

following upon the acceptance of the offer made by the Board, all are now receiving the payment of 3/- per week. The retrospective payment to the 27th November last was made last week.

In due course, also, a uniform penalty rate of 10 per cent. to all non-traffic employees paid under the Tramway or other Awards (other than the Watchman's Determination) where they at present receive less than 10 per cent. for all work performed while on all-night shift commencing not earlier than 10.30 p.m. nor later than 12.30 a.m., will be put into force. This concession will be payable retrospectively to the 18th February last, and in addition to replacing the Award provision of 1/- per shift for continuous all-night shift in so far as non-traffic employees are concerned, will supersede the 15% extra now payable in certain cases to Per. Way employees on all-night work.

TAILORESSES WANTED.

Applications Invited from Conductresses.

Conductresses are a vanishing race nowadays. Although we all knew from the start that their employment was but a temporary expedient to overcome the shortage of staff caused by the absence of men with the Forces, everybody but the misogynists enjoyed their presence among us, just as, we like to think, they enjoyed being part of the undertaking. As they leave us, either voluntarily to take up that home life which the war interrupted or compulsorily so as to make room for the men returning from the Services, we hope that as well as our warmest wishes they will carry with them some pleasant memories of the days they put in so efficiently and charmingly when wearing the uniform of the Tramways Board. They can take with them also the knowledge that we consider they did a first-class job, and that we shall miss their cheerful presence. In all, 2,239 ladies donned our uniform.

At least some of those who worked previously in the tailoring trade can remain with us, to their profit and our content. Our Uniform Department is looking for hands. The work is highly paid and is performed amid congenial surroundings, while, of course, all the privileges enjoyed by the Board's employees of all degrees are the right also of the members of the staff of the Uniform Department, including that continuity of service which qualifies them ultimately for participation in the award for long service. Conductresses who used to be tailoresses are therefore invited to make application for employment in this direction to the Controller of Stores, Head Office, personally.

LONDON TRANSPORT.

Financial State of the Undertaking.

Transport men throughout Britain are wondering what the future holds for the London Passenger Transport Board. The financial position of the Board is far from happy, not, perhaps, wholly the fault of the Board but rather through the conflict of duty really imposed by the London Passenger Transport Act. That Act puts upon the Board the duty of extending and improving the facilities for passenger transport; it also enjoins the Board that it must conduct the undertaking in such a manner and fix such fares and charges as to secure that the revenue shall be sufficient to defray all charges.

It has been for some years all too apparent that the Board, in carrying out the former, has failed in the latter, for the unfortunate owners of "C" stock have never yet received their full dividend. The Board is now in default, while there is also some measure of default with the holders of the prior stocks, inasmuch as the Board has been unable to set aside any sum for redemption. By reason of the continued default, the "C" stockholders are entitled to apply to the High Court for the appointment of a receiver, or of a receiver and manager. The Committee appointed by the stockholders is now being pressed for a promise to take action as soon as this would be appropriate, which means as soon as the Government abandons control.

RETIRING AND DEATH GRATUITIES.

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

Sig. B. H. Sneath (65), service 32 years, £549; Dr. J. H. W. Pritchard (35), 11 years, £127; Dr. L. K. Murphy (47), 25 years, £290; Tr. Rep. J. Callaghan (65), 34 years, £533; Tr. Rep. T. A. Middleton (65), 26 years, £487; Shed Lab. T. Mason (49), 21 years, £224; Pitman R. V. Maher (45), 28 years, £334; Dr. G. A. Tucker (53), 25 years, £290; Bus Dr. J. King (47), 20 years, £250; Con. A. C. Campbell (43), 21 years, £243; Dr. L. W. Phillips (46), 26 years, £301; Con. G. A. Dudgeon (52), 27 years, £313; Car Cleaner T. J. Coghlan (38), 10 years, £107; Dr. J. G. Hawkins (42), 11 years, £137; Tr. Rep. W. J. Anderson (67), 13 years, £226; Tr. Rep. F. Carrick (67), 36 years, £452; Tr. Rep. W. S. Brown (65), 25 years, £463; and Con. W. A. Dicker (62), 32 years, £371.

Death gratuities were paid in respect of the late Blacksmith L. G. D. Campbell (56), 26 years, £335; Mr. F. Powell (52), 28 years, £234; and Car Dr. F. C. Hutton (killed in action in H.M.A.S. Perth), £174, plus War Savings Certificates.

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SYDNEY'S TRANSPORT.

Commissioner on His Rolling Stock.

"Apart from 250 corridor-type tramcars added to the fleet in the years 1933-36, the rolling stock now in service is of the obsolete footboard type," candidly remarks the Commissioner for Road Transport and Tramways, Sydney, in his annual report, and from an earlier sentence than that quoted it is evident that three-quarters of the vehicles are now more than 30 years old. How has the rolling stock been allowed to get into such a condition? The answer to the question is surely found in the Commissioner's statement:—

"Provision for depreciation of tramway assets was made for the first time in the history of the tramways in the year ended 30th June, 1934, and such charges to the 30th June, 1945, amount to the substantial sums of £2,024,000 Metropolitan tramways and £171,000 Newcastle tramways. Depreciation accrued prior to the year 1934 has not been overtaken, and the capital liability is still in excess of the value of tramway assets."

£2,000,000 is certainly a large sum; but whether it is substantial or not can be decided only when it is regarded in relation to the value of the assets which are depreciating. Our practice, laid down by the Tramways Act, has always been to set aside so much per cent. on the capital value of the undertaking. Before the war it was approximately 6 per cent.; for the last five years it has been 9 per cent. On the same basis, the £2,000,000 referred to works out at but 2.376%, which is quite the reverse of substantial.

For the year which ended on the 30th June last, Sydney's trams, buses and trolley buses were run at a loss of £96,899. Explaining that unfortunate position, the Commissioner remarks that "the cost of providing road passenger transport is now higher

than the earning capacity of the services at the existing scale of fares, and the unsatisfactory financial trend will be aggravated in future because of large capital expenditure which will be necessary to provide new vehicles for the modernisation and improvement of existing transport facilities, thereby increasing the annual bill for interest. Depreciation charges will be heavier because of the present-day higher cost of equipment, and the amounts to be written off in respect of obsolete assets to be scrapped will be substantial."

An immediate effort is to be made to replace some of the antiquated rolling stock with modern vehicles. After examining the possibility of building trams at the Walsh Island dockyards, the State Government has found that the project would be too costly, and has called tenders for the construction of 200 trams. In addition, double-deck buses to the number of 245, to replace vehicles some of which are now 15 years old, have been ordered from England.

During the year, the trams in the Sydney area carried 404,630,000 passengers, buses 110,790,000, and trolley buses 7,357,000, the total of 522,777,000 representing an increase of 8,986,000 passengers over 1944. The revenue at £5,235,699 was £66,248 greater, but the working expenses advanced by £175,867, the proportion to working expenses to revenue being no less than 92.792% as against our figure of 63.159%. That meant that the Sydney undertaking was in the perfectly hopeless position of trying to provide non-operational expenses on but 7.208%.

CONFLICTING OPINIONS.

No. 2008, Malvern Depot, writing in "The Herald"—"Many of the officials, who possess very limited ability (especially the roster clerks), try to justify

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their position by showing the Board that they are economising."

Mr. Ring, Preston Depot delegate, speaking to the Board on the 2nd inst.:—"Every minute is being squeezed out of the men by the efficiency of the Roster-room."

The President (Mr. Broadby) at the same meeting:—"There is not a man in this room who is capable of appreciating the difficulties of rosters as is Mr. Misson."

And Mr. Broadby might have added that when his Association some years engaged a man to show the Board's roster clerks how easy it was to frame a good roster, the attempt was such a grotesque failure that the Association lost no time in dispensing with his services.

TRANSPORT IN BAGHDAD.

Member of Board's Staff Submits a Plan.

Squadron-Leader E. V. Siepen, who for the last few years has been attached to the British Embassy in Baghdad, and is at present back in Melbourne on leave, was invited last year by Baghdad's Lord Mayor to prepare a transport scheme for the city.

At present, the only tram in Baghdad is an ancient horse-operated line extending from the city to a famous mosque in the suburb of Khadimain. It is run on free and easy lines and with a complete disregard for time. If there are no passengers at Khadimain, for instance, the tram crew proceeds to have a smoke and an enjoyable discussion on local politics while waiting for a load; but if the conductor gets a message that passengers are waiting at the city terminus, he proceeds at once to run back to the city empty!

In a report of 44 pages, Squadron-Leader Siepen discussed the respective merits of trams, buses and trolley buses, examined the transport requirements of the city in detail and outlined a comprehensive plan for the future as well as the present. For a start, he recommended the construction of tramways for the suburbs, with buses for the inner city until such time as the central streets could be widened by the resumption of properties. His chief suggestion was for a route linking the north and south railway stations to run along a new thoroughfare, with extensions to the more important suburbs.

Latest advices from Baghdad show that the adoption of the scheme apparently depends upon the fate of the Transport Bill now before the Iraq Parliament.

LARGER BUSES IN BRITAIN.

After a generation of effort, during which successive Ministers of Transport have refused the request of all sections of the transport industry, manufacture and operating, for permission to build wider buses, coaches, and trolley buses, the present Minister (Mr. Alfred Barnes) has had the courage to ignore the unimaginative bureaucrats who have impeded progress so long, and has issued an order permitting the construction of vehicles 8 feet in width.

The restriction on width never had the slightest justification so far as the industry in Britain was concerned, while it was a very definite handicap in the efforts of the manufacturers to build up the export trade. The argument, used so long by officials of the Ministry of Transport, that the use of 8-ft. wide vehicles would be dangerous for certain narrow streets in particular cities, was inane absurd, for the Regional Transport Commissioners have always had the power to specify particular types of vehicles for particular districts.

Manufacturers and operators alike can now transfer their attention to the continued prohibition on length—a matter which is also vital from the export point of view. It is a safe bet that the official first responsible for the ukase that a bus 30 feet in length must have four wheels in Britain but six for export could not give a reason for the differentiation, so it is not surprising that overseas customers are puzzled and irritated by it. The difference increases factory costs, since a short wheelbase model has to be provided for the home market.

LONDON TRANSPORT EXPANSION.

Issued last month, a statement by the London Passenger Transport Board shows how rapidly the services have improved since VE Day. In just under 10 months the maximum number of buses operating in the peak rose from 4,265 to 4,621, and in the slack from 2,672 to 3,452, while scheduled weekly mileage increased from 3,135,199 to 3,880,872.

The Board added that there were comparable increases on the tram and trolley bus sections of the undertaking.

SYDNEY'S TRAMS.

A Study in Conflicting Opinions.

It is really extraordinary how few people seem capable of writing about trams in a calm, impartial way. There is, apparently, something about the placid tram which inspires the people who spend

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their hours of ease writing letters to editors to transports of either silly adulation or vituperative denunciation. Take, for instance the opinions of two correspondents on Sydney's trams as expressed in "The Herald" within a day or two of each other. Here is what they wrote, placed for the sake of easy comparison side by side:—

Melbourne's cable cars were streamlined, jet-propulsion rocket cars by comparison with Sydney's rattletrap trams . . . these obsolete cattle-trucks.

If Mr. Bell wants to see comfortable trams, let him see the newer ones in Sydney. They are excellent.

The use of exaggeration in language is rarely effective; more often than not it destroys the point the writer is trying so hard to make. Any transport student would just laugh heartily over the second of these quotations, for he is well aware that "newer" trams are from 10 to 13 years old, and that their design resembled in many particulars the tram which was built by Melbourne in 1931. That is not to be wondered at, for when Sydney in 1932 desired to build 250 new trams they asked for, and were given willingly and cordially, the services of the Head Designer at Preston, who spent several weeks with his opposite number in Sydney. Since then we have put out the SW5 and the SW6, and the latter is admittedly, so far as bodies are concerned, the most comfortable tram made. The acquisition of the patents incorporated in the P.C.C. tram trucks of the United States is the only direction in which the design of the SW6 is likely to be improved. As for the first quotation, while it is admitted that, apart from the 250 mentioned above, the rolling stock now in service in Sydney is 30 years behind the ideas embodied in the SW6, the trams are no more cattle-trucks than some of the old vehicles we were compelled to resurrect during the war, and they certainly performed a remarkable transport job during those years of stress.

