THE BUS

Towards the end of last year the tercentenary of the invention of the first calculating machine by Blaise Pascal was celebrated. This brilliant Frenchman has a better claim on the remembrance of transport operators, however, for the introduction of the omnibus in 1662, just a few months before his untimely death at the age of 39. The company of proprietors responsible for the appearance of the vehicle included the Duc de Rounanes, the Marquis de Sourches and the Marquis de Crenan, and those who wanted to break in on the monopoly were discouraged from doing so by a fine of 3000 francs and the confiscation of the horses and rolling stock—a simple method which doubtless established transport operators would like to have applied to the pirate buses on their appearance 25 years ago. Although Professor S. Chapman's eulogy of the inventor said that the new vehicles "seem to have achieved instant social and commercial success," this first recorded use of buses, which operated on the Paris streets from March 18, 1662, was before its time. When the novelty wore off custom declined, and the five services established were withdrawn one by one. Not until 1819 did they reappear.

CONDUCTRESSES IN TROUSERS!

No! not in Melbourne, in London! And the illustrations of the ladies attired in knee-length tunic coat, trousers and cap appearing in the technical journals recently to hand show that the new uniform designed by the London Passenger Transport Board for their conductresses is distinctive and neat and a decided improvement on the far from attractive tunic and skirt previously worn.

J. S. McClelland Pty. Ltd., 42-44 Lonsdale St., Melbourne. C.1

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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AUSTRALIA'S LOAN.

An Appeal by the Chairman.

If we are to overcome the resurgence of primitive devilry which has swept over such a large portion of the world, we must have men and munitions and all those things which are the weapons of retributive justice—which means first of all that we must have money.

Australia's Fourth Liberty Loan is now open. Seven hundred and fifty thousand are wanted to subscribe £125,000,000. These are record figures, but when analysed does the first figure amount to so much? It means that only one in every 10 people in the Commonwealth need subscribe to realise the objective. One in every 10! Put like that, the effort to raise £125,000,000 seems puny for Australia, doesn't it? When our fighting lads have given so much, it scarcely seems possible that we should be asked to lend—not give, just lend—so little.

The number of families in Australia who cannot spare some money for this loan must be few indeed. There cannot be many in our own organisation today who would have to economise in order to contribute. Let us all make an effort to produce so far as our undertaking is concerned a 100 per cent. result.

"Comfort, content, delight,
The ages' slow-bought gain."

all will be ours again—and they will be ours all the sooner if we demonstrate to our enemies beyond any peradventure our inflexible determination to give to the uttermost so as to achieve our objective—the unconditional surrender of those who have interrupted the progress and the harmony of our way of life.

The Board will make it easy for you to subscribe by advancing the amount of the deposit of 20 per cent., which amount will be deducted the following

pay day, the balance being deducted at the rate of 10/- per week for each £10 bond for a period of 16 weeks.

Subscribe! Subscribe now so that we may succeed.

H. H. BELL,
Chairman.

BOURKE STREET TRANSPORT.

Councils and Public Favour Trams.

When the Chairman returned from his tour abroad in 1938 and recommended that an effort be made to operate the Bourke Street-Nicholson Street-Northcote routes with buses, he was careful to characterise his proposal as an experiment which could be justified by reason of the fact that the buses required would have to be procured in any event. In his report on the subject, Mr. Bell proceeded:—

"If it is unsuccessful, we could revert to electrification and use the buses to improve existing bus services and to provide further developmental services as the city expands."

Later, Mr. Bell said:—

"If experience proves that, notwithstanding their greater number, they are unable to answer to traffic requirements, and fail to satisfy the public, the Board could then revert to the electrification policy."

Well, the experiment has lasted for almost three years, and it would be difficult to find any individual who would say honestly that the experiment has been a success. Admittedly the buses have had a gruelling time; but for that matter so have the trams. The great difference between the two vehicles is that the buses—the finest that could be procured, incidentally, the original model, imported from England for the guidance of local body builders even having been improved—have demon-

last of a group of charging Japanese was killed 20 feet from his post. Notwithstanding a barrage of shells from a mountain gun, and hand grenades and the attentions of three snipers, he then went forward and re-set booby traps. His conspicuous bravery and daring, it is stated in the official citation issued by the Army, not only saved his post but the lives of members of his section.

On the 16th August this gallant young man was wounded seriously and, unfortunately, succumbed to his injuries on the 16th September.

GOLF TOURNAMENT "FROZEN."

With the Weather Clerk turning on the coldest September day for 38 years, it was not surprising that the golf tournament at the Australasian course on the 12th September attracted but a fraction of the number who would have been glad to play under more genial skies.

Open to the whole service, the tournament was organised with the object of helping the Tramways Comforts Fund. The prize for the ladies, donated by Mr. R. T. Gilbert, was won by Miss Pat Fanning, while the male section trophy, presented by Mr. P. C. Gye, was taken by Mr. Leigh, Footscray. Watch for the announcement of another tournament shortly, and send in all entries promptly to Miss N. Broderick, H.O.

MORE FOR THE MUNICIPALITIES.

Another £50,000 to be Distributed.

The Tramways Board may be said to be the greatest philanthropic organisation in the State!

For the year which ended the 30th June last it contributed £51,000 to the Infectious Diseases Hospital, £68,443 to the Fire Brigades Board, paid rates on the tracks which it lays and maintains, maintained two-thirds of the street surface over which the trams ran, and now on top of all that is distributing, for the second year in succession, £50,000 among the municipalities within the metropolitan tramway area.

Twenty municipalities will receive £2,250 each, making £45,000, while the remaining £5,000 will be shared between the four municipalities having a lesser tram or bus mileage within their boundaries than 250,000 on a population and valuation basis, and the six municipalities in which the Board has no tram or bus routes.

BUT HOBART WAS NOT THE FIRST.

It is really extraordinary nowadays how newspapers accept and publish statements without, apparently, any attempt at verification. The latest instance affecting transport was the statement in the "Sun" in connection with the jubilee of trams

in Hobart that the electric trams in that city were the first in Australia. One would have thought that a Melbourne newspaper would have known that the first electric tram to be operated in Australia, indeed in the Southern hemisphere, was that which ran in the grounds of the 1888 Exhibition—five years before the Hobart Company commenced operations.

The Exhibition over, the Box Hill and Doncaster Tramway Company was incorporated on the 28th October of that year and acquired the equipment, the idea being that the existence of an electric tramway between those two places would lead rapidly to the settlement of the district, to the great financial content of those who owned the land. On the 14th October, 1889, the line was formally opened, and "The Age" of the 15th October recorded that "trial trips of a most successful character were made along the route." For the first six months the Company showed a credit balance of £58; but that happy state of affairs did not continue. A land dispute could not be adjusted; got so bitter, indeed, that barricades were erected, and at one point the overhead gear was pulled down and destroyed. In January, 1892, the Company was wound up. A new company was formed three weeks later, and running was resumed and continued until 1894, when the undertaking was leased to Mr. H. J. Hilton (subsequently Eastern Superintendent at Hawthorn for the Tramways Board) for a rent of 1/- per week! Mr. Hilton persevered for 21 months, but the depression, following upon the failure of the banks, proved too great a handicap, and he ran the last trip on the 6th January, 1896.

RETIRING AND DEATH GRATUITIES.

Since our last issue, retiring gratuities have been voted by the Board as undernoted:—

Leading-Hand Body-Maker C. J. Godfrey (67), 20 years' service, £549/18/-; Conductor R. C. Weyman (60) 24 years' service, medically unfit, £280/16/-; Driver F. S. Offer (65), 28 years' service, £456/6/-; Fitter G. Martin (67), 43 years' service, £526/10/-; Driver J. O'Toole (57), 34 years' service, medically unfit, £228/3/-; Driver S. Meador (65), 30 years' service, £456/6/-; Driver G. Locke (61), 28 years' service, resigned, £304/4/-; Driver G. Braithwaite (65), 27 years' service, £456/5/-; Messenger G. P. Rawlings (62), 26 years' service, resigned, £280/16/-; and Conductor L. Wilkins (38), 13 years' service, medically unfit, £117.

Mrs. A. E. Rundle, widow of the late Pitman Rundle, who died at the age of 45 with 21 years' service, and Mrs. T. Welch, widow of the late Mr. T. Welch, clerk, who died at 63 after 47 years' service, received £234 and £444/12/- respectively.

J. S. McClelland Pty. Ltd., 42-44 Lonsdale St., Melbourne, C.1

Tramway Topics

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TO THE STAFF.

The Chairman's New Year Message.

Before another issue of "Tramway Topics" is before you Christmas will have come and gone, and we shall be into 1944. I therefore take this opportunity of wishing you a Happy Christmas and health and prosperity in the New Year.

I think that a message such as this should be one of good cheer. And we have a lot to be cheerful about, haven't we? The war situation gives reason for comfort; a situation which provokes excuses and explanations by an enemy is always comforting, for success neither needs to be explained nor excused. We have to make excuses ourselves occasionally, because at times it is just not possible to reach the high standard in transport service the public of Melbourne has come to expect from us. We have been very short of material; we have had to be sparing in the use of fuel and rubber; at one stage we were inconvenienced seriously by the lack of spare bus parts.

But we have come through a year of record traffic creditably, and that is a message of good cheer. We shall all continue, I am sure, to be cheerful and helpful towards the great public it is our duty to serve. We can continue to show that frayed tempers and bad manners have no place in our organisation. Happiness comes from work well done—so decide to be happy in 1944.

Good luck to you all.

H. H. BELL,
Chairman.

WITH THE Y.M.C.A. IN NEW GUINEA.

Ticket-Examiner Woods' Experiences.

A good indication of the conditions and risks faced cheerfully by the Welfare Officers of the Y.M.C.A. in forward areas is given in a letter from Welfare Officer A. E. Wood, better known to us as Ticket Examiner "Bert" Wood. Writing towards the end of

last month, he said:—

"This present campaign has divided itself into two phases so far. The first phase lasted from the 22nd September to the 8th October. My plan briefly was to set up a stand on the landing beach, and as the troops advanced along the only road in the district to set the Corporals up at various points of advantage where the troops moving up, or wounded and sick moving back, could be serviced. I had hoped to have at least four posts, and to occupy the most forward post myself. It was, unfortunately, possible to work four posts for two days only. Corporal Lee contracted malaria, and because of the constant bombings Corporal Blore could not be left by himself. But we were able to have three stands in full operation during the above period, and I cannot speak too highly of the unstinted service rendered by our men.

"On the first morning I landed with the first wave and spent the first three hours assisting with the wounded at A.D.S. I had two dozen packets of cigarettes with me, and these came in very handy indeed. Corporal Blore and myself managed to bring a 5-gal. drum each, and a bag of tea and sugar, and at 10 a.m. we put our first brew on about 500 yards inland. The next day this stand became so busy that I had to send for Corporal Lee to help. We three were serving all day with a squad of men attending to the fire and carting water. In eight hours we distributed 3,000 cups of tea.

"I went back to the beach on the second day . . . On the third day it became possible to establish a post three miles along the road to Finschhafen. . . On the fourth day I pushed on to a spot 700 yards behind our front line. Leaving prominent notices on the roadside I established on the side of a creek 50 feet from the road. Seats were provided, and this became a real resting place for the troops, and it was very moving at times the way the boys tried to show their appreciation for the little the Y.M. could do for them. Souvenirs of all kinds were heaped on us. One lad, who heard me say I had only one

pair of boots, turned up the next day with a new pair of Jap boots.

"On the morning of the fourth day we experienced our 16th air raid, and unfortunately a bomb landed right in the centre of our stand. The place was blown to pieces. Fortunately the men were at breakfast and the stand was unoccupied. Bits of cases and drums, sugar and milk were scattered in all directions. As the troops were leaving this area, I posted a notice which read, "Man's Calamities are God's Opportunities. The Y.M.C.A. has moved three miles towards Finschhafen." Between the dates mentioned 2,169 gallons of tea, coffee or cocoa were supplied to the troops."

BUSES DO CLUTTER UP THE STREET.

Just before the war commenced, it was estimated that 344 of the buses of the London Passenger Transport Board passed each way between Oxford Circus and Bond Street every hour, carrying 20,000 passengers—29 passengers for each of the 688 buses involved.

Trams of the Melbourne type, to the number of 299, could have dealt with these passengers much more efficiently and rapidly, thus minimising street congestion and saving time to all concerned. Bus traffic through the purely city area moves at less than 4 m.p.h.

WATTLE PARK.

How It Was Acquired.

In previous issues instances of inaccurate statements by newspapers on tramway matters have been quoted, together with the actual facts, and surprise has been expressed over the lack of any attempt at verification before publication. The latest instance was an assertion by a writer in "The Herald" that a former employee had induced the Board to found Wattle Park, and that the park was the "baby" of another individual who had "done all the work there."

Assertions more grotesque or more remote from the truth cannot be imagined. What are the facts? The park became the property of the Hawthorn Tramways Trust in 1917, while the plans for its development by the Board were being put into effect two years before the employee in question became a member of the organisation. As for the man who "did all the work," all the labour he ever did was in planting the golf course greens with grass stolons six years ago and for which he received the generous fee of £135.

The Trust paid £9,300 for the park. Our Chairman was at that time the Deputy Chairman of the Trust, and as such he not only took an active part in the negotiations which led up to the purchase, but, as Chairman of the Works Committee, drew up the first

tentative lay-out. Of the purchase price, £1,180 was contributed by the Nunawading Shire (now Box Hill City) Council, so that the net cost to the Trust was £7,500. What the presence of a tramway can do for a district is well illustrated by the fact that 10 years later a real estate firm offered to buy the park for £100,000. Rarely, indeed, can any Council investment have yielded such profits on an insignificant outlay. On three sides of the park to-day are streets of attractive villas where 20 years ago there was nothing but vacant paddocks or daffodil and violet farms.