ONE NIGHT OF DESTRUCTION.

London Transport's Story of the War Years.

As it is still under Government control, the London Passenger Transport Board is unable to publish the customary statistics relating to gross revenues and operational costs; but the report for the year which ended on the 31st December last is nevertheless a document of great human interest to all in the transport industry, as it tells in dry, emotionless official language the story of the war

years and of the almost superhuman efforts which were on occasion required to keep the services running. We can well imagine what sort of report another nation would have produced if its capital city had received 50,000 high explosive bombs, millions of incendiaries, 2,430 flying bombs and 510 rockets. Heaven itself would have resounded to the shrieks of self-praise. The London Board sums it up, almost casually, with the words, "the enemy never succeeded in bringing the passenger services to a standstill"

As an indication of the problems and difficulties which confronted the Board's staff during and after a raid, we shall summarise the experiences of one night only, the 10th May, 1941. Three hundred bombers were over the city. Bombs scored direct hits on the Board's railways at no fewer than 20 points, blowing in four tunnels, blocking the tracks at nine points and throwing 10 sections out of action. On the tramways, the tracks were damaged on 14 roads, 10 other roads were closed owing to the presence of unexploded bombs, 11 roads were closed by damage to the overhead and the proximity of buildings threatening to collapse. Great lengths of trolleybus overhead were brought down at 18 places. Seven bridges were closed. No bus services could operate through the city, and 24 bus routes had to be diverted. Two garages were seriously damaged and a third damaged. At Croydon the main roof collapsed, 65 buses were totally destroyed, and 26 of those saved were un-serviceable. Yet within two days the operations on all the routes served from this garage were back to their normal routine! Within 24 hours, by borrowing buses from all over London, 165 buses were found to provide substitute services over more than 21 sections where railway, tramway and trolleybus services had had to be suspended. Within 10 days, except for the very heavily damaged line between King's Cross and Euston Square, and the East London line, all the services interrupted by the damage sketched above had been restored. During the war, the total damage to rolling stock was as follows:—

	Totally Destroyed	Damaged
Railway Cars	19	1,050
Buses and Coaches	166	4,456
Trams	69	1,335
Trolleybuses	15	1,527

To the Board's offices and other properties there were 4,124 incidents which resulted in damage more or less serious.

Beyond the great material damage was the loss of life and the injuries sustained. Between the

15th May, 1940, and the 28th March, 1945, when the last flying bomb fell, 426 of the staff (mostly drivers, conductors and conductresses) were killed and 2,873 wounded, many of the latter being incapacitated for life.

In 1939, the Board's staff numbered 86,000. When the end of the war came, 11,250 of the 18,800 conductors, 950 of the 1,150 porters, and over 400 of the 1,100 booking clerks were women, while about 3,000 were employed in the engineering departments.

The restriction in the services imposed by the Ministry of War Transport, together with the interruptions caused by the air raids, naturally affected adversely the total of miles run and passengers carried. In 1939, for instance, the central buses ran 230,520,000 miles. That total declined progressively to 153,000,000 in 1943, and even last year had recovered to but 169,000,000. Trams and trolleybuses covered 112,000,000 miles in 1939, but only 94,000,000 last year. Dealing with passengers, the central buses carried 2,062,272,000 in 1939 and 1,831,132,000 last year, while the trams and trolleybuses, which carried 3,782,098,000 in 1939, dealt with 3,658,236,000 in 1945. For some reason not explained, the Board for the first time slumped the tram and trolleybus figures together instead of showing them separately, as previously.

What of the future? The London area as the Board knew it and planned for is no more, and in its place is to arise a new London shorn of much of its population by the creation of "satellite" cities on the outer fringe, with, in particular, a closer association between home and workplace in order to reduce to a minimum the time spent in daily travel to and from work. The plan envisaging these and other developments, apart from the proposal to nationalise transport, will inevitably have reactions on the future demands for transport, and may render development of the Board's services on an economic basis more difficult than it has been during the last 13 years.

IMAGINATION IN REPORTING.

Modern reporting seems to be a curious blend of imagination with a dash of inaccuracy. During the week which ended on the 4th inst., "The Argus" excelled itself. On Tuesday its representative invented a "lively" meeting of the Board, at which there were "marked differences of opinion between Mr. Bell and Mr. J. V. O'Connor." The liveliness and the differences were wholly imaginary. During a friendly discussion Mr. O'Connor supported

strongly a suggestion put forward by the Chairman, and when that suggestion was put to the meeting in the form of a motion, he voted for it.

On Friday, "The Argus" informed its public that the previous day the Board offered "a scheme to obviate calls back and calls forward," which "was not favorably received by the union." Neither a scheme, nor even a suggestion, was put forward for the Board, the members of which gave, as the President (Mr. Broadby) said, a "very patient" hearing to more than a dozen speakers.

Rounding off the week, the paper on Saturday gave two versions in the one paragraph of an accident in William Street. In the first sentence, we were told a motortruck "crashed into a tram." In the second, the reporter had discovered that the tram had "collided with the truck."

RETIRING AND DEATH GRATUITIES.

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

Shed Wheel Grinder F. J. Rowe (65), service 43 years, £631; Bus Cleaner A. B. Marven (52), 22 years, £242; Dr. G. M. Ryan (68), 28 years, £452; Depot Starter M. P. McSweeney (68), 45 years, £538; Bus Driver-Instructor L. A. Turner (65), 21 years, £655; Dr. E. J. H. Esnough (65), 24 years, £475; Con. W. J. Taylor (53), 26 years, £301; Dr. J. H. Baines (47), 19 years, £75; Bodymaker A. McD. Todd (65), 10 years, £262; Overhead Linesman H. Whiteside (65), 23 years, £502; Night Watchman R. Exon (65), 29 years, £549; Con. C. E. Andrew (65), 42 years, £580; Asst. Scrubber Car Op. J. A. Morrison (65), 22 years, £452; Dr. L. J. Griffin (65), 41 years, £568; Con. G. W. Thatcher (63), 43 years, £498; Tradesman's Asst. A. Pratt (44), 19 years, £209; Rev. Clerk R. L. Williamson (53), 33 years, £554; Elec. Mech. T. Axford (68), 19 years, £486; Trimmer E. J. Stretch (65), 20 years, £499; Mrs. O. B. Scott, 20 years, £141; Dr. H. Hackett (65), 38 years, £556; Senior Traffic Wages Clerk C. K. Chapman (61), 32 years, £752; Leading-Hand Linesman G. F. Austin (65), 22 years, £520; Point Adjuster S. Vague (65), 29 years, £517; Ticket-Examiner F. G. Mitchell (65), 39 years, £742; and Dr. H. H. Blackburn (66), 30 years, £452.

Motor Driver H. J. Stewart (44), 21 years, died while a prisoner of war. A death gratuity of £237, plus War Savings Certificates amounting to £182, has been paid.

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How Service Employees Have Benefitted.

With the conditions vastly different to what they were when the Board commenced to credit all employees with the Forces with one £1 War Savings Certificate (face value 16/-) per week, and with only 150 men out of the 1,113 who left for service still to return, the Board has decided to terminate the concession at the end of the financial year on June 30.

Up to date, 772 employees have been paid Certificates and Bonds amounting to £103,726 (face value). The total value of the Certificates and Bonds purchased to date is £168,019, and it is estimated that another £25,000 will be required before the end of the month, bringing up the total to approximately £193,000 (face value).

Quite a number of men have received the maximum laid down in August, 1944—£250 in War Savings Certificates and Bonds up to £50. The Chairman and members of the Board took great pleasure in recognising the services and sacrifices of those who left to serve their country, and they are aware from the numerous letters of thanks how much the gesture was appreciated by those concerned.

BUS MAINTENANCE.

Chairman's Appeal to Drivers.

Bus maintenance has become again an acute problem. During recent weeks it has happened all too frequently that buses, after overhaul and painting, have been out on the road but a day or two when they are back again for some more or less slight repair due to accidents. The Chairman's concern over the position has caused him to address the following letter to the delegates of the

Employees' Association at the Central, Footscray and Port Melbourne garages:—

"In March, 1943, I addressed a personal letter to our bus drivers on the subject of bus maintenance. I pointed out that we were in a desperate position for spare parts and tubes and tyres, and that they could help most materially in the task of maintaining the fleet in a serviceable condition by careful driving and by the avoidance of accidents and collision, which involved repairs to the bodywork of the buses or to the engines. I am happy to state that the response to that appeal was alike immediate and satisfactory, the major and minor accidents dropping in the year by 25 per cent.

"Now I find that the accident ratio is increasing. I am not to be taken as imputing the blame to all drivers for, in particular, those many minor mishaps which are defacing body panels and paint work and denting mudguards, all of which throw buses out of traffic, so that they can be repainted and repaired and brought back again to that high standard in appearance which the public has come to expect in our rolling stock; but I do not think it can be questioned that through the exercise of care and vigilance many of those mishaps could be avoided. It is not enough not to be blameworthy, for you know that in the eyes of the law a driver, while in the right, if he has the last opportunity of avoiding an accident, is guilty of contributory negligence should he fail to accept that last chance.

"The war against the last of our enemies ended more than nine months ago. Some of us thought that by this time the return to our normal ways of peace would have been further advanced than it is, and that our traffic would have shown a decided tendency to get back to something like its pre-war level. But traffic, instead of decreasing, is increasing so far as we are concerned, while in addition we are now sharing the streets with 10,000 more

motor vehicles than in August last. These facts emphasise the necessity for the utmost caution and care on the part of both our drivers and conductors.

"My purpose in writing you is to ask you to take the earliest available opportunity to address your members on this subject, and to convey to them my appeal for their help in reducing the accident ratio. I would point out that they are concerned directly in more ways than one. They can be involved in an accident which may have personal consequences other than those which follow immediately. We have by no means the number of spare vehicles which we consider necessary, not because we don't know we need them, but because our orders for chassis, placed years ago, have not yet been fulfilled. Accidents at their present level, therefore, make it extremely difficult to keep the number of vehicles on the roads necessary for the rostered services. Trips have had to be cut out, the result, of course, being that the crews manning the remaining vehicles have had to cope with additional loading, and that extra loading, again, throws an undue strain on the buses and hastens the date for their major overhaul."

THE WORK ON PRINCES BRIDGE.

Informative and Interesting Details.

Doubtless the many thousands of people who travel daily to and from the city across Princes Bridge have wondered during recent weeks about the nature of the work in progress there. They have noticed that sometimes the slender steel ribbons of rail which carry their tram slowly across the river seem to be suspended in mid-air; occasionally they have glimpsed the steel ribs and plates of the bridge itself deep beneath the road surface; and at odd moments they have observed a piece of half-finished line that looked like a country railway track. Yet though they looked they never during the day saw men at work, and so they speculated on the nature of the job and puzzled over its necessity.

To know the why and the wherefore is to gain increased knowledge of one side of the construction work which is necessary if the transport facilities of the city are to be kept operating efficiently. The answer to why lies in the fact that the old rails and the foundation which carried them are completely worn out, and that a complete renewal of both is necessary. That is not surprising, for the bridge itself and the original cable tramway which once crossed it were built in 1888. The cable lines were replaced by the present electric track in 1926. Until some relief was granted recently by the new route through South Melbourne 585,150

trams were crossing the bridge every year, while since the electric tracks were laid more than 11,000,000 trams had used the bridge. And it is the passage of trams rather than time that wears out the permanent way. In their existence of 20 years the Princes Bridge tracks have carried traffic equivalent to what Bridge Road, Richmond, will have in 80 years, or the Toorak Road route in 160 years. When that is remembered, plus the fact that the concrete foundation was not completely renewed when the electric tracks replaced the cables, the necessity for the major renewal now in progress can be readily understood.

As every week day 1,550 trams pass over the bridge each way between 6 a.m. and midnight with at the peak periods a tram each way every 24 seconds, the first problem was how to carry out such an extensive renewal without interfering with the orderly passage of that vast daily total of heavily-laden trams. The only possible solution was night work. For weeks now a gang of 50 men have been on the job, while in the intervening hours between shifts watchmen protect road traffic and a patrol of experienced men keep constant watch to ensure the safe condition of the track. Special floodlights illuminate the bridge brilliantly during the night, and beneath their glare the permanent way staff operate pneumatic paving breakers, smashing the old foundations, while others are busy oxy-cutting or electric welding, putting in new rails, attaching timber cross ties, bolting and tightening until the track structure is completed ready for its concrete foundation.

It was in the latter connection that another problem presented itself. Anyone who has constructed a concrete garage floor knows the weakness of the material in its early stages. Even the cat must not walk across the mixture overnight, while the car must certainly not be run inside for a couple of days. How, then, to place concrete under and around the track structure and allow it to attain the strength to support those streams of 20-ton trams without suffering damage in that soft, early state? The answer would have been hard enough to find in summer, when concrete sets more readily, but delays in obtaining materials postponed the job until winter, when the difficulty is greater. The permanent way engineers of the Tramways Board decided to carry out the concreting on Saturday nights, all trams being kept off the bridge for 12 hours. Even that time seemed little enough, but in that period on a Saturday night the concrete made from 600 bags of cement was mixed, placed and hardened. A central mixing site was set up in an adjacent depot, with boiling water for mixing supplied by oil-fired heaters. Quick-setting cement

and chemical accelerator were used, and a scientifically determined mix strictly adhered to. The results were rather astonishing. Samples taken during the progress of the concreting were tested after four hours and found to have attained a bearing strength of 700 lbs. per square inch, while at five hours they had attained enough strength to withstand 1,000 lbs. pressure per square inch—a strength which ordinary concrete does not normally reach until several days have elapsed. Once the concrete is in place, there is then only a surface carpet of asphalt to be applied to complete the job, and this stage has already been reached on one track with work proceeding satisfactorily on the other.

During the early stages of the work it was found that the earth embankment approaching the bridge abutments are still after 60 years sinking. On the south side this subsidence has amounted to 5 inches during the last 10 years. For this reason, the tracks on the southern bank are being laid on a ballast foundation, as it is anticipated that the process will continue and that the track and roadway may have to be lifted to meet the fixed level of the bridge every four or five years. Work on the bridge has been in progress now for 11 weeks. Another four weeks will, it is expected, see the finish—extraordinary good going for such an awkward job in winter and against all the handicaps imposed by the necessity of maintaining traffic.

EXPENSES PER MILE.

Strange Discrepancies Between Systems.

To a student of transport there is nothing more puzzling than the variations in working expenses per mile recorded by different systems operating vehicles of the same type. Transport journals from Britain for April now coming to hand and containing the statistics for municipal systems for 1945 illustrate this point. The Oldham and Bradford trams, it can be noted, cost in working expenses no less than 29.469d. and 28.415d. per mile respectively, which is extraordinary compared with the 15.816d. of Aberdeen, the 19.15d. of Belfast, the 19.62d. of Dundee, the 15.22d. of Edinburgh, the 19.284d. of Glasgow, the 16.705d. of Sheffield, and the 19.284d. of Sunderland. Manchester with 24.905d. and Plymouth with 28.22d. are other high figures. Even if it is remembered that the Oldham, Bradford and Manchester rolling stock are of very ancient vintage, were out-of-date 25 years ago, it is not easy to understand why operation in these cities should cost from 10d. to 14d. per mile more than in other

cities, particularly as wages and other expenses are pretty much the same for all. Nor can the characteristics of the routes explain it. Manchester is flat, for example, while Edinburgh has half a dozen routes with severe gradients, yet Edinburgh can run its trams 4½d. per mile cheaper than Manchester.

LONDON TRANSPORT.

Trolley Buses Have Cost Over £7,000,000.

In transport matters there is one Melbourne paper which will never be able to complain that it is "first with the latest." The other day it made the discovery that the London Passenger Transport Board had decided to convert its tramways. Anyone reading the article could gather no impression other than that this determination had been arrived at no later than last Friday fortnight or so; but as a matter of fact it dates back to 1934. From then, until the Spring of 1940, the work of converting to trolley buses proceeded quietly, most of the work taking place on the tramway systems to the west, north-west, north and north-east. South of the Thames, the only line dealt with was that from Putney to Mitcham and Croydon. Just before the war broke out, the L.P.T.B. had still 2,600 trams in service. As conversion work was suspended early in 1940, it will be realised that the Board has still a very large tramway system, and that much indeed remains to be done before the trams disappear from the London scene.

As up to the 30th December last the Board had spent £7,136,297 on trolley buses with their necessary equipment, works, depots, land, buildings, plant and machinery, and as orders for 77 buses were placed last year—an order which cannot be fulfilled completely until 1947—there is every reason to share in the scepticism expressed by our Chairman (Mr. Bell) over the accuracy of the London cable in "The Argus" that the Board had resolved to replace its trolley buses as well as its trams by motor buses. While it is highly probable that the Board has decided to resume its programme of conversion—that would be the logical move, as a transport undertaking which has four types of rolling stock, trams, trolley buses and c.i. and petrol buses cannot possibly function as economically as a system with but one or at the most two types—the Board as late as the 11th March last was ex-

pressing its difficulties in planning for the future in view of the extreme uncertainty regarding the Government's plans for nationalisation and of the proposal in the Barlow report for the removal of 618,000 people from the County of London, and 415,000 from the boroughs on the fringe of the County into new satellite towns in the outer fringes of the Board's area. "These proposals," Lord Ashfield remarked, "would have a profound effect . . . on the character of the transport services which the Board would be called upon to provide."

When in Britain earlier in the year, the President of the Employees' Association (Mr. Broadby) got the impression that in certain circles an idea was forming that in case of another war in which the feature would be atomic bombs, it would be well to have no "fixed" transport—neither trams nor trolley buses. The idea does not strike one as particularly intelligent. We doubt if the atoms could be trained to ignore buses; certainly the first atomic bomb which transformed Hiroshima from a city into a heap of rubble showed no partiality, but wiped out all forms of transport as completely as the wind obliterates footsteps on the desert. That being so, the only thing to do is to give each city the type of transport best suited to its particular needs and physical characteristics, and hope that the nations will realise the insensate folly of war and combine to outlaw that method of settling their differences.

BUS TRAFFIC IN LONDON.

When controverting statements by a Melbourne pictorial paper on bus traffic in London, we offered to supply the photograph which appears opposite of Regent Street before Piccadilly Circus is reached. With the recollection that discretion is the better part of valour, the journal prudently refrained from accepting our offer, so we counter the easily understood reluctance by publishing it ourselves.

The picture shows far better than words exactly what happens to general traffic when the attempt is made to serve mass loading with buses. Although the 19 buses straggling all over the street are of the modern type held in such high esteem by the newspaper in question, each is 12" less in width than those we have in service. It will be noted, also, that general traffic is represented by three private motor cars and one solitary cyclist. As for speed, it has been computed that the average through this central area is something like 3 m.p.h., the result being that if you are in a hurry you walk or patronise the Underground.

PRESTON HAD CABLE TRAMS!

But Only Automotive Secretary Knew.

It is gratifying to see from "The Age" of the 29th May that the Secretary of the Chamber of Automotive Industries (Mr. H. W. Harrison) continues to maintain his admittedly high standard of inaccuracy—gratifying because the correction of his erroneous statements and assertions give the tramways much free publicity, a result perhaps not intended by the oil, rubber and motor manufacturing interests who employ him, and whose anxiety to see trams abolished is easily understandable. Mr. Harrison's employers are not interested in seeing Melbourne with the vehicle best suited to its needs, the tram; what they want on the streets is vehicles of their manufacture using their oil and their tyres. If that fact is kept in mind, together with a thought to the huge advertising expenditure of those three interests, the ever-recurring outbreak of advocacy of buses in the bulk of the Press can be assessed at its true value. It is not worth while speculating on Mr. Harrison's motive in supplying "The Age" with an imaginary story of the Board's buses; but it does seem curious that the newspaper should accept from that uninformed quarter a statement about the Board's undertaking, especially when it is remembered that it published the facts of the bus position as supplied by the Chairman so far back as the 20th December last.

In stating that 60 bus chassis would be shipped from England—the number is 67, by the way—Mr. Harrison asserted that the buses had been ordered to replace the Preston cable trams, but because of the war only a portion of the fleet could be shipped, and that as a result an inadequate number of buses had been placed in Bourke Street. Three errors in the one paragraph is good, even for Mr. Harrison; we doubt if he could do worse than that if he tried. The facts are:—

(1) Preston never possessed cable trams, so the Board could not possibly replace that which never existed;



REGENT STREET ANY DAY.

The Attempt to Serve Mass Transport by Buses.

(2) The chassis were ordered in June, 1940, months after all the chassis for Bourke Street had arrived; and

(3) The chassis were for the then rapidly-expanding Maribyrnong and Fisherman's Bend services.

Mr. Harrison proceeded to say that "the order has now been completed." But if it has been completed what becomes of his first assertion that the chassis are to be shipped within the next few months?

Actually, all the double deck buses for Northcote and the single deckers for Nicholson Street were ready for use in April, 1940, but at the request of the Federal Government, which was anxious to conserve all the rubber and oil possible, the Board did not stop the cable lines until October. And, despite the oft-repeated allegation of "The Sun," made without the slightest knowledge, these buses were the most up-to-date vehicles then being manufactured in England; were, indeed, a bit advanced over the prevailing design, for when the bodies were being made here and in Adelaide late in 1939 and early in 1940 there were incorporated into them several improvements suggested by the Chairman. It is worth mentioning that the chassis which we hope to receive over the next eight or ten months will be identical, for the reason that none of the British manufacturers have yet been able to start the production of chassis with the improvements suggested by the gruelling experiences of war.

That the Bourke Street chassis had "originally been fitted with bodies designed to meet English conditions" is just another of Mr. Harrison's flights of fancy.

Mr. Harrison avers that the fact that passengers carried by buses increased from 11,900,000 in 1939 to 70,600,000 in 1945 (prudently omitting to mention that the top figure for bus traffic was 71,600,000 in 1944) shows that the Board's bus fleet is inadequate. Does he really think that the public is not aware that the growth was due solely to the running temporarily of buses in Bourke Street, and to the provision of bus services for the aeroplane and munition plants at Fisherman's Bend and Maribyrnong? But if Mr. Harrison cares to argue that an increase in passengers spells inadequacy, he must be compelled to admit the reverse, that the decrease shown last year compared with 1944 proves that the service on offer in 1945 was in excess of requirements!

LONG LIVED TRAMCARS.

Believe it or not, but in Havana there are running to-day 500 electric tramcars which started life in Philadelphia 55 years ago as horse-drawn vehicles. Sold to Havana, they were later equipped with electric motors, and later still with trailers. Apparently they continue to give satisfaction.

ALL-BRITISH RECORDS.

Not for the first time, some newspapers in the United States are busy writing off the British Empire. As an Empire, and the British as a race—finished! Still, our American cousins might remember that the existing records for speed in the air, on the land and in the sea are all held by British aeroplanes, ships, trains, motor boats and motor cars. The Queen Mary possesses the record for the fastest crossing of the Atlantic, 92 hours 42 minutes; the London, Scottish and North-Eastern Railway has the fastest train with a run of 125 m.p.h.; a British motor car's run at the rate of 368.5 m.p.h. has stood since 1939; in the same year Sir Malcolm Campbell in his motor boat achieved speed at the rate of 141.74 m.p.h., and the R.A.F. in November last produced two planes which went over the course at the rate of 606 m.p.h., and is said now to have engines which will exceed 700 m.p.h.