Wattle Park was the name selected by the Chairman, and in order to justify it the first work done by the Trust was the planting of wattles and the removal of diseased trees. Work had not proceeded very far, however, when the park passed into the possession of the Melbourne and Metropolitan Tramways Board, which for the first few years of its existence was too busy planning for the unification of the tramway systems, previously the property of the various Tramway Trusts, and for the electrification of the cable tramways, to spare time for the improvement of the park. In 1923, however, the Board's present architect (Mr. H. R. Steains) received instructions to prepare plans for the development and beautification of the park, and these were approved and put in hand under the direction of the architect (the late Mr. A. G. Monsborough), and a succession of curators who lacked nothing in enthusiasm and skill.

In all, exclusive of wages to the staff employed, the Board has spent more than £43,000 on the park, which is certainly the most beautiful in Melbourne, if not in Australia. During the last 15 years it has been visited by hundreds of thousands of people, for whose comfort and entertainment there are the Chalet, picnic sites, childrens' playgrounds, tennis courts, the oval for football and cricket, and the golf course—the most sporting nine-hole course to be found in the metropolitan area. When the wattles are in bloom the park presents an unforgettable picture, and one which more than repays the efforts of all those associated with its development. During the last 18 months flowers have given place to vegetables, to the benefit of the hospitals, while in Britain to-day there are many plots of onions being grown from seed sent from the park through the Department of Agriculture.

Apart from the Board's staff, the only work in the park done voluntarily has been by the Wattle League and the Victorian Field Naturalists' Association, and the Board is highly appreciative of the interest taken in the park by those bodies over the years.

UNCONSCIOUS HUMOUR.

There was a letter in "The Sun" the other day complaining about, and criticising, our all-night

trams. With unconscious humour the correspondent signed himself "Sydneysider."

That anybody from Sydney, of all places, should criticise any trams, anywhere, "gives one to laugh," as our French friends would say.

WHAT HAPPENS IN LIVERPOOL.

The Transport Department of the Liverpool Corporation is now carrying a daily average of 920,771 passengers. Of that total 741,755 use the trams and 179,016 the buses.

A UNIQUE ACCIDENT.

As a tram was being driven south in Elizabeth Street one boisterous day last month, the wind caught the trolley rope and caused it to twine round the neck of the traffic constable on duty at the Elizabeth-Little Flinders Street intersection.

Before the tram could be stopped, the unfortunate officer had been thrown violently to the roadway, getting a severe shaking and injuries to the knee in the process, while his helmet broke the window of the tram—surely an accident unique in traffic annals.

MORE THAN £6,600 IN GRATUITIES.

Since our last issue the Board has voted gratuities amounting to more than £6,600, the details being as follows:—

Driver G. A. Graham (54), 21 years' service, £228/3/-; Driver C. Walters (58), £228/3/-; Conductor R. P. P. Douglas (43), 18 years' service, £210/12/-; Driver A. E. Moonie (55), 27 years' service, £228/3/-; Driver E. J. McHutchison (41), 19 years' service, £222/6/-; Driver H. E. Ellis (50), 21 years' service, £228/3/-; Conductor B. M. Spain (46), 10 years' service, £117; Driver R. C. Lenoury (46), 20 years' service, £228/3/-; Bus Cleaner A. C. Lacey (65), 32 years' service, £456/6/-; Depot Starter W. G. Stewart (66), 42 years' service, £530/8/-; Depot Starter R. C. Moscript (66), 35 years' service, £530/8/-; Signalmans W. Scott (67), 43 years' service, £479/14/-; Driver W. H. Langdon (51), 23 years' service, £228/3/-; Conductor T. W. Wells (60), 27 years' service, £304/4/-; Linesman's Assistant W. C. Cole (67), 20 years' service, £510/18/-; Driver W. H. Fitzgerald (60), 33 years' service, £304/4/-; Conductor C. G. Sanders (48), 18 years' service, £208/16/-; Crane Driver J. Love (66), 35 years' service, £444/12/-; and Assist. Scrubber Car Operator L. J. Frost (66), 22 years' service, £464/2/-.

Mrs. T. Wilson, the widow of Driver T. Wilson (63), 36 years' service, who was fatally injured on

duty, received £283/8/-; and Mrs. G. Patterson, the widow of Driver G. Patterson (57), 34 years' service, £228/3/-.

FUTURE OF TRAMWAYS.

Post War Survey by Leeds Manager.

Mr. W. Vane Morland, the Chief Engineer and General Manager of the Leeds Corporation Transport Department, and recognised as one of the foremost transport experts in the world, has been discussing in "The Transport World" probable happenings in the road passenger transport industry in the period following immediately after the war.

Regarding tramways, Mr. Vane Morland points out that notwithstanding the conversion of many of the small tramway systems, there still remained when war broke out tramway systems which carried in the aggregate many millions of passengers daily. Since 1939, the utmost use had had to be made of these tramways to offset the cuts in bus mileage.

"And so the impact of war and its subsequent crippling effect on supplies of fuel oil and rubber," he proceeds, "witnessed the remarkable spectacle of bus routes being shortened down or dispensed with altogether and the traffic transferred to the adjacent tramcars, with the result that the passengers carried per mile of tramway route during the war years have soared to astronomical figures. This strange turn of fate has led to many interesting speculations as to whether, rather than witnessing the oft-predicted funeral of the last remaining tramways, we shall not see a re-birth of this much-abused but well-tryed system of transportation.

"Notwithstanding these thoughts . . . it is likely that the systems which had commenced to dismantle their tramway undertakings will continue to do so as soon as supplies of trolley or diesel-engined buses are again available. The remaining tramway authorities who have hitherto been hostile to adopting a scrapping policy have not given any indication of a change of heart, and are turning their attention to modernisation schemes. Accordingly, big, immediate business in post-war diesel or trolley buses cannot be anticipated from this source. A fair amount of modern tramcar work will be offering which will tend to increase if tramway operating costs become more stabilised and continue after the war to compare favourably with other forms of transport."

On the bus side, Mr. Vane Morland points to the United States forecast of vehicles using lighter alloys, plastics and higher octane fuel after the cessation of hostilities, but says that in Britain the production of smaller units of high-power to weight ratio operating on high octane spirit is hardly likely to effect the public vehicle side of the industry in

the near future. "For various reasons," he says, "the modern diesel will continue to rule the roost for some time to come. In any event, the industry will be in no mood to have its post-war slumbers disturbed with new-type vehicle teething troubles. Indeed, until general demobilisation has taken place, with staffs again functioning smoothly and arrears of maintenance overtaken, there will be little opportunity to devote time, effort and thought in testing out new or revolutionary types. In all probability history will repeat itself, and some time, probably a few years, will elapse before the industry undergoes one of those periodical convulsions which have in the past greeted the successful arrival of a newcomer to the world of transport."

ESSENDON DEPOT.

Plans for a Complete Re-organisation.

Alterations contemplated for some time, and which traffic developments during the last three years or so have made more than ever necessary, will be commenced shortly at the Essendon depot.

The scheme decided upon involves the complete re-organisation of the existing depot. Owing to the restriction imposed by the site, it is necessary before extending the car sheds to erect new offices on the only available corner, and to demolish the old when the new are available. When that work has been completed, it will then be possible to proceed with the erection of an additional car shed for 24 trams, while on land to be acquired three rows of external tracks will be laid down for the storage of cars temporarily at the depot for special events, such as races and shows.

Mr. E. A. Watts, Collingwood, who built the Head Office, submitted the lowest tender for the erection of the new offices. Prepared by the Architect (Mr. H. R. Steains), the plans show that the offices will be of the most modern design. Fronting Mount Alexander Road, they will consist of a structure of two storeys in faced brick with an external finish similar to the offices at the Central Bus Garage. On the ground floor, accommodation will be provided for the Depot Master, the Depot Despatcher, the Inspectors and the Revenue staff, with toilet rooms for the male staff.

Messrooms for the male and female staffs will be on the first floor, which will be provided also with toilet rooms for the ladies. In the basement will be the equipment which will provide central heating and hot water throughout the building.

So far as the staff generally is concerned, the male and female quarters are to be constructed in such a way that the removal of partitions will throw the whole floor open to the men when the ladies are no longer with us. The most important innovation, however, is on the ground floor, where the offices

of the Depot Master, Despatcher, and Inspectors have all been grouped so that full and immediate control by all concerned can be exercised on all traffic entering and leaving the depot—an obviously sensible arrangement which has everything to commend it.

FOR THE CHILDREN.

Fine Efforts by Bandsmen and Conductresses.

Philanthropic and self-sacrificing efforts by the members of the Melbourne and Metropolitan Tramways Band and the conductresses of the Head Office have brought some hours of pleasure into the lives of the crippled children in the Austin Hospital and the Carlton Babies' Home.

The visit of the Band to the Hospital gave the children a splendid afternoon, for ice cream and sweets reinforced the musical programme. The staffs at the depots responded generously to the appeal of the Band for the kiddies, and cheques were sent by the Board and by the A. T. & M. O. Employees' Association. The result was that Matron Richardson was presented with a cheque for £111/13/-.

For more than two months the conductresses' messroom at the Head Office has been a miniature toy factory between shifts. The results of the labours of the ladies were exhibited to the Chairman and the members of the Board the other Thursday. Over 100 felt toys were displayed, and all constituted tributes alike to the skill and ingenuity of the ladies. In a letter of congratulation to Mrs. K. Avery, the Chairman expressed his conviction that in the delight and happiness of the children over the toys the ladies would all feel adequately recompensed for their work.

The distribution of the toys is to take place on Sunday. The children will receive a toy and ice cream and sweets, and will be entertained in other directions by the ladies, who desire to express their appreciation for the voluntary monetary contributions made by the male staff for the purchase of material.

CHRISTMAS GIFT FOR SERVICE EMPLOYEES.

As last year, each employee of the Board who is still on service with the Forces will receive a gift of £2 at Christmas.

Where possible, the amount will be paid direct to the wife or dependant of the employee on production of the allotment card, except in those cases where the wives are employed also by the Board. In those cases the £2 will be credited to the account of the men concerned pending their return.

Tramway Topics

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OUR NEW LINE.

Everything Ready For Construction.

Following upon the Royal assent to the South Melbourne Tramway Construction Act, preparations for starting the work have been completed, and it is expected that labour, apart from the poles for the overhead, which are already being placed in position, will be commenced before this month ends. The fabrication of the special work required for curves, junctions and crossings is well in hand and will be available when it is required.

While the new route from St. Kilda road to the intersection of Dudley and William Streets is 2.19 miles, the new construction required involves 1.22 miles at an estimated cost of £88,000, of which sum £44,000 will go for conversion and £2,500 for duplication. In Hanna Street, from Sturt Street to Queen's Bridge Street, open ballast tracks will be laid in the centre of the existing plantations, the width of which, however, will be maintained while new trees will be planted at the expense of the Board in place of those which may have to be removed. The track otherwise will be of the closed-in type, and will consist of a concrete base with wood-blocking and an asphalt surface.

Although this is a comparatively small job, the materials needed make up an impressive list. Rails and guard plate weight 450 tons, special manganese track work 50 tons, steel plate and fittings 150 tons, and asphalt 530 tons. In addition, there will be 18,500 lineal feet of stringers and timber ties, 3,300 cubic yards of concrete, 1,600 timbers for special track work, 204,000 wood blocks and 2,100 sleepers.

In any re-routing which will take place from the south and south-eastern suburbs, the existing fare sections will not be affected, as the new 2d. section from St. Kilda road to the intersection of William and Dudley Streets will take the place of the section from Domain Road to Victoria Street, City.

MADRID'S SUCCESSFUL TRAMS.

In our list of leading cities throughout the world which have not discarded trams we omitted to mention Madrid. For 1942 the Compañia Madrilenia de Tramvías operated for a net profit of 7.4 million pesetas, and distributed a dividend of 6 per cent. to the shareholders. The number of passengers carried amounted to 248,000,000, as compared with 234,000,000 for the previous year.

GLASGOW'S TRANSPORT AT SATURATION POINT.

The Transport Department of Glasgow Corporation may have to introduce a system of "passenger selection," with special consideration for war workers. A hint to this effect was given by Mr. E. R. L. Fitzpayne, the General Manager, when he gave an outline of some of the department's problems to the Glasgow Publicity Club.

Last year, said Mr. Fitzpayne, the system carried 725,000,000 passengers, which was 73,000,000 more than in 1938-39, with 8,500,000 fewer miles. Present indications were that the system had now reached saturation point, and that the undertaking could not carry more passengers unless more vehicles were put on the road.

Mr. Fitzpayne revealed that 10 per cent. of the oil for the buses was produced by the Corporation's gasworks, and that the remainder was obtained from the Scottish shale oil-fields. Previous to the war, all the oil had been bought from Russia. The system had a capital value of £10,500,000 and was debt free.

BUSMAN'S MALTA.

Operating Services Under Fire.

With the nearest enemy several thousands of miles away, it is difficult for us to imagine what conducting a transport service under continual

threat of shell fire or bombing means. Mr. J. Wentworth Day, in an article in a recent issue of "Illustrated," tells something of the wartime work of the East Kent Road Car Company, and we append some extracts which will be sure to interest our traffic staff:—

"The staff and management of that undertaking, the nearest area agreement bus company to the enemy-occupied shores of France, have had a very adequate share of the trials, the tragedies and the stimulations of operations under fire. The Deal garage, whence ran the buses of the Birmingham and Midland Motor Omnibus Company in that gallant venture of 1908, was bombed by a Zeppelin in the last war, and its gaunt shell to-day shows that in this war the same sort of thing has happened, only more so. The Company is now managed from headquarters in a picturesque house outside Canterbury instead of within the walls.

"We are confronted with a post at a Dover stop, whereon a small board invites passengers to queue for Service 90, and a much larger board bears the advice, unknown of its kind in other parts of England: 'Shelling warning in operation. Services Nos. 90-92 depart from The Engineer, Folkestone Road.' Nearly all the East Kent garages have been struck, and three completely demolished. The German long-range gunner and the German airman are such frequent visitors, by proxy and in person respectively, that schedules have to be regarded in a light different from the usual. Here, alone in Great Britain, running is left to the discretion of the bus crews, and nobody could accuse those crews of irresponsibility or inexperience.