Incidentally, in the field of street passenger transport, Britain developed the Diesel engine for such work, the Manchester Corporation Transport Department being the pioneer, and the trolley bus, not to speak of fluid transmission. One American motor car company has adopted the latter within the last year with a great and impudent flourish of trumpets, hailing it as the greatest invention in the history of motoring. It forgets to mention, however, that that patent has been standard on one British company's motor cars for the last 13 years.

MORE TRAMS FOR SYDNEY.

Meeting the Premier of New South Wales (Mr. McKell) on the 29th May, the representatives of the Australian Tramway and Omnibus Employees' Association told him that inadequate and obsolete rolling stock had made their work more difficult and had caused traffic congestion in the Metropolitan area.

Mr. McKell promised that he would direct that the provision of more trams and buses for Sydney's transport services would be speeded up.

LEADERSHIP.

Melbourne is Australia's Transport Mecca.

During the last three months we have had a never-ending succession of visitors from the street transport undertakings of other cities intent upon learning not only what we are doing, but just how and why we are doing it. We appreciate the compliment thus paid to the Board's undertaking, and have done our best to supply our visitors with all the information they had been sent to Melbourne to secure.

The General Manager of the Brisbane Corporation Transport Department (Mr. S. L. Quinn) spent several days with us, and the Rolling Stock Engineer, the Works Manager at Preston, and the Bus Superintendent, as well as the Per. Way Department, had busy sessions with him. Mr. Quinn enjoyed his stay in Melbourne, and those who had the pleasure of meeting him certainly enjoyed contact with his keen, alert mind and his frankly expressed admiration over what he saw.

Seven officials of the Department of Road Transport and Tramways, N.S.W., put in a good few days with us. The rolling stock men were attracted particularly with our S.W.6 tram, traffic men commended the ease of despatch through the lay-outs of our depots and garages, the per. way officials conferred with their opposite numbers, and had fruitful tours of examination and inspection under the guidance of the Per. Way Engineer, while a roster officer spent many painstaking hours with the Senior Roster Clerk.

Last week, the Rolling Stock Superintendent (Mr. C. F. Hursthouse) and the Chief Draughtsman (Mr. W. E. Elford), of the Municipal Tramways Trust, Adelaide, were as keenly interested in what they were shown as their colleagues from Sydney and Brisbane, and we hope their visit was as profitable to them as it seemed to be pleasurable.

"PRACTICALLY NON-EXISTENT."

So Trams in U.S. Carry Only 9,150,000,000 Passengers.

Says Mrs. G. M. Brown, a lady from the U.S., now living at Kerang, in "The Sun," thereby making both herself and the paper look ridiculous:—

"Trams are practically non-existent in America." That "practically" is good. Official detailed statistics published by the American Transit Association for 1944—those for 1945 have not yet been published—show that in cities with populations of

1,000,000 and more, trams carried 3,851,000,000 passengers during the year, rapid transit 2,656,000,000, motor buses 1,626,000,000 and trolley buses 77,000,000. Trams, it will be noticed, were but 500,000,000 short of handling more passengers than the other three forms of transport combined.

In cities of populations between 500,000 and 1,000,000 the predominance of the tram was even more pronounced, as they handled 2,365,000,000 passengers as compared with but 827,000,000 by bus and a mere 190,000,000 by trolley bus. Trams in these cities, therefore, transported two and one-third passengers for every one riding in buses.

The total number of passengers handled by the four types of transport was 22,000,000,000... Of these, the tram share was 9,150,000,000!

It looks as if Mrs. Brown had resided during her life in the United States in some little hill-billy cantonment set in some canyon of a remote mountain range.

WORKSHOPS EXTEND.

More Tradesmen Wanted For Preston.

With the body building shop completed, the truck shop to be finished in a couple of months, and the paint shop to be commenced any day now, the whole job to be ready for occupation some time in September, the necessity to increase the staff at the Preston Workshops, in order to cope with the large volume of work in hand and in sight, is of immediate concern.

Before the end of the year the Chairman hopes to see Preston with 650 men on the payroll. To reach that total bodymakers in particular, with electrical mechanics and other tradesmen, are required. The Chairman has the idea that joiners who are just now unable to get steady employment through the scarcity of materials and other factors which are holding up jobs, would be more than willing to accept employment at Preston when they knew openings are available. The Chairman expresses the hope that if any of the staff at Preston know of such joiners that they will recommend early application to the Works Manager.

It is probable, too, that there are men who joined Traffic when steady work in their own line was hard to get, and who would be glad to get back to the occupation for which they were trained. The vacancies at Preston give them the opportunity.

HOUSING.

In connection with the paragraph from Essendon which appeared in the "Tramway Record" of May 10, and which suggested that the Board should sponsor a housing scheme for its employees, Con. E. G. Pooley, Coburg, writes:—

"I feel there are many like myself who own blocks of land and have not sufficient funds to build who would benefit by such a scheme. I notice that several big firms are going to start building programmes so as to help with the acute housing shortage. I would like to see the opinions of both sides on this matter.

We are sure Con. Pooley will realise that what is possible for a private firm or a public company is not feasible for a body such as the Tramways Board, bound as it is to work within the ambit of the Tramways Act. At the same time, it is of interest to state that our Chairman has tentatively suggested to the Board the feasibility of building several houses eventually in the site which has been acquired at the corner of Burke Road and High Street for a new depot. Circumstances at the present time—acute shortage of building materials and staff—preclude any move in that direction just now. That proposal, however, is far removed from the suggestion of the Essendon writer, which was that the Board should buy land, build homes, and let them to employees with the option of purchase after 10-20 years' service. To do that, or to finance employees who own their own land to build homes, would, even if the Board were favourable, require an amendment to the Tramways Act.

RETIRING GRATUITIES.

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

Pitman H. C. Daniel (60), (Returned Soldier), 22 years, £486; Bodymaker S. Ashton (60), 11 years, resigned, £144; Lab. G. McGann (65), 42 years, £550; Dr. J. G. P. Black (46), 21 years, £243; Con. S. G. Rhimes (60), 39 years, £452; Dr. A. R. Wescott (45), 23 years, £266; Senior Ganger J. J. Flynn (65), 29 years, £643; Special Clerk K. L. Holmes, 20 years, resigned, £109; Dr. W. D. Luplan, 23 years, resigned, £75; Tyre Hand H. Watson, 22 years, resigned, £73; J. J. Nowlan, 21 years, resigned, £75; Sheet Metal Worker S. I. Hamilton, 14 years, resigned, £85; Pitman's Labourer C. A. Robinson, 12 years, resigned, £63; Con. E. J. Trewin (43), 22 years, £255; Dr. M. Flynn (52), 25 years, £290; Con. K. T. G. Fyffe (49), 23 years, £266; Con. A. Smith (60), 26 years, returned soldier, £487; Pitman E. T. McMennemin (53), 22 years, £268.

A death gratuity of £266 has been paid in respect of the late Dr. E. D. Halliday (59), 23 years, while the wife of Tradesman's Assist. A. Pratt has been voted a gratuity of £209.

FOOD PARCELS FOR LONDON.

For months now the members of our City Inspectorial staff have been donating 1/- weekly in order to provide food parcels for the families and widows of officers of the London Passenger Transport Board killed while on duty during the bombing raids.

As supplied by the General Manager (Mr. Geary) the list contains almost 1,600 names, a number which is beyond the capacity of the City Inspectors to handle. Inspector K. E. Smith, Traffic Superintendents' Office, Victoria Parade, informs us that each widow on the list has already received a parcel, and states that the Inspectors would very much like all interested to join with them in the scheme, particularly in view of the announcement made in the Press of the 4th and 5th inst., that further ration cuts are to be made in Britain, the milk allowance, for instance, being reduced to but two pints per week.

IMAGINATIVE MILEAGE FIGURES.

A cable message from London published in a Melbourne paper on the 5th inst. states that the mileage covered by the London Board's tram, trolley buses and buses are 57,500,000, 55,250,000 and 28,750,000 respectively.

The only basis for such figures is the imagination of the correspondent who penned them. No mileage figures were permitted to be published during the war, while, as the London Board is still under Government control, the report for the year 1945, issued in March last, was allowed only to quote figures showing the extent to which traffic had suffered through interruptions and damage and severely restricted services. The totals given, however, and which have been published, show that the buses ran 169,000,000 miles last year, which is a mere 140,250,000 miles more than they are credited with by the correspondent, while instead of the trams and trolley buses running the 112,750,000 miles alleged by the writer, they achieved only 94,000,000, an error of 18,750,000 miles. But such enormous mistakes are typical of the rubbish cabled from London on the subject of transport and published by the paper concerned.

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

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CERTIFICATES TO BE TAXED.

Board's Unavailing Representations.

Representations by the Board extending over a year to the Deputy Director of Taxation in Victoria, the Federal Commissioner of Taxation, and finally the Prime Minister and Treasurer (the Rt. Hon. J. B. Chifley) against the decision to levy Income Tax upon the War Savings Certificates and Bonds paid to employees who have resumed duty after service with the Forces have failed through Mr. Chifley confirming the finding made by the Taxation officials.

Our readers will remember that the motive which animated the Board to credit each employee while serving with the Forces with a £1 War Savings Certificate each week up to £250 face value, and Bonds up to a further £50 was its desire to show appreciation of the part tramway employees were taking in the various war operations. The Board hoped that on their return these accrued Certificates would assist their employees materially in settling down again into civilian life that the amounts would, in some cases, for instance, enable the individual to reduce the sum owing on a home in course of purchase, or procure furniture for those who had married while in uniform. As the vast majority of those to whom Certificates were being credited week by week were exempt from taxation, even including the cash value of the Certificate, the Board never dreamed that the Taxation Department would step in and impose Income Tax merely because the Certificates and Bonds came into the possession of the employees only after they had rejoined the Tramway service and had been working for three months.

In his letter to the Chairman, Mr. Chifley did not set out the reason for the decision quite so simply

or baldly; he preferred to say that the Commissioner had "explained that although the value of the Certificates or Bonds was tentatively credited to the respective employees' accounts each year, these employees did not become entitled to the amounts so credited unless and until they had fulfilled certain conditions prescribed by your Board. In other words, on the date at which the amount was credited to his account, the employee concerned cannot be said to have acquired an indefeasible right to the value of the Certificates or Bonds in question. I am informed by the Commissioner that the Courts have established beyond all doubt that, under the law as it stands at present, income is not derived until an absolute and indefeasible right in favour of the recipient has accrued, even though this right is established in relation to transactions or services which took place or were rendered during a prior period. Before your request could be granted, therefore, it would be necessary to amend the Income Tax Assessment Act to authorise the adoption of a different basis of assessment, and, in considering whether the law should be so amended, I feel that the altered basis could not reasonably be limited to cases where a right of payment is subsequently established upon fulfilment of certain prescribed conditions . . . I am unable to offer my support to the amendment of the law which would be necessary to meet your wishes in the matter."

The Board is not disposed, in view of the hardships which would be inflicted on employees, to accept the Prime Minister's decision as the last word, and has decided to ask the Employees' Association and the Returned Soldiers' League to join them in further action. The Chairman has invited the Federal President, who is a K.C., to discuss the matter with him, and is obtaining counsel's opinion.

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FEVERISH RUSH FOR TRAMS.

Customers are now Setting the Price.

"Few major American cities now favour trams," says a pictorial journal, while a letter-to-the-editor-addict asserts that "trams in America are regarded as things of the past."

The builders of the one-man trams which run between Point Ormond and Elsternwick will be rather surprised over these allegations, for in a statement in "Mass Transportation" it announces that it is very busy indeed constructing P.C.C. trams for New York (Brooklyn), Boston, Philadelphia, Baltimore, Washington, Pittsburgh, Chicago, Los Angeles, San Diego, Toronto, Montreal and Vancouver.

As that list includes the largest cities in the United States and Canada, and as Detroit, the hub of the motor manufacturing industry, has embarked upon a three million dollar tram programme, it will be seen that the statements quoted are just the usual rubbish which the sheet in question publishes periodically on trams.

A most interesting fact is that the price of the P.C.C. tram to-day is governed not by the manufacturers, but by the customers, who in their anxiety to secure them are bidding against each other. The Editor of "Mass Transportation" says that the highest bid he has heard of so far is 23,000 dollars.