"Some time ago we referred in our columns to the East Kent bus which, going up Fox Hill, suddenly turned off the road into a turnip field, a machine-gun bullet having killed the driver. The conductress, it may be recalled, saw all her passengers to safety, and then counted up her money and made up her waybill. Suspended emotions are essential and, indeed, usually automatic at such times. Doubtless that conductress relaxed and wept at home.

"Unaccustomed noise and loneliness as unaccustomed are both features of the East Kent area under war conditions. Your smart red bus runs steadily along an empty road, perhaps the loneliest road in England to-day, sometimes under a tunnel of sun-dappled oak branches, sometimes between poppy-speckled fields. All around the eye perceives the peace of an empty countryside while the ears ring simultaneously with the reverberations of enormous guns. One afternoon 25 dive bombers hit Dover. A bomb came through a house, bounced over a bus and exploded on the off side, killing nine passengers and the conductress. Through the wreckage and the obscene mess the driver got the 36 survivors out of the bus and into shelter.

"Everywhere in that Hellfire Corner of south-eastern England there will survive stories of such happenings: the story of the staff canteen in Dover, which had its front abruptly ripped off; the story of a wet day at St. Peter's garage: 'The Jerry,' said a driver, 'came so low that I thought he'd hit the roof . . . you could see the raindrops swish off his wings. One bomb blew the wall and the roof in, and another came right inside and skidded along the floor. It lay there, looking at me. That was the one that didn't go off or I shouldn't be here now.' Thus the men and women of the East Kent. Of them, 80 live in Dover and intend to continue doing so until the noisiest thing there is the siren of a Channel steamer.

"Then shall they strip their sleeves and show their scars!"

FOR RETURNED MEN.

Maximum Gratuity at 60 if Health Compels Retirement.

As always, the Board gave a sympathetic hearing to the deputation from the Tramways sub-branch of the R.S.S. & A.I.L.A., which asked that returned men from the Services should have the option of retiring at 60 years of age on full gratuity.

While not feeling that it could not go as far as the deputation asked, the Board, in harmony with that interest it has always shown in men who have risked their all for their country, decided to make the full gratuity in each particular case available at 60 years of age should the Medical Officer certify incapacity through ill health for further employment in the undertaking.

This concession is a substantial one, the news of which will be received gratefully by the returned men on the staff. There is no doubt that those who took part in the last war, particularly those who were members of combative units, had their normal expectation of life reduced by the mental and physical strains involved. That fact is recognised by the Board in the unanimous decision recorded above. It means that if a man on account of his health has to retire at 60, he will now receive four weeks' salary or wages for each year of service up to a maximum of 78 weeks, as compared with the previous allowance of two weeks' salary or wages up to a maximum of 52 weeks. In the case of a man drawing £8 per week, the concession means a gain of £208.

The Board felt unable to agree to the request that men who have returned from the present war and have been engaged temporarily should be placed forthwith on the permanent list. The Board has, however, intimated that after all employees with the Forces have returned, those now on the temporary list will have preference for all vacancies. That

seems a reasonable compromise, as men who have gone to the Forces from the Board have the paramount claim.

A £1,735,000 PROGRAMME.

Works for the Post-War Years.

An immediate programme of post-war works, designed to ensure profitable employment for several years and involving the expenditure of £1,735,000, has been adopted by the Board.

By far the largest item in the programme is the electrification of the Bourke Street, Nicholson Street and Northcote bus routes, the bill for which, it is estimated, will be £944,000. As a preliminary to that work, application has been made to the Department of War Organisation of Industry, for permission to proceed at once with extensions to the Preston workshops at a cost of £60,000. Those additions to the Carbody, Paint, Truck and Electric shops, with the extension of both traverser wells, are absolutely essential if all the new trams necessary for Bourke Street and for the replacement of that obsolete stock which experienced, for staff and public alike, an unwelcome resurrection when the abnormal growth of traffic made the use of any rolling stock in our hands imperative, are to be ready in time. The Nicholson Street electrification will be continued on from Park Street to Blyth Street, a logical extension of the route which will be appreciated greatly, especially by those who have been compelled hitherto to use buses. The bill for that extension will be £41,700.

Another extension which will be welcomed is that which will be completed in Burke Road, between Whitehorse Road and High Street, Kew, at a cost of £51,500. The new depot and offices at East Kew will absorb £85,800. Additional sub-stations, with their expensive equipment, will help to swell the total to the sum mentioned.

Outside those items, there is all the arrears of track renewal and maintenance to be made good. There will be no need for the Permanent Way Department to look for work, for the schedules prepared will keep all concerned very busy indeed for a long while after peace returns. The sum earmarked for this branch is £517,000.

With that huge programme dealt with, the way will then be clear for the suggested electrification of the South and Port Melbourne bus routes, estimated to cost £151,660. Another project hinted at by the Chairman is the construction of a mile of tramway at Preston to cater for those people who will occupy the houses to be built by the Housing Commission on land acquired near Edwardes Lake. If that housing plan is adhered to, it will be necessary to construct a 4,000 feet extension of the line from Regent Street to Henty Street at an estimated cost

of £40,000.

There is little doubt that soon after the war ends the money market will be flooded with applications for funds for all the many projects which have had to be suspended during the war years. In that competition the Board will not be concerned. Thanks to prudent financial management and to imaginative foresight, the Board will be able easily to finance the programme sketched so briefly from its own resources. Under the amendment of the Tramways Act, which permits the Board to increase the appropriation to reserves from 6 to 9 per cent. of the capital value of the undertaking, large sums—£736,076 in 1942 and £751,509 in 1943—have been credited to reserves and invested in the various War Loans. With that amendment applying to the war years and to one year thereafter, the Board, from the financial point of view, is extraordinarily well equipped to carry through successfully and without strain its large post-war programme.

THIS QUEUE BUSINESS.

Will Compulsion Cure the Undisciplined?

The Chairman has been taken to task for his attitude towards the proposal of some individuals, none of whom have any connection, or responsibility, with the Board's undertaking, that the formation of queues at bus stops in Bourke Street and Fisherman's Bend should be made compulsory.

All too obviously it is forgotten that if the public desire bus stop queues it is just as simple and easy to form them in these localities voluntarily as it is to make queues at picture theatres, at railway booking windows, at the bottle departments of hotels for beer, at Tote windows, or at shops for tobacco, cigarettes and chocolates. It is, however, equally obvious that as soon as it is a question of transport the average Melbourne citizen changes in a flash from a sensible, orderly being into a passable imitation of a wild, undisciplined beast, deaf to all request, blind even to measures which would make for his own comfort.

It will be remembered, particularly by our traffic staff, that when the amusement centre opened at St. Kilda last year, we had, to get a faint approach to even the bare minimum of order, to enlist the aid, not only of the Victorian Police, but the police of the Australian Army, Navy and Air Force and of the U.S. Army, Marines and Air Force; while during the winter, on the Elizabeth Street line, on the Saturdays when there was football at Carlton and races at Moonee Valley, the newspapers devoted much space to describing the crazy mobs who fought to get on the trams. To suggest that these people would be amenable to a request to form queues, or that our Chairman has "needlessly exaggerated" the difficulty of policing the queues,

is to ignore wilfully the everyday facts of street transport in Melbourne.

Before embarking upon a campaign of compulsion, a course to which the police, who have the responsibility, are opposed strongly, it would be well to try out the Chairman's proposal of minimising congestion at the Bourke Street stops—to reserve two stops near each intersection, one for Clifton Hill and Northcote and one for Nicholson Street and East Brunswick, passengers.

As for Fisherman's Bend, if the workers in that area care to discipline themselves voluntarily and form queues, who would want to stop them? Certainly not our traffic staff.

£4,700 IN GRATUITIES.

Since our last issue, gratuities as detailed below have been voted by the Board:—

Driver J. Bowden, discharged from military service and unfit, 54 years, 20 years' service, £226/4/-, plus War Savings Certificates.

Labourer W. R. S. James (63), 25 years' service, resigned, £304/4/-.

Driver L. J. Nathan (51), 29 years' service, £226/4/-

Driver E. Gammon (44), 24 years' service, £226/4/-

Pitman's Labourer G. Robertson (65), 27 years' service, £452/8/-.

Conductor L. J. Rose (45), 21 years' service, £226/4/-.

Conductor G. F. Ellingham, discharged from military service and unfit, 25 years' service, £226/4/-, plus War Savings Certificates.

Conductor R. A. Watson (53), 27 years' service, £226/4/-.

Blacksmith J. Barclay (67), 20 years' service, £503/2/-.

Car-Cleaner J. Muir (65), 27 years' service, £417/6/-.

Driver G. Dickson (65), 23 years' service, £452/8/-.

Conductor T. Walsh (63), 40 years' service, £301/12/-.

Driver L. C. Wheeler (58), 24 years' service, £226/4/-.

Driver C. E. Bourke (65), 28 years' service, £452/8/-

Acting Depot Master's Clerk R. G. Renfree (46), 24 years' service, £243/15/-.

A compassionate allowance of £75.

ACKNOWLEDGMENT.

Mrs. A. Scott desires to express to the members and officers of the Tramways Board the sincere thanks of herself and her son for the many kindnesses shown to them during the long illness of her husband, the late Signalman W. Scott.

£11,360 FROM THE BOARD.

Exclusive of war loading, war bonus and War Savings Certificates to members of the Services, the Board, up to July last, had voted more than £31,000 in gifts to its employees. During the Christmas and New Year season it distributed another £11,360 as follows:—

Bonus of £2 to Service employees	£1,220
Time and a half on 27th Dec. and 3rd Jan.	4,780
£1 to all adults and 10/- to juniors	5,360
	£11,360

ITEMS OF INTEREST

A maximum of 12 standing passengers is now permitted on the motor and trolley buses of Great Britain.

For having taken part in an unofficial strike, 18 conductors and four conductresses of the Bus Branch of the Glasgow Corporation Transport Department were each fined £1. All 22 pleaded guilty to the charge.

Some of the general managers of municipal transport in Britain report that they have trained, and are training, women to perform certain fitter's duties in connection with maintenance and repair work. It was stated that the women were doing very well on repetition work.

Fifty women depot-inspectors are now employed at the country garages of the London Passenger Transport Board. Thirty-five women are acting as ticket clerks at a number of those garages.

There are even now only 2,709 trolley buses operating in the United States.

The first of the women engaged by the Portsmouth Corporation Transport Department to drive buses are now working. The Bournemouth Transport Department is training women to drive the single-deck buses.

SUGGESTIONS STILL WANTED

In the first issue of "Tramway Topics" the Chairman appealed for suggestions designed to improve the service or the equipment. Mr. Bell was gratified to receive not a few, several of which were of practical value and were adopted, those concerned being suitably rewarded.

Mr. Bell invites further suggestions, which should be addressed to him personally at the Head Office.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 2

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Number 20

FURTHER BENEFITS FOR EMPLOYEES.

Unexpended Sick Leave to be Taken Every 10 Years.

Additional Holidays—A Bonus.

Further evidence—if any were really needed—that the Board is animated always by the desire to benefit its staff as much as possible is found in the decisions which were reached at the last meeting.

With the figures for the financial year which ended on the 30th June showing fresh records for miles run, passengers carried, and revenue earned (although the expenses increased heavily also), the Board, in appreciation of the work of the staff, voted a bonus of £3 for each adult who has not less than 12 months' service, with £1/10/- for each junior. Those with not less than three months' service participated on a pro rata basis.

Following upon further representations on accumulated sick and long service leave made by the President (Mr. Cousland), the Secretary (Mr. Abfalter) and the Industrial Officer (Mr. Bergin), of the A. T. & M. O. Employees' Association, the Board made a detailed examination of those matters, equipped with all the relevant figures bearing on the various suggestions. In the end, it may be said that the two things were combined, and it was resolved that unexpended sick leave now available for all daily paid workers should be allowed to accumulate fully as from July 1, from year to year up to 10 years, and then taken in conjunction with the annual leave, with payment in advance at the rate prescribed for the occupation in which the employee is engaged immediately prior to the commencement of such leave. In other words, if an employee works for 10 years without any sick leave, he will then be able to enjoy 10 weeks' leave with pay, plus his annual leave. On the other hand, if sickness has been suffered during that 10 year period, it is the unexpended portion of sick leave, 20

days, or 40 days, or whatever it may be, which will be added to annual leave in that particular year.

So that those who during the last few years have not taken any sick leave will not be at any disadvantage, it was decided to carry forward all unexpended sick leave accrued up to the 30th June last to the credit of the employees concerned. In those cases where employees by reason of their age or permanent incapacity are retired, the sick leave actually at the credit of the individual will be added to their accrued annual leave and taken immediately before their retirement from the service. Employees who resign or who are discharged (except for misconduct) after the completion of one year's service subsequent to July 1 will be entitled to payment also on the same lines. Finally, in the event of the death of an employee who has completed not less than 12 months' service subsequent to July 1, the Board may, in its absolute discretion, grant to the widow or dependent children payment for all accumulated leave standing to the credit of the deceased.

So far as annual leave is concerned, it was resolved to grant such on the following basis:—

- (a) Employees who now receive less than 12 days to be granted 12 days annual leave per annum, provided that in no case shall the total leave granted such employee exceed 15 days per annum (including concessions granted for G.C.I. and leave in lieu of public holidays worked).
- (b) Traffic employees who now receive 11 days each 11 months to be granted 14 days' annual leave per annum.
- (c) Other shift workers, excluding watchmen, who now receive 12 days, to be granted 15 days annual leave per annum.

This increase will be granted as specified where circumstances permit; but where the man-power position precludes this extra leave being granted, the Board reserves the right to make payment in lieu thereof.

YOU CAN DRAW YOUR GRATUITY NOW.

Owing to the shortage of staff, there are at present 45 employees still serving although they have reached the age of 65 years, and the gratuities in those cases amount to something like £23,000.

Recognising that it may be an advantage for those persons to be put in possession of the money now, the Board has decided to pay the various sums to those concerned, and to continue to employ them temporarily on a weekly basis.

THAT £100.

No Allegation Ever Made Against Essendon Staff.

The Chairman (Mr. H. H. Bell) wishes the staff at Essendon to understand distinctly that no allegation that they have been willing to accept a donation of £100 in return for running specials to the Moonee Valley racecourse has ever been made, either by himself or the Hon. the Premier (Mr. A. A. Dunstan).

All that has been said is the fact that such an offer of £100 was made and reported to the Manager by the Inspector concerned. "The mere offer of an inducement to act in a particular way," said the Chairman, "should not be construed by the men of the Essendon Depot as a veiled suggestion that they would be influenced by such a proposal. As a matter of fact, I informed the Premier that at no time had the Essendon men shown any willingness to accept the proposal."

SYDNEY'S SYSTEM.

Newspaper's Gloomy Review.

If the "Daily Mirror" can be accepted as an authority, Sydney's transport system is breaking down. "Not only is it falling far short of requirements," it was remarked in a recent issue, "but also overcrowding is becoming lawless. Serious accidents due to wild overcrowding are becoming more frequent—the position is critical."

Analysing the cause for the state of affairs it describes, the paper points out that the trams and buses carried 142,000,000 more passengers last financial year than in 1937-38, or an average of 392,000 more a day, but with only 173 extra vehicles. "There can be little surprise at the disaster which has befallen the transport instrumentalities. It was looming large and dark on the horizon four years ago, when the "Daily Mirror" warned of the foolishness of banking on buses when more and better trams were needed. Most of Sydney's trams were shabby, noisy juggernauts long before 1939. But although the evil has been steadily increasing over the past 10 years, those in authority when war broke out were in the middle of a scheme for pulling up

tram lines and putting imported and unsuitable buses in their place. . . . The fact that buses have an estimated annual depreciation of thirty-three and one-third per cent. weighed but lightly on the administrative head. Somebody had whispered that buses were the modern idea; so the public had to get them whether it liked them or not."

"All in all," the paper concludes, "Sydney's transport system is in an appalling mess. The planners let their heads go, but they were facing in the wrong direction. Some day this muddle might be repaired by an extension of the underground circuit, by the building of big, comfortable corridor trams of the type being made in Chicago (1), by the use of buses only as cross feeders for an expanded tramway system. Meantime, something might be done. Melbourne, after all, is building more new trams and putting down new tram lines. And the buses in Bourke Street are being scrapped."

(1) The writer is referring to the P.C.C. trams, which are not only a feature of the transport system in that city, but are to be found in every large city of the United States. But for the war, trams of the P.C.C. type would have ere this been running on the Melbourne streets.

STREET TRANSPORT IN U.S.A.

Increasing Popularity of the Tram.

Careless of the dictum of a Melbourne newspaper that trams are fast disappearing from the principle cities of the world, the big centres of population in the United States, by which is meant cities with populations of 500,000 to more than 1,000,000 established last year the highest figures ever recorded for the transport of passengers by tram.

According to the figures compiled by the American Transit Association from data supplied by the various concerns, the trams in those cities carried 6,216,000,000 passengers as compared with 2,720,000,000 by motor and trolley buses (2,453,000,000 by motor bus and 267,000,000 by trolley bus). Roundly, then, those "disappearing" trams dealt with two and a half times more passengers than the two other forms of street passenger transport combined.

In the group of cities with populations varying from 50,000 to less than 500,000, there was a decrease in the number of passengers carried by the motor buses. That was only to be expected. After the U.S. entered the war, the Government proceeded to establish rapidly huge munition plants on the outskirts of the smaller cities, and with transport necessary at once for the thousands of men employed in the erection of the factories, the motor bus was the only choice available. That temporary traffic increased the bus passenger total enormously during 1942, and the increase continued until early last year.

A decline began to manifest itself in the Spring, and the tempo of that fall gradually became more pronounced until it amounted to a slump in December last. The explanation is that many of the plants became, through the superfluity of production, redundant, and the workers in most cases had by the end of the year gone back to their homes and to long-established factories engaged in the production of goods for the home front—refrigerators, washing machines, electric fans and mowers are some of the articles which, it is mentioned, the civilian population in the States will be able to purchase freely this year. The Association therefore forecasts another substantial decrease in bus passengers this year, while tram passengers, it is anticipated, will advance on last year's huge total.

Seventy-two per cent. of the revenue went in operating expenses, which compares unfavourably with Melbourne's 62 per cent. As the result of Government restriction on the use of many materials capital expenditure fell far below the levels reached in 1942. Even the authorised quotas for new buses, for instance, were not reached, while only 1,800,000 dollars were spent on new trams as against 5,680,000 dollars the previous year. During the current year, however, new trams worth 9,000,000 dollars will be built. No new trolley buses are being authorised this year except the balance from those undelivered last year.

BIRMINGHAM'S PATRIOTIC TRANSPORT WORKERS.

Employees of the Birmingham Corporation Transport Department, numbering 4,800, subscribe for War Savings Certificates valued at £800 each week, with another £300 for savings stamps.

The average weekly wage of drivers and conductors is £4/10/-.

STEP RIDING IS NEGLIGENCE.

The Principle Extended to Buses.

Just the other week two tram footboard riders in Sydney were injured seriously; one had his right arm severed at the elbow and the other sustained a fractured skull. The accidents serve to illustrate the risk incurred by those who elect to ride on footboards or steps. They not only stand the chance of injury; in the event of an accident they put themselves out of Court by taking that unnecessary risk. By their own negligence they contribute materially to any hurt they sustain, and that negligence, according to the principle established by the English Appeal Court, renders them incapable of suing successfully for damages against the operator of the tram concerned.

In December last the Scottish Appeal Court extended that principle to buses. The decision, which is of the greatest importance to bus operators throughout the British Empire, was given in relation to the action brought by a lady against the Corporation of Edinburgh. In the Court of Session, Lord Stevenson, in his judgment dismissing the action, said that a person who elected to travel on the step of a bus in motion took an unnecessary risk. The pursuer, as the plaintiff is called in Scotland, appealed against the decision. The Court of Appeal, however, confirmed unanimously the judgment by Lord Stevenson, holding that the passenger had put herself completely out of Court by disclosing a manifest case of negligence on her own part which contributed materially to the accident which befel her.

The circumstances of the accident were that the passenger descended to the upper of the two steps giving access to the bus at, or about, the time when it was held up by traffic lights, and remained there despite the request of the conductress to wait until the bus stop was reached. As the bus approached its stopping place, it swerved to the right and then to the left, accelerating at the same time, in order to pass another bus standing at the stop. The passenger fell from the step and sustained serious injuries, and subsequently endeavoured to construct a case of fault against both the driver and conductress.

A WORD FOR OUR CONDUCTRESSES.

The Town Clerk of Footscray (Mr. John Gent) has written the Board as follows:—

"I have been directed to notify you that at a recent meeting of the Council of this City there were certain references by Councillors to newspaper comments concerning the service of conductresses on the Footscray trams.

"The Mayor and Councillors were unanimous in stating that the young women who are employed by your Board to act as conductresses in the Footscray trams have given every satisfaction. They have more than once been commended for their general attention to their duties and for the obliging and courteous manner in dealing with passengers."

THE FUTURE OF BRITISH TRANSPORT SERVICES.

Transport control is naturally a subject which is of intense interest to all engaged in the industry, and the fact that in most cases it is dealt with by people without any knowledge of the complexities of transport makes it all the more important that any proposals or suggestions, no matter in which country they originate, should be scrutinised carefully. That transport men are alive to this aspect is shown by the amount of discussion proceeding in the

British technical press over the address delivered in January last to the engineering industries by Major-General G. S. Szlumper, C.B.E., Director-General of Supply Services in the Ministry of Supply. In considering the probable trend of post-war transport in Britain, he said that there appeared to be three broad alternatives:

- (1) That each form of transport should revert to its pre-war status, both internally and in relation to other forms of transport;
- (2) That transport should be treated as one comprehensive service, each form of it being allotted its proper place in the general scheme and the whole being administered by private enterprise; or
- (3) That the Government should assume the ownership and control of all transport.

With the utmost frankness, the General said that while the first was impossible and the second desirable in some form, the third, nationalisation, would be disastrous!

Going into detail, the General pointed out that before the war transport had arrived at a state of competition which had become "a menace to the prosperity of the main contestants, rail and road; a state which might be much intensified after the war by the number of Army and Air Force vehicles that might become available, and by air competition of dimensions that it was not yet possible to visualise." It could not be overlooked, too, that there was some volume of feeling that it was more or less improper for public utility undertakings to run at a profit, "although," he added, "no one has ever been able to tell me why a provider of transport is not just as much entitled to make profit as the provider of groceries or of hair-cutting facilities."

The latter point is well taken. Just the other week a writer in a Melbourne paper demanded free transport for everybody in uniform. Why transport alone should have been asked for such a concession was not explained. Railways and the Board's trams and buses—but not the buses owned privately—have been expected to cut fares for Service personnel; but we have never heard of landlords having been asked to decrease rents, or butchers having been requested to take a less price for the Saturday joint.

General Szlumper went on to say that nationalisation of transport had been financially and commercially disastrous in every country to which it had been applied, save only two—South Africa and Japan—in which the low cost of native labour had enabled the nationalised systems to be worked at a profit. He therefore advocated the combination after the war of all forms of transport under some central direction, with all their revenues and expenditure put into a common account, but with some portion of the stocks remunerated by dividends that

would fluctuate with the prosperity of the undertaking, "for without some such spur the undertaking is bound to be a lifeless body without enthusiasm or initiative."

RETIRING AND DEATH GRATUITIES.

Since our last issue—the long gap has been due to difficulties over paper—the Board has voted approximately £14,000 in retiring and death gratuities and compassionate allowances. The list of those who have retired reads:—

Conductor E. J. Lynch (50), 20 years' service, £226; Con. C. J. Lonergan (53), 28 years' service, £226; Driver E. D. Saker (61), 24 years' service, returned soldier, £452; Driver A. J. Lovell (44), 11 years' service, £127; Foreman Car Painter C. H. Dovey (65), 41 years' service, £737; W. J. A. Harper (61), 22 years' service, returned soldier, £499; Driver V. J. Waugh (55), 27 years' service, £226; Dvr. A. H. T. McClaren (65), 27 years' service, £452; Watchman W. P. Court (65), 20 years' service, £432; Sig. A. Downs (66), 33 years' service, £475; Con. E. A. Williams (65), 34 years' service, £452; Wages Clerk W. W. Walker (65), 38 years' service, £510; Con. D. T. Kewley (60), 35 years' service, £276; Air Fitter C. J. Bishop (69), 27 years' service, £495; Dvr. John McCoogan (52), 35 years' service, £226; Watchman G. Strain (65), 20 years' service, £428; Pit Labourer T. Williamstown (54), 32 years' service, £224; Dvr. R. J. Bassett (40), 19 years' service, £218; Dvr. W. J. Newlands (56), 27 years' service, £224; Inventory Clerk J. Logan (63), 43 years' service, returned soldier, £588; Con. G. A. Gilbert (67), 36 years' service, £448; Dvr. J. G. Ballard (62), 26 years' service, returned soldier, £448; Track Repairer E. Payne (65), 36 years' service, £425; Tradesman J. de Vere (66), 27 years' service, £495; Leading-hand Car Cleaner G. T. Grieve (66), 44 years' service, £436; Track Repairer W. Harris (65), 20 years' service, £425; Shed Labourer H. A. Baker (65), 39 years' service, £413; Dvr. C. R. Hambridge (45), 22 years' service, £224; and Dvr. H. Allan (66), 26 years' service, £448.

Dvr. Saker was the first returned soldier to benefit from the Board's action in amending the regulations so as to enable former service men to retire at 60 years on the maximum gratuity if their health did not permit them to continue.

In connection with the deaths of Con. L. A. Grieve, Senior Gangster J. C. White, Con. J. T. Owen, Stores Labourer J. F. Moore, Con. J. H. Stagg, Dvr. T. Robinson and Car-Painter W. H. Sandford, gratuities of £299, £348, £266, £220, £224, £224 and £241 have been paid.

Compassionate allowances of £30, £25, £25, £50 and £50 were granted.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 2

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Number 21

FOR THOSE IN THE SERVICES.

£100,000 in War Savings Certificates.

It will be remembered that three years ago the Board decided to augment the pay of employees serving abroad in the Services by crediting each man's account with one £1 War Savings Certificate per week as from the date of the commencement of such service up to the 30th June, 1941. This practice was continued in 1942. When Australia, through the entry of Japan into the war, became an active service area, the Board extended the concession by making it applicable to all employees with the Forces, including those on Home Service and with the A.M.F. Up to the end of the financial year in June last, the details of the number of Certificates laid aside and the cost were as follows:—

Year ended	Face Value.	Cost
30/6/41	£11,605	£9,284 0 0
30/6/42	21,584	17,267 4 0
30/6/43	43,831	35,064 16 0
30/6/44	46,451	37,160 10 0
	£123,471	£98,776 10 0

To date, 217 employees have either returned to the Board's service or have been marked unfit for further tramway employment by the Medical Officer after discharge from the Forces. They have received Certificates of a face value of £22,027.

As a round dozen of those still serving have the maximum value in Certificates permitted by the Commonwealth Regulations, £250, at their credit, the Board has had to consider what policy to adopt for the future. It has been decided to establish a limit of £300, and to purchase War Bonds to make up the difference between the £250 in Certificates and this maximum gift of £300. The twelve employees referred to will reach that amount of £300 in another year, if the war lasts so long, and it was, therefore, felt that the time had arrived to

set a limit to the Board's liability and to arrive at a sum which would at once show the Board's appreciation of the action of the men in enlisting and give those concerned substantial financial backing for their return to civil life.