MOTOR CARS IN LARGE CITIES.

"A Solecism" Declares a Boston Newspaper.

Strange as it may seem, the "Christian Science Monitor," Boston—one of the most influential daily newspapers in the United States—has never heard the "news" as published in Melbourne that trams are regarded as "out of date" and "practically unknown" in the States. On the contrary, the "Monitor" on the 6th February last published its opinion that trams in big cities are "seen displacing the auto." It went even further. Lamentably, from the point of view of our old friend, the Secretary of the Chamber of Automotive Industries, it declared with emphasis that motorcars in big cities are "a solecism."

"The street car companies went to pieces in the 1920's," the "Monitor" wrote, "financially because they did not take account of obsolescence, technologically because their managements did not reckon with the gasoline buggy. But apparently the automobile is going to give way to the street-car and to the trolley-coach in the crowded confines and narrow canyons of the downtown areas of American cities in the next 10 years or so, for the simple reason that there isn't space any more for

the automobile, and that the only way in which downtown areas can be adequately served or reached in the future without intolerable traffic congestion is by means of public—not private—conveyances.

"Electrical and city traffic engineers combine to point out that the modern automobile, carrying an average of only one and a half passengers a car, is hopelessly wasteful of the rigidly limited available street space in the centre of American cities. At this rate, the average private automobile rider requires more than 500 square ft. of space as he rides downtown. On foot, he needs only 10 ft. In a public utility vehicle he needs only 70. One modern street or trolley-coach line will carry as many passengers as three four-lane "freeways" for private automobiles. If Fifth Avenue in New York were widened sufficiently to take care of as many people as can be conveniently handled by the near-by Sixth Avenue subway, it would have to be 2,000 ft. wide.

"The congestion in Manhattan has already, since VJ-Day, become almost intolerable. At certain hours of the day the press of traffic on Fifth Avenue is so heavy, and the delays so immense, that it is often quicker to get out and walk rather than to keep on riding—and that goes even if one is in a taxi-cab rather than a streetcar or a bus. The situation has reached the point where city authorities realise that something must be done. Practically speaking, the modern private automobile in the modern downtown business area has become a solecism. The solution appears to be but one thing, the public conveyance. Rubber-tired or on steel rails can apparently handle vastly more traffic, whether figured per hour, per traffic lane, or per vehicle. Local authorities are having to give up figuring how to move vehicles, and to change to how to move people."

FARES ARE RISING.

Transport Cannot Face Further Burdens.

Our modest prophecy in a recent issue that transport concerns in Britain and the United States would shortly be compelled to increase fares in order to offset the abnormal rise in the cost of rolling stock and materials of all descriptions, plus wage increases, is already being realised. The change was inevitable, for transport could not be expected to carry on indefinitely with the task of running post-war services on pre-war fares.

Journals arriving from both countries have numerous references to the necessity for increased fares. In the United States, naturally, the move is coming from those cities, such as San Francisco,

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where the flat fare, 7 cents, is comparatively low. The desire there is to get a fare of 10 cents sanctioned. San Francisco would undoubtedly effect its purpose if it abandoned the flat fare system and resorted to a sectional system, thereby tapping the short-haul passenger who at present has either to pay 7 cents. for a couple of blocks or walk.

In Britain, various Regional Transport Commissioners are hearing applications for increases, particularly in places where trams have displaced buses. In Bradford, for instance, where trams are still part of the transport scene, the necessity to provide for interest and sinking fund charges on the new capital which had to be raised to convert perfectly good tram routes to more expensive bus routes, allied with higher wages and the great advance in cost of materials, make an increase in fares imperative. Applying for a rise in fares is certainly the straightforward way of doing business, and is in marked contrast to Manchester, which got greater revenue by shortening the sections. All fares in the North-west Regional area have been increased by 16½ per cent., while the Keighley Corporation and West Yorkshire Company, after abandoning their trams in haste are now in the queue petitioning for higher fares for their buses. But "your bus will cost you more" was not one of the things told to the Keighley parishioners before the change-over was made.

SAVE FUEL BY COASTING.

In an appeal for fuel economy made to its drivers by London Transport it is pointed out that 3,000 tons of coal could be saved annually if each driver of a tram or trolleybus coasted one mile per day during his term of duty.

A proportionate saving could easily be effected here in Melbourne. Our routes, particularly those in Glenferrie, Burke, Toorak and Whitehorse Roads, and in a lesser degree Malvern Road and High Street (Prahran and St. Kilda) are well adapted to saving power by coasting. The saving could be increased most materially if drivers practised to a greater degree than they do at present gradual acceleration and retardation.

THE ADELAIDE TRUST.

Loss of £27,000 for Last Year.

For the year which ended on the 31st January last the Municipal Tramways Trust, Adelaide, recorded a deficit of £27,437. That result, compared with a surplus of £22,590 for the previous year, was brought about by a decrease in the revenue through the employees' strike and the restriction on services through lack of coal, plus increased

working costs. Revenue fell by £46,542 to £1,234,726, while working expenses increased by £7,325 to £989,030. Interest, reserve for renewals and sinking fund charges advanced by £7,677 to £297,195.

An examination of the report shows that the financial position is not altogether happy. Against the traffic revenue of 29.984d. per mile, the operating expenses and statutory charges were high, working out at 30.651d. per mile, which meant a loss of .667d. for each mile run. Unfortunately, the report does not show separate figures for the trams, trolleybuses and petrol buses, so that no data is available for comparisons between the three types of transport. Sydney is similarly reticent and coy over its trolleybuses and petrol bus figures. Just taking operating cost figures alone, we can show 19.666d. per mile as against Adelaide's 24.018d.

THE LIBERALISED GRATUITY SCHEME.

The other day we were requested by telephone to settle an argument at Glenhuntly relative to the recent liberalisation of the Board's retiring gratuity scheme. The point at issue was apparently the amount of gratuity payable to an employee who has been certified by the Medical Officer as unfit for his present job, but for whom the Board is unable to find other employment. In such a case, the employee receives one week's pay for each year of service.

Other two classes are covered. Where an employee has been certified unfit for further tramway work, the retiring gratuity is two week's wages for each year of service. Lastly, there is the man, in good health, who desires for some personal reason to resign. If the Board approves, he receives a gratuity of one week's wages for each year of service up to a maximum of 13 weeks.

We trust that this explanation will remove all misunderstandings.

"BUSMAN'S HOLIDAY."

A London Driver in Detroit.

Mr. Herbert Hodge is a London bus driver who is also an author and a good broadcaster and speaker. During the war, the British Government thought so highly of his ability to speak convincingly to his own class that it employed him to address meetings and to give broadcast talks. Eventually, when the American Workers' Educational Bureau invited the British Ministry of Information to send a speaker to the United States for the purpose of telling the workers there of Britain's war effort, Mr. Hodge was chosen. The book he wrote on his tour of the United States and Canada,

Tramway Topics

"A Cockney on Main Street," is well worth a place in any Depot library.

The chapter headed "Busman's Holiday" will appeal particularly to our bus drivers. Mr. Hodge describes his visit to Detroit, and incidentally his meetings with the members of the Taxidriers' Association, the Labour Assembly (the equivalent of our Trades Hall Council), the Detroit Bus and Street-car Workers' Association, the editorial staff of the "Detroit News," who first dined and wined him and then questioned him so closely on affairs in Britain that at the end he "felt in more need of a stretcher than at any other time during my tour," and finally with the executives of the Detroit Street Railway Company. It was the latter who invited him to drive one of their latest buses, a single-decker, "built to carry 27 passengers seated and as many more as could be squeezed in standing . . . There were two doors; one for entry at the front, level with the driver's seat, and one for exit. Both were automatic sliding doors. On the dashboard was a red light which glowed when a passenger was standing on the rear step. The moment the last alighting passenger lifted his last foot off the step, down went the driver's foot on the accelerator. There was no conductor.

"Mechanically, these buses are the driver's dream. But the snag of this beautiful tool, under its American method of operation, is that every advantage it offers is pushed to the utmost in the interests of profit-making—or what the owners, of course, would call public service. The easy steering and the ultra-rapid starting and stopping, make possible schedules that don't allow a man time to spit. The Detroit bus driver earns every cent. of his 1 dollar 20 cents (approximately 5/6) an hour. Owing to the war-time shortage of labour, many of these driver-conductors were putting in 100 hours per week. Detroit is no place for the middle-aged."

WAR LOADING AND BONUS TO CONTINUE.

Subject to any adverse direction of the Arbitration Court or National Security Regulations, the Board has decided to continue during its pleasure the war loading and bonus of 11/- per week.

APPOINTMENTS.

Since our last issue the appointments as under-noted have been made:—

Mr. F. G. Wraith, Controller of Stores, to be Manager as from 1st January, 1947.

Mr. E. W. E. Fraser to be Senior Wages Clerk (Traffic) in place of Mr. Chapman, resigned.

Senr. Auto. Inspector G. King to be Acting Assis't. Sub-station Engineer.

Dr. A. M. Allen, Hawthorn; Starter L. J. Denmead, Central Bus; Dr. A. McConochie, Coburg; Dr. T. G. Street, Hawthorn; and Dr. J. H. Prime, Camberwell, to be Inspectors.

Bus Driver W. V. Thomas, Central Bus, to be Depot Starter.

RETIRING AND DEATH GRATUITIES.

In the last few weeks the Board has voted the list of gratuities given below:—

Dr. H. Jones, 11 years' service, £63; Wages Clerk J. Steen (57), 24 years, £336; Dr. W. G. Murphy, 18 years, resigned, £75; Miss G. Watt, 19 years, resigned, £73; Dr. H. F. Holton, resigned, 11 years, £63; Dr. C. F. Fedderson (65), 43 years, £585; Wages Clerk J. C. Young (46), 26 years, £218; Dr. W. Dickinson (60), 26 years, £301; Dr. C. H. Fedderson (35), 12 years, £69; Dr. W. G. Francis, 22 years, £127; Car Cleaner J. S. Docherty, resigned, 15 years, £71; Con. J. E. S. Bentley, 22 years, £127; Dr. J. L. Patch (60), 29 years, £336; Insp. J. Sandford, 12 years, £97; Dr. R. P. Roberts, 21 years, resigned, £75; Con. J. S. Herman, 23 years, resigned, £75; Bus Driver L. T. Johnston, 22 years, resigned, £81; Senr. Insp. E. McCormack, 29 years, resigned, £112; Dr. G. E. Mortimer, 22 years, resigned, £75; Dr. H. J. Sims, 23 years, £266; H. Lang, 12 years, £76; Bodymaker C. Muir, 21 years, resigned, £85; Truck Driver F. J. P. Aldridge (65), 11 years, £255; Tradesman's Asst. J. P. Jones (65), 25 years, £456; Car Cleaner H. L. Eldridge, 14 years, resigned, £154; Con. H. F. Johnston, 34 years, resigned, £75; Car Painter J. F. Hill, 10 years, resigned, £62; Pitman's Lab. A. Turner, resigned, £51; Machinist J. Jackson (65), 26 years, £491; Con. A. A. G. Kellett, 21 years, £243; Con. R. J. Price (42), 11 years, £127; Dr. E. H. Johnston, 18 years, resigned, £75; Dr. J. E. Barnett, 18 years, resigned, £75; Dr. T. A. Cooke, 26 years, resigned, £75; Traffic Clerk N. J. Spearnan, 17 years, resigned, £102; Con. V. N. C. Burns, 17 years, resigned, £75; Dr. M. A. Taylor, 10 years, resigned, £58; Con. R. O'C. Rogers, 18 years, resigned, £75; Dr. M. Marks (53), 23 years, £133; Dr. J. T. Quinn (65), 29 years, £504; Elec. Fitter F. G. Robinson, 11 years, resigned, £78; Dr. D. McIntosh (56), 29 years, £336; Dr. R. P. Harkness (58), 26 years, £301; and Turner F. W. Smith (53), 19 years, £248.