IN PRAISE OF GLASGOW TRAMS.

The Lord Provost of Glasgow, at the annual dinner of the Institution of Civil Engineers, deprecated the suggestions which had been made by a colleague in support of a policy to scrap the tramway system. Fifty years of cheap and convenient tramway service would shortly be completed, he said. During that period the tramways, far from being a burden on the rates, proved most profitable, and he did not share the private motorist's view, which was that anything which impeded his progress should be put off the road.

The Lord Provost might have added that since 1914 the tramways had paid all the heavy losses associated with the working of buses and the subway, and had in addition presented nearly £900,000 to what is termed the Common Good.

THE DESIRE FOR TRAMS.

Projects Not Likely to Materialise.

Judging from paragraphs which have appeared in the Press recently, we are about to witness a return to the spaciouly imaginative days of 24 years ago, when the Board was inundated with requests for tramways in all sorts of possible and impossible places. If memory is not astray, the capital value of the construction costs alone of those projects, including the most ambitious, a line from Box Hill to Mentone, would have run into £3,000,000.

Having had a series of conferences on the subject, the Councils of Northcote, Preston and Heidel-

berg, and the various local Progress Associations, decided that their idea would be met if the Board electrified the present private bus route from the corner of Queen's Parade and Heidelberg Road, Clifton Hill, along Heidelberg Road to Victoria Road, north to Dundas Street, along Victoria Road to Bell Street, east to Albert Road, north to Woods Street, the present terminus, and then on to Reservoir Railway Station.

With the electrification of the Bourke Street-Northcote-Nicholson Street lines, the extension of the latter to Blyth Street, the prolongation of the Burke Road line to High Street, Kew, from Whitehorse Road, and the electrification of the South and Port Melbourne bus routes as the immediate post-war tasks, there is not the slightest hope of a new tram route for years after the end of the war. The Councils concerned, therefore, have been informed that the Board does not think any useful purpose would be served by hearing a deputation on the subject at present.

Oakleigh Council has also invited consideration of its desire for tramway facilities in that municipality. No specific route was suggested, but a correspondent in "The Herald" declared that what is wanted is a direct line to the city. His proposal is for an extension along Dandenong Road from the intersection of Glenferrie Road, Malvern, to the Waverley Road intersection, and from there along Dandenong Road to Warrigul Road, Oakleigh, which would involve a run of approximately 10½ miles from the city. That distance is one which does not come within the scope of tramway operation. It is difficult to imagine any individual preferring a tram journey of 60 minutes to a train trip of 25 minutes.

COVENTRY TRAM RAILS TAKEN UP.

Following upon the disastrous air raids suffered by Coventry, the task of taking up the old tram rails has been completed. From the 2,725 tons of scrap metal, it is estimated, 10 tons of manganese and 3½ tons of copper have been recovered, enough, it is said, to provide material for 180 heavy tanks or 1,000 field guns.

As against which it might be said that the cost of taking up the rails would have provided enough money for 360 heavy tanks and 2,000 field guns!

BALTIMORE'S OPINION.

"In war and in peace, Baltimore Transit believes in electrics, depends on electrics, and keeps on buying electrics," says "Mass Transportation," New York, in chronicling the purchase of 75 P.C.C. trams.

Baltimore has now 462 of that type in operation, and it is recorded that when the day shift leaves the Fairfield Shipyards, on a staggered roster, 4,000 employees are moved every 20 minutes.

The transport system of Baltimore is so arranged that buses are confined to the light traffic lines, and act as feeders, while the trams serve the heavy routes.

DURBAN RECONVERTING.

A few years ago the Durban Corporation Transport Department was afflicted with the mania of scrapping perfectly good trams for buses. Those buses were to do all sorts of wonderful things—they were to minimise congestion in the streets, give a faster service, and so on. Of course they did neither, and after a few months it was realised that the buses were unable to cope with the increasing traffic demands. So the buses are to go, and tram tracks and overhead gear on one of the main routes are now being put into position.

WELLINGTON'S UNPROFITABLE BUSES.

Our own experience of the unsuitability of buses for handling mass traffic is duplicated by Wellington. Without taking depreciation and other standing charges into account, the operating expenses alone last year were 29.61d. per bus mile against a revenue of 22.91d. per bus mile. The operating deficit by itself was £7,665, and that debit, together with the depreciation and other charges, had to be met out of the profits of the trams.

The Wellington bus fleet is small compared with Melbourne, and carried but 1,674,216 passengers during the year, about one-sixth of the total we carry every four weeks.

MELBOURNE AND GLASGOW CONTRASTS.

Saturday and Sunday Spread of 15 Hours.

Having seen some reference in a technical journal to the working conditions of the Melbourne tramways, a friend in Glasgow has supplied the main points of the conditions which apply to the traffic staff of the Glasgow Corporation Transport Department. Some of the differences when contrasted with Melbourne are remarkable, and demonstrate what the staff is accepting in order to assist the nation's war effort.

Probably it will be agreed that the Glasgow men

showed their willingness to recognise abnormal times when they consented to a maximum spread of 14 hours for week days and 15 hours for Saturdays and Sundays, and a minimum time off between shifts of eight hours, conditions which must levy a heavy toll on physical stamina. The full comparison of the points mentioned by our correspondent is as follows:—

GLASGOW, 48-hour Week.	MELBOURNE, 44-hour week.
1. Average day's work in any depot not to exceed 8 hours.	7 hours 20 mins.
2. Maximum day's work not to exceed 8½ hours	9½ hours.
3. Spread limitation without meal relief 4¼ hours	4¼ hours
4. Minimum meal relief 45 mins.	40 mins.
5. Maximum spread— Weekdays 14 hours Saturday and Sunday 15 hours	12 hours. 15 hours.
6. Percentage of shifts to finish before 6.30 p.m., excluding Sundays 35%	Varies from 35% to 50%.
7. Any hours in excess of 7.20 on weekdays and 7.35 on Saturdays 1½ rate	Over 44 hours, 1st hour 1½ rate. All over one hour at 1½ rate.
8. Sundays—All work in excess of 7.35 1½ rate	1½ rate all day.
9. Time off between shifts 8 hours	10 hours.
10. All night work ordinary rates Shifts average 5¼ hours. Guaranteed 48 hours.	1½ rate. Stand by paid at ordinary rate.

WHEN BOMBS WERE FALLING.

During the various air raids on London, 146 of the staff of the Passenger Transport Board were killed and 422 injured. Since the war started, 407 of those who joined the Services have been killed. The number still serving is 22,104, while out of the total staff of 74,433 no fewer than 17,000 are women.

OUR BUS LOSSES.

War Establishment Services Very Unprofitable.

The Secretary of the Chamber of Automotive Industries (Mr. H. W. Harrison) has a pathetic belief that, with a little judicious handling, figures can prove any imaginative assertion. It is, of course, when routes such as we are compelled to operate are involved, rather difficult to prove that they can be worked profitably; but thinking as a bus protagonist that he was under the necessity of controverting the statement by the Chairman that we had a bus loss of more than £100,000 for the year which ended on the 30th June last, Mr. Harrison rose nobly to the occasion. With one magnificent gesture he

cast such trifles as interest, depreciation, sinking fund and loan redemption, payments to the Consolidated Revenue, and so on, into the limbo of forgotten things, and by the simple process of contrasting the revenue with the operating expenses alone he was able to demonstrate, apparently to his own satisfaction anyway, that for the years 1941-43 inclusive our buses had operated for profits of £150,031, £210,977 and £158,419. The actual figures for revenue, operating, standing and other charges, with the net results, were:—

	30th June, 1941	1942	1943
Revenue	£426,671	£672,469	£772,347
Charges	438,935	671,204	835,288
	Loss £12,264	Profit £1,265	Loss £62,941

There was, therefore, over those three years a net loss of £73,490 against Mr. Harrison's imaginary surplus of £519,427. As the Chairman remarked in his statement to the Press, "the difference between the fictional and the real should satisfy even Mr. Harrison's passion for inaccuracy."

Accepting the Chairman's figures as accurate, one or two letter-to-the-editor gentlemen lost no time in rushing into print with the declaration that the results demonstrated that private enterprise could do the job of transport by bus more profitably than the Board. To this assertion the best reply would be that, if it were possible, the Board would be only too glad to present the aircraft and munition routes to-morrow to private enterprise for nothing—and would throw the necessary vehicles in for good measure! The unfortunate individual who accepted such an offer would go "broke" before he knew what had happened to him. His experience would be precisely those of the Trak and Kintrak concerns 18 years ago, who thought that because their operating expenses were less than their revenue they were running at a profit, whereas in reality they were not making enough to pay the monthly instalments under their agreements with the bus vendors.

How impossible it is to run those services except at a ruinous loss will be evident when the details are reviewed briefly. To take the Fisherman's Bend services first, it is found that between 6.15 and 9.15 a.m. 258 trips are made to the Bend, which unfortunately means that a similar number of return journeys are made to the city practically empty. As a matter of fact, there are not sufficient passengers on those return journeys to make up "a fiver." For the succeeding five hours, 25 round trips, all highly unprofitable, more than take care of the traffic offering. The late afternoon finishing shifts require 219 trips to the city, which again means that the corresponding number of "down" trips are valueless from a revenue point of view, while between 6 p.m. and midnight only 65 trips are made. With award rates

and conditions in force, the utter impossibility of running services with such violent peaks at a profit can be realised.

An even more unprofitable route, relatively, is Coburg-North Essendon-North Fitzroy-Maribyrnong. There the variations go from 32 trips between 6 and 9 a.m. and one trip between 9 a.m. and 4 p.m. to three trips between 6 p.m. and midnight. Over all the aircraft and munition bus services, the fleets concerned are in the depots idle for more than 12 out of the 18 hours during which service is given.

THANKS FROM SANDERSON & CO.

The Chairman was highly gratified to receive the following letter from the well-known Melbourne shipping agents, Messrs. Sanderson & Co.:—

"During the last two years a number of British Indian seamen has arrived at Melbourne from India as crews for vessels to our Agency, while others again have arrived by train from northern ports for repatriation to their home country.

"The matter of transportation for these men would have presented insuperable difficulties but for the splendid services rendered by your Board in providing buses when required.

"There has never been an occasion upon which we have applied for your assistance which has not been met with a ready and willing response.

"In token of our appreciation, therefore, we are prompted to address this letter to you to thank you for this splendid service, and particularly to request that you be good enough to convey to your officers, Messrs. Hall, Chessell and Ritchie, our sincere appreciation of their unfailing courtesy and prompt help at all times."

SOMETHING LIKE TROUBLE.

Trams Keep Buenos Aires Transport Going.

Bad as we think our bus position, we are not within coo-ee of the troubles of the Buenos Aires Transport Corporation, the shareholders of which are being compelled to watch the rapid deterioration of part of their property while at the same time being dividendless. Owing to the fact that it is no longer possible to import new vehicles, spare parts and tyres from the United States, there were in May last nearly 1000 fewer buses and microbuses on the streets than at the end of June, 1943.

Just how bad things are will be evident when it is chronicled that in April last only 513 buses out of a fleet of 1,640 were on the road. Of the total out

of action, 442 were laid up through lack of spare parts, 425 through lack of tyres, and 260 because they are just mechanical wrecks beyond hope of repair. Out of 2,885 microbuses only 914 were at work. There were no tyres for 646, no spare parts for 331, while 994 were undergoing repairs.

As usual, the "disappearing" trams are keeping the undertaking going. While there were 1,470 trams running on the 1st June, 1943, the number operating in April last had advanced to 1,788, and every effort is being made to bring the total up to 2,000 before the end of the year.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the under-noted retiring gratuities have been voted by the Board:—

Ticket Clerk F. Dobbie, £542; Traffic Clerk N. C. Aitken, £483; Driver H. Allen, £448; Track Repairer G. E. Chatfield, £212; Driver H. W. Siebert, £436; Driver V. T. Roberts, £224; Senior Revenue Clerk J. W. Jamieson, £620; Traffic Clerk D. S. Buley, £542; Ticket Examiner H. V. Westwood, £542; Overseer Electric Running Sheds J. T. Pryor, £847; Control Supervisor A. Alderson, £698; Depot Master F. T. Sanders, £737; Depot Master J. T. Bradley, £854; Senior Insp. S. Oprey, £620; Watchman E. G. Bran, £428; Tradesman L. W. S. Skipworth, £495; Watchman J. Wallace, £476; Motor Driver S. Mongor, £507; Track Repairer W. Clark, £483; Track Repairer G. H. Prentice, £425; Pitman's Labourer D. Munro, £413; Labourer A. J. Williams, £390; Blacksmith A. E. Fimister, £499; Trad.-Asst. A. E. Vale, £413; Body-maker A. T. Vedmore, £495; Bodymaker W. Turner, £495; Pit.-Lab. J. C. Bowden, £413; Dr. A. J. O'Connor, £448; Con. R. Jackson, £448; Sig. W. J. Martin, £471; Dr. D. Mann, £448; Dr. P. d'Orsa, £448; Con. S. S. Hodges, £448; Senior-Insp. J. F. Williams, £620; Dr.-Snb.-Instr. F. M. Parkinson, £620; Watchman J. Williams, £476; Traffic-Checker P. J. Dear, £448; Watchman A. King, £428; Char. A. E. Gibb, £419; Dr. D. Dwyer, £448; Track-Repr. H. T. Ferris, £425; Dr. A. Cole, £224; Dr. G. McMahon, £448; Insp. W. H. Crighton, £581; Depot-Starter A. E. Chamman, £261; Con. F. H. Steer (returned soldier), £195, plus War Savings Certificates; Dr. J. M. Higgins, £452; and Dr. J. Curry, £322.

Many of those mentioned above have been retained in the Board's service.

Death gratuities have been paid in respect of Car Cleaner A. S. Astall, £265; Car Cleaner M. Lewis, £212; Con. H. A. Sheen, £224; and Dr. L. G. Zimmerman, £224.

Tramway Topics

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RECTIFIER EQUIPMENT.