A death gratuity of £121 was paid in respect of the late Blacksmith's Striker C. B. Avery (59), 11 years.

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Volume 4

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OUR TESTING DEPARTMENT.

Some Details of the Work of the Year.

From small beginnings our Testing Department has grown until now it is organised in four sections—chemical, metallurgical, engineering and inspection. As its work is so little known, it will be of interest to give some particulars.

The Chemical Section deals with the chemical analysis of all alloys to determine their composition, the testing of oils, greases, paints, cement, bitumen, cloth, and so on. The practical value of such work can be illustrated by quoting one example. Continual testing is in progress so as to prevent our buses using contaminated fuel. In one case, a delivery of 1,300 gallons of distillate was found to be contaminated and was, of course, rejected.

The Metallurgical Section occupies itself with the microscopic examination of steels, brass, cast iron, other metals and alloys, with the examination of welding, the standardisation of pyrometers and with foundry practice. In the Engineering Section during the year no fewer than 11,161 tests and 13,600 examinations were carried out on 13,796 samples of brake shoes, and all shoes found too hard for safe braking were rejected. Generally in this section the tests determine the resistance of steels and metals to withstand impact and fatigue, while mechanical analysis and other physical tests on sands and stone are also made, the electrical tests including those for tramcar equipment.

All materials received by the Stores Branch come under the Inspection Section, which also conducts service tests on lubricating oils, rubber-encased springs, windscreen wipers, pistons and piston rings. In this direction, the spring failures in the motorman's self-lapping valves were investigated and the results communicated to the manufacturer,

who as the result was able to promise improved performance.

For the year up to the 30th June, the Department carried out 47,380 tests and made 1,562 reports, the details being:—Building Branch, 89 tests, 56 reports; Bus Superintendent, 2,050 tests, 441 reports; Distribution Engineer, 49 tests, 9 reports; Per. Way Engineer, 437 tests, 106 reports; Rolling Stock Engineer, 44,440 tests, 913 reports; Traffic, 267 tests, 21 reports. In addition, 80 "orders to test" were complied with. These covered a wide variety of materials, many of which required service tests for long periods to obtain the desired results.

CAUSE AND EFFECT.

Increased petrol ration.	Renewed campaign in certain
New motorcars available for certain priorities.	section of the
Withdrawal of certain rubber controls.	Press for buses in Melbourne
British Government's order that 50 per cent. of bus chassis production must be exported.	instead of trams.
Increased advertising by the Motor, Tyre and Oil interests.	

THE P.C.C. TRAM.

United States has 3,899 in Service and on Order.

Mr. P. B. Burden, of Mackay Silentruba Products Pty. Ltd., Richmond, just returned from a business trip to the United States, was one of our most interesting visitors recently. Like all who has seen them and ridden in them, he was immensely impressed with the P.C.C. tram, which is increasing in popularity with operators and passengers alike. Although this tram only made its debut in 1936,

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and production was practically suspended after the United States got into the war, Mr. Burden found that on the 1st January last there were actually 2,671 in service, with no fewer than 1,228 on order. Under these headings the details are:—

Operator	In Service	On Order
Baltimore	275	—
Boston	194	77
Brooklyn	100	—
Chicago Surface Lines	83	600
Chicago Rapid Transit	—	4
Cincinnati	28	—
Cleveland	—	50
Dallas	25	—
Johnston	—	17
Kansas City	24	75
Los Angeles	125	—
Louisville	—	25
Minneapolis	—	40
Montreal	18	20
Pacific Electric Railway	30	—
Philadelphia	292	68
Pittsburg	499	67
San Diego	28	—
St. Louis	200	100
Toronto	290	20
Vancouver	21	15
Washington, D.C.	439	50

It will be noted from that table that five undertakings, Chicago Rapid Transit, Cleveland, Johnston, Louisville and Minneapolis, are entering the list of P.C.C. owners, while the Chicago Surface Lines have ordered an additional 600. At the current price that order represents an expenditure of 13,800,000 dollars. Moreover, since that list was compiled the Toronto Transport Commission's "Rapid Transit Plan," which involves the construction of subways in Queen and Yonge Streets (the former for tram operation) and the purchase of a further 200 P.C.C. trams, has been submitted to the citizens and has been approved by a majority of more than 10 to 1. Detroit has also decided to buy a large number of this type.

SYDNEY LOSES £300,000.

High Maintenance Costs Blamed.

Explanations of losses are rarely satisfactory or convincing; but surely no more naive apologia for a disastrous year has ever been advanced than that put forward by the Department of Road Transport and Tramways, N.S.W., in connection with the loss of more than £300,000 for the year which ended on 30th June last. In asking the State Government

for authority to increase fares by 1d. for two, three, and four-section journeys so as to be able to meet the high advancing cost of maintenance, the Department went to great trouble to compare the Sydney system with Melbourne, and explained that our undertaking pays, not because it is more efficiently managed, but because the Sydney concern differs in many ways from that of Melbourne.

That is true; and perhaps the main difference, and one which certainly accounts for a goodly proportion of the loss of £300,000, is that Sydney's operational expenses absorb such a high percentage of the revenue, nearly 91 per cent. on the last year for which we have details as compared with but 63 per cent. for Melbourne. It is utterly impossible to run any transport system except at a loss when the margin available for the dozen and one non-operational expenses—interest, sinking fund, loan redemption, depreciation, pay roll tax, superannuation, hospital payment (third party), public risk insurance, sick pay, and so on—is only 9 per cent. of the revenue.

There are many other differences between the two systems. Some of these make the Sydney task of explanation more difficult. Melbourne, for instance, has to give £130,000 to the Consolidated Revenue of the State, a handicap from which Sydney, happily, is exempt. During the last 27 years that little item has cost our Board nearly £3,000,000. Then Melbourne gives its staff a war loading bonus of 6/- and a war bonus of 5/- per week. As there is only a war loading of 3/- in Sydney, the difference of 8/- per week saves Sydney at least £200,000 a year.

Maintenance costs in Melbourne are, it is pointed out, not as high as in Sydney because the Melbourne trams "on the average are newer!" That miracle of under-statement was doubtless advanced for the consumption and comfort of the Sydney public with the official tongue in the cheek, seeing that the Sydney management operate 1,336 footboard trams which are anything from 21 to 40 years old—and the most of them are nearer 40 than 21 years. The remaining trams of the corridor type are 12 years old. We have a few trams 30 years old, but these are used as emergencies only. The bulk of our rolling stock to-day dates from 1924 onwards, with 220 varying in age from three months to nine years old. If we had not reduced tram construction at our Workshops to negligible proportions during the three years 1942-44 so as to supply equipment for the Service Departments, at least another 100 trams of the SW type would have been on the streets.

Apparently, in the Sydney view, it is not efficient management to plan for the future, to reduce main-

tenance costs by scrapping out-of-date and dilapidated rolling stock, to design and construct trams on an ever-increasing scale of comfort, speed, silence and economy, and to put aside each year an adequately sufficient sum for depreciation so that when the time comes to renew stock there will be sufficient funds in hand to meet the expenditure.

THE TALE OF ONE NIGHT.

It is revealed in the latest report of the Sheffield Corporation Transport Department that in one night in 1940 bombs destroyed 31 trams and 22 buses, besides damaging many others. Despite these losses, the whole system was operating again smoothly within 14 days.

ACCUMULATED SICK LEAVE.

Concession Now Applies to All Staffs.

Giving effect to its promise regarding accumulated sick leave when the M.O.A. Award was being negotiated, the Board has placed on record that sick leave provisions similar to those applicable to the daily paid staff now govern the members of the official and clerical staffs, with effect from the 1st July, 1944.

The broad effect of the regulations is that members of the O. and C. staffs will accumulate half of the untaken sick leave as from the 1st July, 1944, up to a maximum of 10 weeks every 10 years, so that if an employee has no sick leave between the 1st July, 1944, and the 1st July, 1954, he will then be eligible for 10 weeks' leave, plus annual leave due at that time.

TROLLEY BUS EXPERIMENT.

Some queries have reached us on the trolleybus experiment which is to be made by the Glasgow Corporation Transport Department.

As released by the General Manager (Mr. Fitzpayne), the details are that the experimental service is to be run on the existing tramway route between Polmadie in the south and Provanmill in the north-east. The sponsors of the proposal wanted the route extended beyond the present tram terminus to King's Park and Robroyston, the village associated traditionally with the capture of the national hero, Wallace, by the English; but Mr. Fitzpayne pointed out that the Corporation only has power to convert tramways to trolleybuses, and that before such an extension could be made powers would have to be obtained by some future Provisional Order.

Although the route is only 4.4 miles in length,

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the turning difficulties inherent in trolleybus operation are illustrated by the fact that four turning circles have to be provided, two at Glasgow Cross, where the vehicles will have to turn against the east-west traffic, and one at each of the terminal points. As half of the route will be through congested traffic, the round trip of 8.8 miles will take 52 minutes. Even that slow speed will be possible only if the scheduled stops do not exceed 8 seconds.

This trifling experiment is going to cost the Transport Department £126,000—a lot of money when the result of running a trolleybus route in the middle of a tramway system could have been ascertained at the cost of a £20 note by spending a couple of days in Newcastle.

COURTESY OF THE TRAFFIC STAFF.

Recently letters have been appearing in certain newspapers criticising the lack of courtesy shown by the traffic staff to the public. What is not known is that letters sent to these papers praising generally the courtesy and kindness shown by the staff to aged and ailing people have not been published. In addition, the Chairman has received quite a few letters combating the views expressed by the letters-to-the-editor addicts. Here is one, typical of all the others, received on the 12th inst.:—

"Permit me in these few lines to record my appreciation of the kind and sympathetic courtesies extended to the travelling public by the conductors and motormen in the service of the Board. Especially is this noticeable to persons like myself suffering from slight disablement. It speaks highly of the selection made by the officer in charge of personnel. One realises that during the stress of times the duties involved are extremely arduous, and performed under great difficulty. I am a daily passenger on nearly all routes, and have met with kindness, help and civility from the majority.

The conductresses did a great job; but the older staff and the new men coming in from war service are to be congratulated for the manner and courtesy shown. 'Thank you' and 'Please' from the conductors is also very noticeable and means such a lot to the smooth running of such duties."

PROMOTIONS. APPOINTMENTS RESIGNATIONS.

The following promotions, appointments and resignations are intimated:—

Secretary's Department.—Stores Branch—Mr. G. H. Barker to be Controller of Stores from 1st January next.

Manager's Department.—Mr. B. H. Misson to be

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Assistant-Manager. Senior Revenue Clerks L. S. Dight and A. D. Pritchard to be Relieving Depot Masters. Depot Starter E. G. West to be Inspector. Mr. F. H. Wood (Assistant-Manager's office), resigned.

Distribution Engineer's Department.—Leading Hand Elec. Mechanic F. Nowlan to be Lighting and Power Foreman. Leading Hand Linesman H. Gray to be Sub-Foreman.

Per. Way Engineer's Department.—Mr. J. A. Emslie to be Licensed Surveyor.

ITEMS OF INTEREST.

The trams of the United States took 562,000,000 dollars in fares last year.

Newcastle-on-Tyne's transport system—trams and trolleybuses—is to show a heavy loss this year. Curious that the debit should occur so soon after the conversion of several of the tram routes to trolleybuses.

Trams taken from Oslo and Trondheim by the Germans and used by them on the Munich and Mannheim systems have been returned to Norway.

In the United States, the price of a 40-seater bus, ex works, has been advanced to 14,500 dollars, with delivery in 330 days.

If the Detroit transit system could get the additional men required to restore the 44-hour week, costs would be cut by 109,528 dollars a month. At present the staff is working 52 hours per week. They pocket 1.998 dollars extra for each of the eight overtime hours.

THE RED-HEADED McNABS.

Memories of a Unique Bus Service.

Those who knew Sussex, says the "Transport World," London, for March, in the early 1920's, may recall MacNab's Bus Service, which ran between Arundel and Littlehampton as frequently as possible from dawn to midnight during the holiday season. MacNab and his string of red-haired sons and daughters flogged their ramshackle 26-seater unmercifully; and by overloading, hard driving and hurried meals, they made enough money in two years to take the whole family to Australia.

The MacNabs lived in a wayside cottage at Lyminster, and it was here that they relieved one another for meals. The MacNab going off duty would run up the long path between the gooseberry bushes, struggling the while to divest himself of smock and pouch. He would be met half-way by another member of the clan, who would grab the accoutrements and pelt down the garden path, urged by the violent revving of the waiting

bus, which was by that time enveloped in blue smoke.

The MacNabs were hard workers. They knew their regular passengers by name, and were never unreasonable about transporting greyhounds, push-chairs, pea sticks or rose bushes. Young and old were picked up and set down at their doors along the route, and country folk would send a child to the end of their lane to ask the bus to wait while mother struggled along with her baby and baggage.

The departure of MacNab and his carroty tribe marked the decay of a humanism which is fast dying out of passenger transport. Rough-and-ready, overcrowded and dangerous perhaps, his red bus remains unfaded in memory, symbolising the golden age of independence, when petrol was sold in 2-gallon tins and the owner-driver of a bus would run a few miles off the route to do his fellow-man a good turn.

Was it prescience or canny Scots' foresight that sent MacNab and his youngsters to the Antipodes? Sussex roads were quieter and safer after they had gone, but a few will remember with affection the boundless enthusiasm which united the family. Somewhere on the Australian continent there must surely be a little red bus, racing along in a cloud of dust, driven by a red-haired MacNab, with a freckled MacNab of the third generation squeezing between the standing passengers to collect the fares.

RETIRING AND DEATH GRATUITIES.

Since our last issue the Board has voted the under-noted retiring gratuities:—

Bus Operator A. R. Davis, resigned, 10 years' service, £65; Leading Hand Motor Mechanic W. R. Eddy, resigned, 11 years, £73; Night Watchman S. M. Willmott (65), 26 years, £530; Dvr. F. J. A. Parry (54), 27 years, resigned, £75; Dvr. F. Clarke, resigned, 17 years, £75; Dvr. A. O. Hollow (65), 33 years, £527; Night Watchman G. Bolwell (71), 18 years, £454; Dvr. J. F. Waters, resigned, 11 years, £63; Dvr. A. W. Warr, resigned, 11 years, £63; Dvr. P. J. Kelly (53), 27 years, £313; and Con. A. B. Grant (46), 21 years, £243.

Death gratuities to the next of kin have been paid in respect of:—

Garage Cleaner J. P. Powell (61), 22 years, £242; Pitman T. W. Wasley (56), 25 years, £303; Fitter F. G. McIntosh (57), 25 years, £327; and Welder F. C. Brinkman (60), 20 years, accidentally killed on duty, £268.

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TRAFFIC REVENUE RECORD.

£4,000,000 Mark Reached For First Time.

For the year which ended on the 30th June last our traffic revenue for the first time exceeded £4,000,000. It was, needless to say, the trams which were responsible for the increase. The income from the trams increased by £19,908, while the receipts from buses declined by £6,084. On the other side of the ledger, the operating expenses soared by an increase of £72,779 to a new high level. Bus operation, due almost entirely to the almost complete absence of traffic in the slack hours in the Fisherman's Bend and Maribyrnong areas, was as unprofitable as ever, the loss for the year being £117,000. The over-all operations of the Board, thanks to the trams, resulted in a profit, which will be distributed to the Municipalities in the tramway area in due course.

While during the year 3,843 trams were withdrawn from service because of defects of one kind or another, resulting in a loss of 150 miles, the number of buses removed from service totalled 9,116, with a loss of 14,015 miles. The total number of trams removed from service per 1,000 miles run was but .169 as against 1.159 buses, illustrating once again the greater reliability of the tram. The maximum daily average of trams in service was 576, and buses 215. From 128,729 trips was 14,645 irregularities were reported. Over-riding accounted for 6,370 of the total, and uncollected fares for 4,408.

Private buses operating during the year numbered 317 on 96 routes, while in addition there were six cab routes over which 29 cabs ran. The number of private cars registered increased to 143,356, and motor cycles and sidecars by 3,430 to 23,228.

THE LADDER OF PROMOTION.

The Lesson of Recent Appointments.

With the selection of Mr. C. L. Samuell as Assistant Controller of Stores, the main appointments consequential upon the approaching retirement of the Manager (Mr. Richardson) and the Assistant Manager (Mr. Simpson) have been made.

Attention is directed to them for the purpose of pointing out to the younger members of the staff particularly, the unequalled opportunities for promotion available to all in the service of the Board. Not one of those who have been congratulated so deservedly during recent weeks started with any more advantages in their favour than those possessed by the latest recruit. They began at the bottom, and by hard and enthusiastic work, by studying the positions of those over them and so preparing for the day when greater responsibilities would come their way, they mounted steadily the ladder of promotion. They did each job as it came along, not so much for what they could get out of it, as for the sake of the job itself, and so in the end, as it always will, the job rewarded them.

"The way of promotion is open to all," we wrote in our March issue; those appointments to high executive positions of men who started as junior clerks and conductors, prove the truth of the remark. Their promotion should be an inspiration to all who are beginning their careers in the Board's service, for they demonstrate that just as surely as water descends to its own level so in the end does merit and ability reach the top.

ENGLISH BUS PRICES ADVANCE SHARPLY.

During each of the next three years the Birmingham

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ham Transport Department means to replace 275 of the old buses with new vehicles at a cost of £1,064,000 per annum. Bus prices must have advanced very sharply in England, for the figure quoted represents £3,869 per bus. With such a first charge, it will tax the ingenuity of the Department to operate at a profit on the existing fare levels. The citizens may be apprehensive that one fine morning they will waken up and find that the fare has been increased by 33 per cent. Manchester scrapped a perfectly good tram route, and the following morning the fare went up from 6d. to 8d. Now it is found that that is "uneconomic," and the Department wants it increased to 10d. The trams paid at 6d.; the buses apparently need 10d. for the same journey.

During the year, the Birmingham Department carried 483,732,224 passengers on its buses (1,202), trams (462), and trolleybuses (74) for a revenue of £4,490,922.

FOUR WOMEN RACE TO SHOP.

The Street Car Beats the Motor Car.

"Mass Transportation," Chicago, tells of an experiment conducted recently in Norfolk to determine the most practical way for women to get to the down-town shopping area. The moral of the information appears to be, "If you are not within walking distance of the market area, your best bet is your public transit system."

The "Norfolk Ledger-Dispatch" sponsored a race between its offices on Brambleton Avenue and the City Market, the four contestants being women employees. Each had to use a different means of transportation. One walked, another went by tram, a third used a taxi, while the fourth drove a private motor car. Here is how they finished after going to the market, making a purchase, and returning to the office:—

1. The Pedestrian	18 minutes
2. The Tram Rider	21 "
3. The Taxi Rider	41 "
4. The Private Car Rider	52 "

£606,000 IN TWO YEARS.

Glasgow Compelled to Raise Fares.

Having suffered deficits of £232,000 and £374,000 in the last two years—the accumulated deficit is now £897,000—the Transport Department of Glasgow, in common with other publicly and privately owned transport systems in Britain, has been compelled to ask for, and secure, permission for fare

increases. The differences between fares in Glasgow and those prevailing in Melbourne will be understood more accurately if it is remembered that in Glasgow the sections are approximately one-third of a mile in length, whereas our tram sections are of the average length of 1.263 miles, with the bus sections averaging 1.340 miles. Here are both the old and new scale of fares in Glasgow:

TRAMWAYS.			
New Scale Sections.		Old Scale Sections.	
2	1d.	2	1d.
3	1½d.	3	1½d.
5	2d.	6	2d.
7	2½d.	8	2½d.
10	3d.	Over 8	3d.
Over 10	4d.		
BUSES.			
5	2½d.	4	2d.
7	3d.	7	2½d.
10	3½d.	10	3d.
13	4d.	13	3½d.
Over 13	5d.	16	4d.
		19	4½d.
		22	5d.

RECENT SWISS TRAMCAR DESIGN.

For some time the modern high-capacity cars of the Zurich City Tramways have been running with relatively old-type trailers. This is not uncommon in Continental cities; visitors to Munich 10 years ago, for instance, could see ex-horse-drawn cars coupled on as trailers to trams. Zurich, however, is now specialising in producing up-to-date trailers, the bodies of which are of light metal alloy. Auto-door equipment, braking gear and seating arrangements are all of the latest type. There are 21 seats, and room for 84 standees. The car is 42 ft. 7 ins. long, and weighs 8 tons 15 cwts.

TRANSPORT IN BUENOS AIRES.

Railcars, the underground, trams, omnibuses, minibuses and colectivos are all used by the Buenos Aires Transport Corporation, and during 1945 these six mediums carried 1,348,867,295 passengers, of which total the tram share was 654,580,053. The Corporation has not a monopoly, for other concerns handled 179,000,000 passengers during the year.

Bus traffic again declined badly, the passengers numbering but 60,000,000 as compared with 205,000,000 in 1944. There were 812 buses operating in 1943 as compared with 112 last year. When

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asked about the possibility of buses superseding the trams, the Corporation replied that as it would take 2,800 buses to do the work now performed by the trams, "the elimination of the trams could not be considered."

DEVELOPMENT OF THE BUS.

In connection with the golden jubilee of the motor industry, which means the fiftieth anniversary of the establishment of the industry on a sound basis by the emancipation Act of 1896, which relieved mechanical vehicles of walking-pace speed limits and the carrying of a red flag in front of them, "Modern Transport," London, published on the 13th July last a page of photographs illustrating the development of passenger buses.

The first, in 1905, was an unsatisfactory conversion of a horse bus to steam—this refers only to London, by the way—and a weird contraption it was, with the driver perched up aloft and with seats outside for eight persons and inside for 10. Four years later, 1909, horse buses were still running in the Strand, but in 1910 the London General Omnibus Company introduced the celebrated B-type motor bus, the forerunner of a long line of vehicles whose makers have customers now all over the world. As nobody would board a horse bus if they could possibly get on a motor bus, the L.G.O.C. had perforce to speed-up the building programme, and so it was that before 1911 dawned the number of motor buses exceeded those of the horse variety. It was interesting to note that the last photograph was that of a "Tiger," delivered to the London Transport Board earlier in the year, which is exactly similar to the "Tigers" we put in Bourke Street in 1940.

In connection with this topic, it was stated in a letter which appeared in "The Argus" that "buses have in the aggregate been increasing at the average rate of 40,000 a year" for the last 40 years. That can only mean that there are now at least 1,600,000 buses in existence. The President of the Philadelphia Transport Company, addressing the annual meeting of the United States Chambers of Commerce in May last, on transport, informed his hearers that the States possessed 81,857 buses. As the States are easily the largest owner of buses in the world, it would be instructive to know where the other 1,518,143 are hiding. We doubt very much whether those firms who do manufacture buses are capable of turning out 40,000 in a year; but of course in order to get to that average over 40 years, they would have to make many more. The first three years, 1906-09, can be wiped out,

for it was 1910 before a few hundreds were constructed. Production in 1914-18 was limited, both in the States and Britain, and non-existent elsewhere, and it was actually not until 1927 that the big boom commenced. Then between 1940 and 1945 in Britain production practically ceased through the bus manufacturers concentrating on aeroplanes and tanks and other war material. Even to-day in the United States the orders for the year published in the technical Press came to but a few thousand—the record number delivered in any one year was 7,200 in 1942—and that that is the present capacity of the existing plants is shown by the fact that the delivery date is set down as 330 days after the order is placed. In the 10 years, 1934-43, the American Transit Association states, just 38,750 new motor buses were delivered, which rather makes hay of the 40,000 a year assertion.

MONTREAL'S TRANSPORT.

Both fares and expenses must be at a high rate in Montreal, for while the Revenue of the Transport Commission for the last financial year was £5,282,381, the total expenses were £5,282,044, leaving a profit of only £387. The trams, buses and trolleybuses handled 385,575,041 passengers. That was 30,000,000 more than we carried in Melbourne, but the Montreal revenue was no less than £1,280,000 greater. The trams ran 35,296,492 miles as compared with our 22,730,635, while the buses and trolleybuses covered 12,573,706 miles, as against our bus mileage of 8,146,473.