Board's Staff Again Leads the Way.

Our undertaking is fast becoming an independent, self-supporting organisation, able from its own resources and staff to manufacture and produce much of what is required for a great transport concern. Those who ought to have known better declared some six years ago that the staff at Preston Workshops could not make controllers. When the Board insisted that the attempt should be made, Preston seized the opportunity and demonstrated that not only could it make controllers but that it could make them better and could supply them at just one-third of the price paid previously to private suppliers.

Now the year which closed at the end of June witnessed another departure for Australia, the manufacture and assembly of automatically-controlled rectifier equipments for 600-volt traction service by the Board's staff; only the glass bulbs and certain relays were imported from abroad. Of the other items involved, transformers, oil switches, instruments and certain devices were obtained from Australian manufacturers, while the whole of the balance, including a great variety of relays and switchgear devices, the fabrication of cubicles and the manufacture, assembly and wiring of switchboards was carried out by our own staff.

THE PREMIER LAUGHED.

Amid all the quite unnecessary confusion and uncertainty over transport to racing, football and other sporting fixtures which existed before the Prime Minister cancelled the order prohibiting the running of special trains, trams and buses, there was one bright spot of humour.

On the Wednesday following the prohibitory order, the Premier (Mr. Dunstan) and the Chairman discussed the situation over the telephone. Business finished, Mr. Bell remarked that he had noticed that the Premier and Mr. Cain had had a bit of a box-on the previous night in Parliament, and that Mr. Cain had invited the Premier to "come outside."

"Let me tell you, Mr. Premier," proceeded Mr. Bell, "that if you engage the Stadium for that meeting I won't be able to give you transport, as it will be termed a sporting fixture."

Like Little Audrey, Mr. Dunstan laughed and laughed and laughed. As did Mr. Cain when told the story.

TRAMS IN ROME.

A correspondent chides us gently for not having admitted that Rome is a large city which has discarded trams.

But how could we? There is a tramway system, and a most interesting inter-urban one, too, in Rome and its metropolitan area. The Castelli Romani Tramways start in Rome in the Via Regina Giovanna di Bulgaria on the south side of the Central Railway Station, and proceed south-eastwards by the Porta S. Giovanni along the Appian Way to Albano (15 miles), Ariccia-Genzano (18 miles), and Velletri (24½ miles), the journey taking one and three-quarter hours.

A branch from Albano runs to Lake Nemi. Near Albano is Castel Gandolfo, the summer residence of the Pope. There is even a cable tramway at Rocca di Papa!

THE TRAM SUPERIOR.

Bus Defects Three Times More Numerous.

Reliability, and low maintenance charges, are two of the features which tell heavily in favour of the tram as the best vehicle for mass transportation in a city.

When buses are operated on any scale, the interruptions to the services through the withdrawal of vehicles owing to the development of defects are numerous and make regular spaced running almost impossible of achievement. A glance at what happened to the Board's fleet in this connection last year is informative and instructive. During that period, 9,984 buses were withdrawn from service for the rectification of defects as compared with 3,465 trams, notwithstanding the fact that the average maximum number of trams running daily was 578 as against 228 buses. When the mileage basis is used, the comparison is still more strikingly in favour of the trams, for while there was a defect for every 853 bus miles, the tram defects worked out at but one for every 6,638 miles.

With the total of buses withdrawn because of defects showing the large increase of 3,869 compared with 1942-43, there is only too much reason to anticipate, with the ageing of the vehicles, a further increase this year. That, it would appear, can be avoided only if the Board succeeds in procuring from Man Power the additional motor and electrical mechanics so badly needed, and which would enable the Board to institute an overhaul and maintenance programme similar to that in force before the war.

GOLF AT WATTLE PARK.

Doubtless because of the improved condition of the course, and in particular the special attention given to the greens, the golf course at Wattle Park is attracting an ever-increasing number of players. Last year no fewer than 26,134 tickets were sold.

CALCUTTA TRAMS PURCHASED.

By virtue of the agreement of December, 1899, the Calcutta Corporation has notified the Calcutta Tramways Co. Ltd. that it proposes to purchase the undertaking as from the 1st January next.

The agreement provided that the Corporation would have the right to purchase the concern on

the 1st January, 1938, or on any seventh year thereafter, on paying 25 years' purchase of the difference between the average gross annual receipts and working expenses of the Company for the preceding seven years.

Over 77 miles of route the Company runs 350 trams and 161 buses.

ACCIDENT TOLL LESS.

But the Total is Still Over 7,000.

Although there were 7,074 accidents recorded by the Board in 1943-44, that total shows a decrease of 1,144 compared with 1942-43. Many of the accidents were of the most trivial character, and did not involve any injury to individuals or damage to rolling stock. Details of the classification of the accidents, together with the figures for the previous year, are:—

	1943	1944
Boarding and Alighting	1,820	1,329
Falling in Trams	225	167
Falling from Trams and Buses	284	263
Knocked Down	286	233
Collisions with Motor Vehicles	2,029	1,847
Collisions with Other Vehicles	221	212
Collisions with other Trams and Buses	215	151
Collisions with Persons	68	36
Miscellaneous	1,669	1,356
Accidents to Employees (ceased work)	748	799
Accidents to Employees (did not cease work)	653	681
	8,218	7,074

It will be noted from the above table that boarding and alighting accidents decreased substantially, from which it might be assumed that passengers are beginning to appreciate the warnings of the Chairman as to the dangers risked in attempting to board, or alight from, moving trams and buses.

Hundreds of the accidents shown above should never have occurred, and in some cases a momentary relaxation of vigilance has cost the Board hundreds of pounds. When an authority such as the Board is concerned, accidents, quite apart from the cost of repairing the damaged vehicles, and the loss suffered while the trams and buses are out of traffic, are expensive. Claims actually paid for compensation last year amounted to £19,647. So far as rolling stock is concerned, 197 trams had to be taken to the Workshops for repairs.

TRANSPORT JUBILEES.

Glasgow and Edinburgh Celebrate.

On July 1 last, the Glasgow Corporation Transport Department celebrated its golden, while the Edinburgh Corporation Transport Department held its silver, jubilee.

There are several points of similarity between the Glasgow and Melbourne undertakings. Both were originally operated by private companies on lease; both were taken over when the leases expired; both were electrified as soon as possible thereafter; both have been compelled to operate unprofitable bus routes, Glasgow to the housing estates, and Melbourne to aircraft and munition plants, remote from established transport routes and with off-peak traffic practically non-existent; and both, after the war, contemplate improving their rolling stock still further by building trams similar to the highly popular P.C.C. tram of the United States.

While the original cable lines of Melbourne, and the electric routes put down by the various Municipal Tramway Trusts between 1910 and 1916 were financed by money borrowed by the various Councils on the security of the rates, and while the Board has the power to impose a rate to make good any deficit, the tramways in Glasgow were constructed from the funds raised on the security of the Common Good Fund of the Corporation, and not upon the rates. No possible deficit can therefore fall upon the ratepayers. The danger of even the Common Good Fund losing seems to be astronomically remote. During those 50 years, the Fund has benefitted to the extent of more than £1,000,000, while the undertaking has been debt free since 1940.

Said Sir Patrick Dollan, formerly Lord Provost, and who as Chairman of the Transport Committee had vehemently opposed the proposal to convert some routes to trolley buses, "our policy of continuing trams as against trolley and Diesel buses has been proved right, as but for the trams the Transport Department would never have been able to give the transport service it has rendered to the war effort throughout the war years."

In the Scottish capital, the Edinburgh Street Tramways Co. commenced operations in 1871, and developed a system on the more level routes suited to animal traction. The year 1898 saw the Edinburgh Northern Tramways Co. open the first cable routes in the steep streets to the north of Princes Street, and the Edinburgh and District Tramways Company started additional cable routes in 1899,

chiefly because an idea prevailed that the presence of overhead wires would detract from the beauty of Princes Street. On July 1, 1899, the Corporation took the working of the 25½ mile system into its own hands, while the following year, consequent upon the amalgamation with the Burgh of Leith, nine miles of electric routes were acquired. In 1922, electrification was started, and the work took 53 weeks under the management of Mr. R. Stuart Pilcher, now General Manager of the Manchester Transport Department.

THE SOFT ANSWER INDUCED MOVEMENT.

As usual, the double-decker bus going down Bourke Street at about five o'clock the other evening was packed. By standing in the doorway a generously-nourished lady did nothing to assist movement. "Am I in the way here," she asked the conductor. "Not at all, Madam," politely replied the conductor, "it's quite all right; only four people were killed there yesterday."

The lady moved.

ONLY SEVEN POLICE PROSECUTIONS.

Although the Board's trams and buses ran 31,524,240 miles last year, the police did not find it necessary to prosecute any more than seven of the employees for traffic offences. Three of the seven cases were dismissed, while in the remaining four fines aggregating £4/10/- were imposed.

Prosecutions for offences against the Board's bye-laws numbered 63, and in each case a conviction was secured, the fines imposed amounting to £143/8/-, and the costs to £52/18/6.

MONTREAL'S HUGE EXPENSES.

Although the revenue of the Montreal Tramways Commission for 1943 was £4,864,481 from 354,359,555 passengers, the expenses, including taxes and rental to the City of Montreal, amounted to no less than £4,863,830, leaving a surplus of but £651 as compared with £13,657 for 1942.

Of the total passengers, 288,327,630 were carried by tram, 63,021,553 by bus and 3,010,372 by trolley bus. During the year traffic increased by 10.95 per cent. In all, revenue went up by £456,179, but the expenses were £469,184 greater.

NORTHCOTE-PRESTON SUGGESTIONS.

Councils Asked to Guarantee Five Years' Loss.

While the Board had suggested to the Councils of Northcote and Preston that in view of the big programme of post-war work already scheduled no good purpose would be served at present by receiving a deputation to discuss tramway extensions in those municipalities, the Chairman, after representations by the Hon. John Cain, M.L.A., consented to hear the suggestions, and Cr. Gray and Cr. Andrews were the respective speakers for Northcote and Preston.

Cr. Gray outlined Northcote's proposal, a branch line from Queen's Parade at the junction of Heidelberg Road, along Heidelberg Road to Jeffrey Street, north along Jeffrey Street to Victoria Road, and then north along Victoria Road to Dundas Street, while for Preston, Cr. Andrews said that they desired that the proposed line should continue from Northcote via Dundas Street to Victoria Street, Bell Street, Albert Street, Eileen Street, Angliss Street, Summerhill Road, Boldwood Parade, Broadway, and Edwardes Street to Gilbert Road, West Preston, thus completing the circuit with the West Preston route.

The Chairman, in his reply, said that so far as extensions to the existing routes in the Northcote and Preston areas were concerned, the Board would have to work in conjunction with the Housing Commission, and then, in his opinion, in view of the undoubted losses which would be suffered in the early years, extensions to the housing scheme areas could be made provided the Councils guaranteed the losses for five years, in accordance with the municipal guarantee provisions of the Tramways Act. The Camberwell Council, he informed the deputation, had followed that procedure, and had benefitted very substantially.

When the Chairman reported the matter, the Board endorsed that reply and decided to give further consideration to the requests after the intentions of the Housing Commission are known. Generally, looking to the many requests which have so far been received and to proposals which will be received in the future, the Board considers that extensions in outlying areas must be constructed under municipal guarantee; but that in some cases not even that guarantee would induce the Board to embark upon the desired construction.

The programme of post-war works, estimated to cost £1,735,000, already decided upon, and which will be started after the war ends, will take several years to complete.

TRAMS STOPPED IN EIRE.

Due to the acute fuel shortage, all trams in Eire have been stopped from the beginning of July.

FROM THE BARBER'S CHAIR.

Many weird and wonderful statements and suggestions find their way to the Board's Publicity Department. Usually all that they are worth is a smiling denial. The other day, however, the Chief of Staff of one newspaper, through his representative, made the extraordinary intimation that his barber had informed him that the Board had selected the Glen Iris tram for the new route over Queen's Bridge to William Street. It was intimated to the reporter that apparently barbers in the Toorak, East Malvern, Caulfield, Elsternwick, Glenhuntingly, Carnegie and East Brighton districts had also secured exclusive information that these routes had been chosen, whereas the fact was that as construction would not be completed until about the end of the year no plans had yet been made for servicing the line.

Probably it was a gentleman of the same profession who invented, for the benefit of the "Argus," the yarn that "the West Coburg tram is being extended." The Chairman had to intimate that such a work was neither in progress nor contemplated; and that if the line had to be extended to meet the needs of the contemplated housing scheme, it would be done only after the Coburg Council had made the necessary roads and agreed to bear the losses for the first five years of operation.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the under-noted retiring gratuities have been voted by the Board:—

Car Cleaner W. C. Gadsby, £224; Con. T. W. H. Russell, £226; Dvr. J. J. Gravell, £452; Dvr. A. R. Knight, £452; Dvr. H. Burdett, £452; Con. H. M. Crave, £226; Dvr. T. A. Hobbs, £452; Con. E. T. Maxfield, £226; L-Hand Carpenter H. G. Ryall, £538; Dvr. J. H. Russell, £226; Dvr. A. Burland, £243; Bus Dvr. L. T. Miller, £237; and Charman A. D. Williams, £211.

Death gratuities have been paid in respect of Blacksmith's Striker J. D. Castleton, £206; Sub-Overseer E. J. Grange, £320; Dvr. R. H. Neilson, £220; Dvr. A. L. Keenan, £226; and Dvr. R. H. Church, £226.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 2

November, 1944

Number 23

SICK PAY FACTS.

59,509 Days Were Paid For Last Year.

Statistics prepared by the Sick Pay Officer show that out of a total staff of 5,542, two women and 30 men received the maximum of six months' sick allowance during the year which ended on the 30th June last.

In all, 2,447 (19 officers, 1,627 men and 801 women) received the allowance for 59,509 days, the money involved, £8,458 (an increase of £1,054 over the previous year) being distributed thus:—Electric, £6,583; bus, £1,721; staff, £154.

Excluding officers, 50.64 per cent. of the electric, and 52.13 per cent. of the bus, employees received sick pay. One curious fact is that the average duration of illness was greater among the men on the electric side than among those employed on the bus side, 27.11 days against 20.03, but higher on the bus side for women, 22.03 days as contrasted with 21.54 days for the tram side.

The average sick pay over the whole year worked out at 3.63 days per man in the service and 5.82 days for women.

BOMBED BUT UNDISMAYED.

London Traffic Men Suffer but Carry On.

In London, during June, July and August, when the Hun did his worst with flying bombs, the staff of the Passenger Transport Board did not worry about 40-hour weeks—probably they would think they were on holiday if they worked less than 50 hours per week—or stop-work meetings, or broken shifts, but, according to the General Manager in

his report to the Board, "carried out their duties without regard to their own personal comfort and with the greatest possible efficiency and cheerfulness . . . during very trying and difficult conditions."

Considering that more than 2,000 were killed and injured during that period, that little phrase, "very trying and difficult conditions," must stand as a typical example of the British habit of under-statement. There were hundreds of cases of bravery and devotion to duty without a thought of self. There was, for instance, the driver who had his bus damaged and half of his passengers injured. He saw the injured taken off to hospital and then he coolly drove the damaged vehicle back to the garage and asked for another one so that he could complete his shift. Then there was Mrs. Woods, a conductress. The blast from a bomb blew her from her bus into a potato field. Calmly she picked up her scattered belongings, went back to her bus and gave the driver the bell to proceed.

And there was 60-year-old Driver Woods. He watched a bomb commence its dive, and decided that if he drove ahead he would escape. The bomb fell 100 yards behind him, and his acceleration then for a second or two owed nothing to petrol! The following day blast shattered all the windows of his bus.

But he carried on.

FARES AND COSTS.

A Post War Problem for Transport.

Reviewing the past year at the annual general meeting of the largest road transport undertaking

Tramway Topics

in Britain (Tilling's, Limited), the Chairman (Sir Frederick Heaton) mentioned some of the difficulties that will confront public transport undertakings when peace returns. As with our own Board, the costs of operation continued to rise during the year, and were vastly in excess of pre-war levels. These costs, again as in Melbourne, have been met without any increase in fares, thanks to the exceptionally high traffic receipts; but it is obvious that income will not be maintained at its present level for any lengthy period after the war ends.

What will happen then? As Sir Frederick sees it, transport costs will have to be adjusted to the economic conditions of the country. That is a generalisation which does not get one very far; it is so vague that doubtless the officials of the Transport Workers' Union are looking at it with a certain amount of suspicion. But with the war entering its final stage, most transport concerns must be wondering whether they will be able to raise fares to balance the inevitable reduction which is bound to take place, and so preserve the present high level of wages, or whether they will be able to effect a reduction in expenditure which will meet that decline in revenue. It appears certain that no undertaking will be able to maintain the present expenditure level on the existing fares when traffic returns begin to slump.

A decidedly awkward situation will face all, but particularly those who have neglected, or been unable through Treasury exactions—this remark applies only to British concerns, all of which have to pay Income Tax—to build up ample reserves during the years of plenty for the renewals of rolling stock and equipment at the conclusion of hostilities. With new rolling stock impossible to get during the last five years and with spare parts in but scant supply, depreciation has taken place at an abnormal rate, with the result that vehicles, new in 1939, are now, generally speaking, in a deplorable state and will be fit for nothing but the scrap heap when the last shot is fired. With reserve renewal funds unable to meet replacement costs in their entirety, not a few undertakings will be compelled to borrow in order to finance their programmes, and that cannot but fail to add to their difficulties.

Fortunately, thanks to the foresight shown by the Board in procuring Parliamentary sanction for increasing the appropriation to reserves from 6 to 9 per cent. of the capital value of the undertaking, these considerations do not apply to our business,

which is really in a unique financial position. While we shall unquestionably have to face a much lower revenue shortly after peace, we shall be able, from our own resources, built up during the last four years, and which will be added to until the end of the next financial year after the cessation of hostilities, to carry through all the track reconstructions and rolling stock renewals required.

FAWKNER TRAM PROPOSAL.

Estimated Loss of £36,000 in Five Years.

Once again the Public Works Committee of Parliament is investigating a proposal to extend the North Coburg tram to Fawkner Cemetery. As on the previous occasion, strong opposition is being offered by the Railway Commissioners, who point out, justifiably, that the extension would parallel the railway to Fawkner for about a mile, and that any small convenience derived from the extended tram service would be more than offset by the loss to the railways.

Nor is the Board enamoured over the proposal, which can be regarded as economically unwarranted and unsound. Due to the fact that the area around Fawkner is unsewered and lacks other facilities, development during the last 20 years has been negligible, and with the Housing Commission selecting other districts for their schemes it does not seem likely that the Merlynston and Fawkner locality will make much more progress for years to come. Whether that be the case or not, it is certain that in the immediate post-war years tramway extensions which will serve housing schemes will have to receive priority over those promoted and inspired solely by local optimistic patriotism.

Giving evidence before the Committee on behalf of the Board, the Manager estimated the capital cost of the proposed extension, with rolling stock, at £56,500, that the annual standing charges with operating costs would be £9,205, and that the additional revenue which could be expected would amount to but £1,583. Basing his figures on the assumption that there would be double track to Boundary Road, and single track to the cemetery, he estimated the results for the first five years as follows:—

	Op. and Standing	Charges	Revenue	Loss
First year	£9,025	£1,583	£7,442	

Tramway Topics

Second Year	9,109	1,741	7,368
Third Year	9,195	1,915	7,280
Fourth Year	9,283	2,107	7,176
Fifth Year	9,374	2,318	7,056
Total loss for five years			£36,322

In the face of these figures, it is not likely that the Coburg Council will be willing to force the Board to construct the line under the municipal guarantee provisions of the Tramways Act, even if the proposal is approved by the Parliamentary Committee.

PIGS, NOT CENTIPEDES.

The General Manager of the Stalybridge Transport Board, shortly after the outbreak of war, formed a pig club, and within a few days the staff took up 2/- shares to the value of £150.

With each member bringing the household refuse, the feed problem was solved, and thrice yearly pigs were slaughtered, half, according to the regulations, being sent to the public market and the remainder divided among the shareholders. All joints are numbered and balloted for, a method of distribution adopted as the result of the first experience. Slips were sent out enquiring which joint was preferred. Eighty per cent. indicated joints from the legs, which caused the General Manager to remind the members that he was killing pigs, not centipedes!

TRAM OPERATORS IN BRITAIN AND U.S.

Frequently queries reach us as to the extent trams are operated in Britain and the United States. An answer given in July last in the House of Commons by the Secretary to the Ministry of War Transport shows that in Britain to-day 58 Local Authorities and eight private companies are running 7,207 trams. The largest operator is the London Passenger Transport Board with 1,316.

In the United States, on the 30th December last, the number in daily use was 27,250.

TRAMWAYS A SHORT HAUL PROPOSITION.

Passengers carried during the last financial year numbered 250,083,082, or 13,278,460 more than the previous year.

Proof of the assertion in "Topics" for August that tramways are a short-haul proposition is found in the fact that 78 per cent. of the total fares were 3d. or under.

VEGETABLES FROM WATTLE PARK.

During the twelve months which ended on the 30th June last, 2½ tons of onions and 36 dozen cabbages were grown at Wattle Park and distributed to the hospitals, while 45 lbs. of onion seed was produced for Britain.

POSSIBLE GLASGOW DEVELOPMENTS.

Reserved Tracks and Underground Routes.

Tentative suggestions for the future development of transport in Glasgow formed the main feature of the Glasgow Corporation Transport Department's exhibit at the Glasgow Municipal Exhibition towards the end of August.

A large working model illustrated a projected scheme of tramway development, embodying a combination of reserved tracks on the surface in the outer districts and shallow tunnels in the centre of the city, together with the employment of single deck cars of the P.C.C. type and loop termini.

These proposals have been put forward by the General Manager (Mr. E. R. L. Fitzpayne) for consideration. He believes that in Glasgow the tramway system, aided by ancillary bus services, has proved itself best suited to the local conditions. Among the advantages he foresees in the tramcar's new role are the comparative freedom from accident of the reserved tramway tracks and the lessening of traffic congestion in the central city areas. Routes from the suburbs would go underground on the approach to the busy centre, and link up with existing underground stations, where convenient. Tram stations might be built underground at other points.

Mr. Fitzpayne's idea of city transport is a system of high-speed light railways or tramways on those roads suitable for them, aided where necessary by the use of tunnels linked up with trolley-bus services, and, for the lightest traffic, petrol or diesel buses. The existing underground in the city would be unlikely to be extended; it would act instead as an auxiliary to the new projected tramways.

FROM THE BUS DEPARTMENT.

During the year which ended on the 30th June last:—

The time lost at the Central Bus Garage through absenteeism was the equivalent of 10 men per working day, as compared with 8.7 men last year and 7.3 men for 1942.

Thirty-one men—16 from the Army and 15 from the Navy—were trained in Diesel engine operation and maintenance.

There were 799 accidents to buses, mostly of a minor nature; but each vehicle required some repair.

Out of 315 buses in service, the greatest number out of action on any one day was 72.

The number of vehicles fitted with producer gas units was reduced to 44.

Articles manufactured for the Stores Branch and other Departments included brake pins and washers, bus governor locating pins, swivel brackets and bus ticket punches, keys, washers, gear wheels, throttle valve parts, engine bleeder valves and fuel pump parts.

GLASGOW'S BAD YEAR.

With wages costs rising steeply, resulting in an additional expenditure of £359,636, the Glasgow Corporation Transport Department had a loss of £145,588 for the year which ended on the 31st May last as compared with a profit of £80,295 the previous year. The trams were run at a loss of £87,488, while the buses had a debit of £85,711; but for the first time the underground recorded a surplus (£27,611).

Steps have since been taken to restore the financial position. The 1½d. and 2½d. fares on the trams have gone to 2d. and 3d., and the maximum fare has been raised to 4d. On the buses all the

fares have been increased considerably. The new scale of fares will, it is estimated, convert the present deficit into a surplus of £90,000. Even with the increases, the Glasgow fares are still lower than in Birmingham, Manchester, Liverpool, Sheffield and Edinburgh.

CONFERENCE WITH THE O.T. AND M.O.E.A.

With the result of the ballot held on the 19th October so decisively in favour of conducting negotiations, the Board felt justified, at a special meeting on the 2nd inst., in rescinding its motion of the 24th September deciding that in future all claims by the Employees' Association in regard to wages and conditions must be dealt with by the Arbitration Court.

The points upon which the Association desires to confer with the Board are:—

- (1) Long service leave;
- (2) Twenty-eight days' annual leave;
- (3) Abolition of broken shifts on Sundays, and late shifts;
- (4) Increased wages rates; and
- (5) War loading of 6/- and war bonus of 5/- to be included in the wage rate.

The Board will receive the deputation on the 16th inst.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the under-noted retiring gratuities have been voted by the Board:—

Stat. Clerk R. A. Jamieson, £514; Dr. J. C. Davey, £452; Dr. H. Hatter, £226; Con. R. P. Rankin, £452; H. E. Toll, £440; Dr. J. Badley, £226; Dr. W. H. Glen, £226; Welder J. H. Baines, £510; Cleaner J. M. Downie, £417; Pitman R. J. Bartlett, £452; Pitman H. P. Shirley, £464.

Death gratuities have been paid in respect of Car Painter C. W. Adams, £243; Dr. J. Whelan, £226; Dr. E. S. Wilton, £226; Dr. H. C. A. Grant, £226; and Con. G. E. Holland, £208.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 2

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Number 24

TO THE STAFF.

Seasonal Greetings From the Chairman.

It is again my privilege and pleasure to wish you all, on behalf of the members of the Tramways Board and myself, a Happy Christmas and good health and prosperity in the New Year.

So far as our undertaking is concerned, the year that is dying has seen us set new records in achievement, notwithstanding the many difficulties with which we have had to contend; while in the wider sphere of the war we have seen our cause advance persistently and triumphantly ever nearer to its predestined end—victory.

During the year the Board has, I think I can claim truly, again demonstrated its desire to make the conditions of service as attractive as possible. There is, indeed, no similar undertaking anywhere which offers such benefits as those enjoyed by the Board's staff. Men who have served with the Forces can now at 60 years of age, provided their health does not permit them to continue at work, retire on the full gratuity of four weeks' wages or salary for each year of service to a maximum of 78 weeks; while sick leave can be accumulated to a maximum of 10 weeks, the unexpended portion to be taken with full pay at the end of each 10-yearly period. The latter concession will, I hope, decrease substantially the number of men between 45 and 60 years of age who just now normally leave the industry for health reasons.

Good luck to you all.

H. H. BELL,
Chairman.

CHRISTMAS GIFT FOR SERVICE EMPLOYEES.

As in the two previous years, each employee of the Board who is still serving with the Forces will

receive a gift of £2 at Christmas.

Where possible, the amount will be paid direct to the wife or dependant of the employee on production of the allotment card, except in those cases where the wives are employed also by the Board. In those cases, the £2 will be credited to the account of the men concerned pending their return. The wives, of course, received the bonus given to employees at the end of the financial year.

THE NEW ROUTE.

Probable Rearrangement of Services.

Normally, when a new line or extension is completed, service begins the first Sunday after Permanent Way has notified Traffic that the track is available. The new track linking up St. Kilda road and William Street via Queen's Bridge has been completed, but unfortunately staff difficulties will prevent the immediate opening of the line. The guess of readers as to the date when service will be started is every whit as good as ours is likely to be. When the route is opened, the rearrangement of services is likely to be:—

1. The West Coburg 10 minute base service to be extended to St. Kilda Beach all day.

2. At peak periods, approximately 25 per cent. of the cars on Swanston Street services (excepting South Melbourne-St. Kilda Beach) will be diverted via William Street.

3. During slack periods, the Swanston Street services will remain as at present, with passengers having the right of transfer to and from the William Street cars at Park Street and Domain Road.

4. The running time to Dudley Street via William Street will be the same as to Franklin Street via Swanston Street.

5. The William Street service will be 10 minutes during the slack periods, and if necessary a five minute service by operating short-section cars be-

Tramway Topics

tween Dudley Street and Domain Road. In the morning peak, a 10-minute service will run to Dudley Street from Camberwell, Carnegie, East Brighton, East Malvern, Glen Iris, Toorak and St. Kilda Beach, while in the evening peak, from 4.30 to 5.35, there will be a 10-minute service from Dudley Street to the same destinations. From 5.35 to 6.5 p.m. there will be a 10-minute service to St. Kilda Beach and Carnegie, and a 15-minute service to Camberwell, East Brighton, East Malvern, Glen Iris and Toorak.

EX-SERVICEMEN'S REQUESTS.

Does Any Fit Man Want to Retire at 60?

Probably not even the members of the deputation from the Tramways Sub-branch of the R.S.S. and A.I.L.A. who waited on the Board and asked that ex-Servicemen should be permitted to retire on full gratuity at 60 years of age expected the request to be granted. It is still more probable that no former Service man in the full enjoyment of good health wants the choice of retiring so early. No work; nothing but trying to fill in a procession of empty days—horrible!

Rejecting the request, the Board pointed out that it had in January last recognised that in many cases war service had shortened an employee's working life, and had for that reason granted the concession that where an ex-Service man had reached 60 years of age and had been certified by the Medical Officer as incapacitated for further tramway work, he could retire on the full gratuity of four weeks' salary or wages for each year of service up to a maximum of 78 weeks. Already all employees had the option of retiring at 60 on a maximum gratuity of 52 weeks' salary or wages, and the Board could not see its way to increase the gratuity to 78 weeks in the case of Service men who are able to continue in employment.

The request for payment for full time lost in attending the Repatriation Department was perhaps made without full knowledge of the resolution passed by the Board in 1927. The Board decided then that all ex-Service men required to attend the Repatriation Department could be relieved from duty without any deduction for time lost up to four hours. There is no instance on record where a man has been detained anything like that period, and consequently no man has ever lost any money through attendance for treatment or examination. That resolution is still in operation, and up to date there has been no necessity to alter it.

So far as preference to returned men in appointments and promotions is concerned, the Board at present has regard to the provisions of the Discharged Servicemen's Act and the awards of the various Unions, and, just as the Board has recognised the monetary sacrifice of Servicemen by granting them War Savings Certificates and Bonds up to a maximum face value of £300, so it will in the future regard sympathetically the conservation of their interests.

Appreciating the advantage to discharged Servicemen of suitable clubroom accommodation, the Board intimated its willingness to give, at its pleasure, an annual subsidy of £50.

REPAIRING TYRES ON THE HOOF!

In the United States it is no longer necessary to take tyres from the wheel, or even the wheel from the vehicle, to patch cuts on the outside of the casing. The Pacific Gas and Electric Company has developed an electrically-heated 400-watt vulcanizer which is clamped over the wound to seal on the patch. The cut is prepared by roughening with a rotary file propelled by an electric hand drill, rubber cement is applied and allowed to set, then the hole is filled with 1/16in. rubber stripping stock. After a 15-minute warm-up, the vulcanizer is applied over a contact plate shaped to fit the tyre and heat applied 12 minutes for each layer of stripping stock.

TRIBUTE TO TRAFFIC OFFICERS.

Chairman Receives a Gratifying Letter.

A gratifying tribute to the Board's Traffic officers by a high executive of one of Melbourne's newspapers was received by the Chairman the other day.

"I have often felt prompted," wrote the Chairman's correspondent, "as a constant traveller in the trams four times a day on the South Melbourne-St. Kilda Beach line to write to you to express appreciation of the splendid manner in which the traffic is handled by the official on the safety zone outside the Town Hall, Swanston Street, during peak periods. I feel I should do so now that the Lord Mayor has made some comment on tram drivers 'beating the lights.' Of course, that may happen on occasion, but I should think rarely, and certainly not when an Inspector is directing the traffic.

"The official I refer to shows great intelligence

in handling the traffic, and particular courtesy when questioned about trams. He seems to have a happy knack of seeing that people get the trams they want by noticing the movement of people towards a tram and seeing they get aboard before the signal is given.

"I have used this safety zone for years, and the same official has been in charge for a considerable time. I remember a year or two ago when on another zone hearing an elderly man say that he had had to let several of his trams go by because he was not in the right place to get aboard. I think the official I refer to would see that such a passenger did get aboard. He seems to keep a watchful eye on everything and everyone. I may say the loud speakers are a great success.

"I daresay your other traffic inspectors are equally efficient; but I feel I would like to let you know my experience of the official controlling the zone I use so regularly."

In reply the Chairman expressed his appreciation of the compliments paid to the traffic officers, and said that he would have much pleasure in conveying the message to the official mentioned particularly, the Assistant Traffic Superintendent.

INFRARED WARMS BUS ENGINES.

Lack of garage space forced the Philadelphia Transportation Company to store 27 buses outdoors last winter. To keep the engines warm enough to start, the company installed four 250-watt infrared lamps in a wood-lined 27 x 42 x 16in. pit below the under-floor engine of each parked bus. With an outside temperature of 3 degrees F., a crankcase temperature of 85 degrees and a cylinder-wall temperature of 50 degrees were maintained. The installation cost 107 dollars per bus, while the power cost worked out at 28 cents. per day.

LOUD SPEAKERS A SUCCESS.

With the loud-speaker equipment on the Town Hall safety zone such an obvious success in reducing congestion, efforts are to be made to induce the City Council to permit the erection of similar equipment at Bourke Street and Flinders Street.

It is interesting to note that the London Passenger Transport Board has adopted the idea. By the end of September last loud speakers had been installed at 12 busy Underground stations, and other six stations are to be supplied as soon as possible.

Tramway Topics

At all the stations, the Board reports, it has been found that the loud speakers assist considerably in handling traffic, particularly where trains have to be reversed or traffic directed to other routes.

BACK TO LIQUID FUEL.

Britain Abandons Compulsory Producer-Gas.

In a recent issue we referred to the fact that the British Government's scheme to compel the operators of commercial and passenger vehicles to convert 10 per cent. of their rolling stock to producer-gas had failed against the resistance of most of those concerned, and that the percentage had been reduced to 5. It was added that this was probably the end of the scheme, the only result of which had been an appalling wastage in tyres for a microscopical saving in petrol and Diesel oil.

On September 23 last the Minister of War Transport announced officially the death of the plan. "In the light of the improved war situation," it was stated—curious how officialdom can never confess to having made a mistake—"it has been decided that the scheme can now be closed down. Operators of goods or passenger vehicles who so desire may therefore revert to liquid fuel operation."

The London Passenger Transport Board, which had been trying, with disastrous results to the temper of staff and public alike, to run its country bus services on producer-gas, led the rush back to liquid fuel, and the Scottish Transport Company, whose head, Sir W. Mitchell Thomson, had never lost an opportunity of criticising the scheme because of its drain on man power and rubber, lost no time in following that example.

The wasteful inefficiency of producer-gas was recognised by everybody in Britain after a very short experience, and opposition to the Government's scheme was so strong that even at the peak period only 913 public service and 910 goods vehicles, with 650 private cars, were running on it. From the latest transport journals to arrive here, it is gathered that only one subsidiary of the Tilling Group, operating in the flat country of East Anglia, is to continue with producer-gas.

TRAMWAYS IN AUSTRALIA AND RUSSIA.

"Argument," Camberwell.—(1) According to the figures published by the Commonwealth Statistician for the year which ended on the 30th June, 1943, the mileage of electric tramways in the various

Tramway Topics

States were:—Victoria, 171.30; N.S.W., 163.44; South Australia (including particulars relating to motor buses), 79.99; Western Australia, 69.59; Queensland, 62.93; and Tasmania, 29.44. (2) In 1939, the last year for which figures are available, the trams, buses, trolley buses, subways and "river trams" of Moscow carried 2,578,122,000 passengers. Of that total, much more than half, 1,837,000,000 to be exact, were conveyed by tram. In that year, 9,822 trams were operating in 76 Russian cities.

RETIRING AND DEATH GRATUITIES.

Since our last issue the under-noted retiring gratuities have been authorised by the Board:—

Conductor K. M. Hall (49), £226; Tradesman's Assistant W. J. McLean (58), £208; Con. D. S. Giroud (43), £226; Track Repairer J. Jordan (64, Returned Soldier), £396; Dr. R. C. King (65), £452; Night Telephonist A. D. Herd (65), £440; Pitman J. Law (61), £285; Dr. A. E. Giles (65), £452; Dr. P. J. West (48), £197; Con. J. A. Byham (60), £301; Dr. A. Thompson (48), £226; Leading-Hand Painter J. McGuire (65), £528; Dr. C. W. H. Nixon (45), £226; Con. E. A. Chalice (47), £208; Con. H. D. Neville (58), £226; Tradesman J. Cuthbertson (65), £499; Foreman Tunnel Cleaner H. A. Bellman (65), £510; Leading-Hand Lab. J. P. Bassett (65), £484.

Death gratuities have been paid in respect of Con. J. T. H. Merison (61), £301; Depot Starter A. K. Smith (63), £351; Dr. A. C. Morgan (64), £301; Paint-Mixer J. Appleby (54), £230; Rev. Clerk R. B. Smith (54), £292; and Pitman D. A. Turner (60), £309.

THE CHAIRMAN'S REFLECTION.

The Chairman was rather surprised over the number of people who hastened to point out a typographical error in our last issue, which resulted in the passengers carried being shown at 250,083,082 for the year, instead of 350,083,082.

The incident occasioned the reflection by the Chairman that if all those so anxious to report a mistake were one-tenth as keen to send in contributions, he would have to at least treble the size of "Topics."

Mr. Bell takes this opportunity to again remind the staff that he will welcome contributions to "Topics" from all Departments.

PRESIDENT'S LAST APPEARANCE.

Following upon the vote of the members of the A. T. & M. O. E.'s Association, the Board reciprocated by agreeing to resume those round-table conferences which have resulted in so much gain to the industry during recent years. The meeting to hear the representations on the five requests made by the Association was held on the 16th November last. As the Chairman made the notes of the deputation available to the "Tramway Record," it is not necessary to publish them here.

There is no question that the conference was one of the most agreeable yet held, and was made notable by the very fine speech by the President (Mr. Cousland)—a speech which evoked generous and genial applause from the members of the Board. Mr. Cousland thus capped his years of great service to the members of his Association with a performance which he can look back upon with unstinted pleasure.

Mr. Broadby (to whom congratulations on his election as President) also impressed the Board by his speech and the manner in which he presented his case indicated that the high standard set by Mr. Cousland is to be maintained, to the advantage, it may be certain, of all concerned.

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THE FAWKNER TRAM PROPOSAL.

Some comment has been made over the fact that, notwithstanding that the Board, in addition to the Railways, has expressed opposition to the proposal to extend the North Coburg line to Fawkner Cemetery, the Board has presented a special construction scheme to the Minister of Public Works.

The actual position will be understood when it is pointed out that the Board has no option in the matter; the Tramways Act provides that when the Minister asks for such a scheme, the Board must comply with the request. That submission in no way commits the Board, for the matter must then be the subject of an inquiry by the Parliamentary Committee on Public Works. That Committee may recommend the rejection of the proposal, in which event it is dead; but if it recommends it, a special Bill authorising the work must then be passed. Even then it does not follow that the work will be tackled at once; other projects may be of greater importance and urgency. An instance is the St. Kilda Beach via South Melbourne route. That line was authorised years before the Board was constituted. Construction did not take place until 1925.

Tramway Topics

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THAT REJECTED OFFER.

Already Two Employees Have Lost £242.

While it is highly probable that the majority of the 483 members of the A. T. & M. O. Employees' Association who attended the general meeting on the 14th inst. did not appreciate the extent of the offer by the Board of long service leave and greatly liberalised retiring and death gratuities, it is doubtful if they imagined that the rejection of the Board's scheme would so soon affect materially two members of the Association who, unfortunately for themselves and their families, have been certified medically unfit for further service and have been retired.

Member A, with 36 years' service, goes out with a retiring gratuity of £211, while Member B, after 25 years' service, leaves with £226.

But had the Board's offer been in operation, Member A's cheque would have been £384, while Member B would have received £289.

The rejection of the Board's offer, then, has deprived these two members of £179 and £63 respectively.

THOSE RESERVE FUNDS.

Why They Are Raised and How They Are Used.

It is extraordinary how some people seem to take perverse delight in exposing their own lack of knowledge of the particular subject they happen

to be discussing. A speaker at the general meeting of the members of the A. T. & M. O. Employees' Association on the 14th inst. made the astounding assertion that the Board's Reserve Fund—which he placed at £3,500,000—could be used to give improved working conditions. A few seconds devoted to the Tramways Act, and another few to the Board's accounts, would have shown him

- (1) That the Board's Reserve Funds can be accumulated and used only for certain specific objects. (See Sections 24, 25, 26 and 27); and
- (2) That the Board has no Reserve Fund out of which it could finance higher wages or improved working conditions, and has no power to establish such a fund.

As there appears to be a general lack of understanding in connection with the Reserve Fund, it may not be unprofitable to explain just what it is, how it comes to be established, and just how it is used. In the first place, the Board's assets are purchased, or constructed. Naturally these assets are subject to depreciation; trams, buses, tracks, machinery and other plant, overhead gear, all wear out. One method adopted generally to provide for the replacement of those wasting assets at the appropriate time is to set aside each year a specific percentage of the original cost, the idea being that when the asset has reached the end of its life the amount at the credit of this Depreciation Account will be sufficient to purchase new equipment. In the case of the Board, the method adopted is that which is laid down in Section 24 of the Tramways Act, by which provision for depreciation is made,