OUR EXAMPLE FOLLOWED.

Mirrors, similar to those on our double-deck buses, have been adopted by the London Transport Board, with the object of giving the conductors a good view of all seats on the upper decks, thus enabling them to see what seats are empty.

THE WORK OF THE PER. WAY.

Day in, day out, the staff of the Per. Way Department labour unobtrusively to keep the tracks in good order. That was rather difficult during the war years, when the staff was not only depleted but when municipal maintenance decreased and so made our tracks more popular than ever with all forms of vehicular traffic. During the year which ended on the 30th June last, maintenance gangs were increased, enabling a much greater volume of work to be tackled.

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Here are a few of the details:—The lifting and packing of short lengths of double track totalled 4,488 ft.; surface pitching of 281,521 ft. of double track; pitching and top dressing of 614,362 ft. of double track; re-fastening of rails over 31,365 ft.; repairs to 3,081 rail joints; rail grinding for the removal of corrugations over 52,234 ft. of single track; rail scrubbing over 534 miles of single track; mechanical track cleaning over 19,822 miles.

ANOTHER CANARD.

Trolleybuses Are Not To Be Scrapped.

On the 23rd May last, "The Argus," under the heading, "London Tram and Trolleybus Systems To Go," published a cable from London, the opening sentence of which read:—

"Trams and trolleybuses have had their day in London. The London Passenger Transport Board has decided to abolish all remaining tramway systems, and the trolleybuses are doomed, too."

As the decision to supersede trams by trolleybuses was made 12 years ago, and has, with the exception of the war years, progressed leisurely ever since as tramway lines fell due for re-construction, and as earlier in the year the Board placed an order for trolleybuses which will not be completed entirely until near the end of 1947, our Chairman expressed his disbelief in the accuracy of the report. His scepticism has been more than justified. When the London newspapers for the last week in May contained no reference to the doom of the trolleybuses, the installations of which had cost the Board £7,000,000 in 10 years, and when technical journals such as the "Commercial Motor" and "Bus and Coach," which would have hailed with delight the suppression of both trams and trolleybuses in favour of motor buses, were equally silent, it became obvious that somebody had blundered. Desiring to solve the puzzle, we wrote the editor of "The Transport World," who replied:—

"The London Passenger Transport Board decided in 1934 to convert tramways to trolleybuses, and the first of such conversions was made early in 1936, the Croydon-Crystal Palace route being opened on the 9th February. Other conversions up to 1940 were made principally to the north, north-east and north-west. Stopped during the war, the work will be resumed when labour and materials are available. The trams will, however, be replaced by trolleybuses, not motor buses."

So that is that—one form of "fixed" transport (rails) is to give place to another (four overhead wires), thus preserving a steady load for the electric power stations, and at the same time enabling the Board to get rid of its liability for street maintenance.

GOLF POPULAR AT WATTLE PARK.

The very sporting 9-hole golf course at Wattle Park grows more popular every year. Even during the worst of the dry spell last year the course looked a picture and made one realise anew that green is the most restful of all colours to the eye. The receipts for the year which ended on the 30th June last were the highest ever recorded, and were the result of 38,777 tickets being taken out.

PROMOTIONS.

The under-noted promotions have been made:—
Manager's Department.—N. West, to be Senior Roster Clerk; Dvr. C. J. Dadson and Dvr. W. J. H. Lawrence to be Depot Starters at Port Melbourne and Footscray respectively.

Secretary's Department (Stores Branch)—C. L. Samuell to be Assist. Controller of Stores; R. Tatam to be Chief Stores Clerk.

RETIRING AND DEATH GRATUITIES.

The under-noted retiring gratuities have been granted:—

Dvr. G. A. Beith (51), 29 years' service, £339; Con. V. B. McLeod (32), 11 years, resigned, £63; Con. E. Watts (47), 12 years, resigned, £69; Dvr. L. T. Collins (40), 20 years, resigned, £76; O.H. Motor Driver W. Owen (67), 29 years, £508; Rev. Clerk R. E. Onley (52), 26 years, £439; Con. E. W. Chenoweth (43), 20 years, resigned, £76; Car Cleaner T. N. Healey (41), 17 years, resigned, £72; Blacksmith S. C. Mathieson (40), 10 years, £66; Car Cleaner J. Power (49), 12 years, war disability, £133; Traffic Inspector T. V. Phayer (45), 22 years, resigned, £96; Dvr. B. J. A. Trenoweth (47), 17 years, resigned, £70; Dvr. L. P. Purcell (51), 26 years, resigned, £76; Dvr. J. R. Curry (34), 11 years, resigned, £64; and Bodymaker S. G. Berry (36), 10 years, £132.

Death gratuities in respect of Dvr. F. C. Percy (50), 21 years, and Bus Cleaner A. Winther (52), 27 years, of £245 and £299 respectively were paid to the next of kin.

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UNLESS FARES INCREASED.

London Transport Will Have Deficit of £5,750,000

A couple of months ago a correspondent writing in "The Argus" advised the Melbourne Tramways Board to copy the example of the London Transport Board and start replacing trams by buses. When that was happening here, the Railway Rates Tribunal in London was sitting for days hearing an application by the Transport Board for permission to increase the fares on the Board's rail and road services. In presenting the case for the Board, Mr. Craig Henderson, K.C., stated that the proposed changes would yield £5,569,000 in a full year as against a possible deficit of £5,750,000 if fares were not raised.

The Board's proposals include a 2d. minimum fare, covering a maximum distance of 1½ miles, the present 2d. fare for distances exceeding 1½ miles to become 3d., and 1d. to be added to all 3d. and 4d. fares.

This application, which follows various fare alterations during the war, emphasises that in these days of higher wages, allied with much higher prices for rolling stock, tyres and fuel oil, it is an absolute impossibility to operate buses successfully on tramway fares. Commenting on the enquiry, the "Daily Express" said that it had been argued that the Board is in financial difficulties. "There is nothing new in that," acidly remarked the paper; "it has never been out of them!"

Yet it is this Board, which has never yet been able to discharge its financial obligations in full, which is held up to the Melbourne Board, with its record of success, as the example for it to follow!

BUS OPERATION.

Private Operators are on a Good Wicket.

"Substantial profits are made by buses in other cities and by privately-owned buses in Melbourne."—"Sun," 8/10/46.

Only the "Sun" knows where these "substantial profits" are made. Adelaide and Sydney, in addition to Melbourne, have so far published their accounts for the 1945-46 year. Adelaide confesses to an "adjusted" loss of £27,437, and Sydney to one of £346,000. So where are those cities, and where, above all, are the "substantial profits?"

As for privately-operated buses in Melbourne, it would be strange indeed if they could not make handsome incomes for their owners. Leaving aside the higher standard of maintenance observed by the Board and the greater cost of its vehicles, the dearer fares charged by the private buses gives them an immediate advantage. A typical example is the privately-operated route between Middle Brighton and the Public Library, 8¾ miles for 10d. The Board's fare from East Brighton to Victoria Street, 9½ miles, is 6d. The private individual pays his one-man operator from 9/- to 12/- per week less than the Board; the men have to work an 88-hour fortnight, with the employer having the right to call on them to work 50 hours on either of the two weeks as compared with the Board's week of 44 hours; overtime with them does not commence until 50 hours per week and 88 hours for the fortnight have been worked, and then it is but time and a quarter for the first four hours and time and a half thereafter, whereas with the Board overtime commences after 44 hours, and varies from time and a quarter to time and a half; they get time and a quarter for work on public holidays, but the Board's employees receive time and a half for public holidays and

Saturdays, and double time on Sundays; they get 12 holidays per year against the Board's 17 days (including three days' goods conduct leave) every 11 months; and for night work they receive but 1/2 per shift as compared with the Board's time and a half.

These are most substantial differences which in the aggregate amount to a considerable sum in the course of the year; but there are others which widen the already big gulf between public and private bus ownership. For instance, the private operator supplies no uniforms; he has no Benefit Society £ for £ subsidy to make; he has no retiring or death gratuities to pay; he is not called to make any contribution in respect of the State's payments to the Fire Brigades Board and the Infectious Diseases Hospital; and as in most cases he has but a couple of employees he escapes liability for the Pay Roll Tax, the latter a little item which alone cost the Board £52,000 last year.

Oh! why didn't we start a bus route 20 years ago?

BRITISH TRANSPORT REVENUES DECLINING.

With certain exceptions, the annual reports now coming to hand from transport undertakings in Britain for the year 1945-46 reveal a decline in revenue, and most intimate that applications for authority to increase fares have been made to the Regional Commissioners.

The latest report we have received is from Sheffield, which shows that its trams and buses ran at a loss of £35,000 as compared with a surplus of £28,000 for the previous year. The number of passengers carried by the 468 trams and 461 buses declined, the revenue per mile being only 19.730d

For the year which ended on the 30th June last, our revenue was 31.017d. per mile.

THANKS FROM THE MELBOURNE CRICKET CLUB.

The expeditious efficiency which was exhibited by our traffic staff on the occasion of the final football matches on the ground of the Melbourne Cricket Club was apparent to the public and was recognised by the Press. That it was appreciated by the authorities will be seen from the letter received by our Chairman (Mr. H. H. Bell) from the Melbourne Cricket Club. The Secretary (Mr. V. S. Ransford) wrote:—

"On behalf of the President and Committee of the Melbourne Cricket Club, I desire to extend their sincere congratulations on the excellent service rendered by the Board to the public who patronised the trams during the recent final football matches

played at the Melbourne Cricket Ground.

"The expeditious manner in which the huge crowds were handled, both to and from the ground, is worthy of the highest commendation to all concerned."

" 'E DUNNO WHERE 'E ARE! "

The Contradictions of a Confused Bus Supporter.

It is extraordinary how our local bus protagonists can never stick to facts; they must always be either exaggerating or minimising. Just take some of the recent assertions made by the mouthpiece of the Australian Automobile Association. Here they are:

(1) "Trolleybuses in London rose from 492 in 1930 to more than 3,000 at the outbreak of war."

Answer—Trolleybuses did not make their appearance in the London area until the end of May, 1931. The figures given are those for the whole of the United Kingdom. And why commence with 1930? Bradford began operating trolleybuses in 1911. Is it because an increase of 2,500 in 19 years looks more impressive than one of 3,000 in 28 years?

(2) "London buses carried almost nine times as many passengers as Melbourne's trams."

Answer—As the trams of Melbourne during the year selected carried 281,198,209 passengers, and the London buses dealt with 1,831,132,000 passengers, the busman exaggerated by the trifle of 699,551,872 passengers.

(3) "Trolleybuses alone in London carry over 30 per cent. more passengers annually than do Melbourne's trams."

Answer—Why shouldn't they? It wouldn't say much for the trolleybus as a transport medium if 1,500 of them could not carry 30 per cent. more passengers than Melbourne's 576 trams. Actually, if only he had the wit to see it, all that the busman proved by his assertion is the fact that it takes more than two London trolleybuses to do the work of one Melbourne tram.

Apparently the A.A.A. man had the uneasy suspicion that he had slipped somewhere, so with magnificent disregard of his claim in (2) he a day or two later proclaimed that

(4) "The motor buses and trolleybuses combined carried nine times as many passengers as Melbourne's trams, 2,534,000,000 against 284,000,000."

Answer.—Wrong again. The year taken is 1944. Multiply our total by 9 and you get 2,556,000,000, so that on the busman's error is but 22,000,000 passengers. Here again he is but demonstrating the superiority of the tram, for as London has more than 6,000 buses and slightly more than 1,500 trolleybuses (let us take the round figure of 7,500), what

he is telling us is that each London vehicle dealt with but 337,866 (ignoring fractions) passengers per year, or 925 per vehicle per day. On the other hand, each Melbourne tram carried 488,812 passengers during the year, or 1,339 per day.

POCKETS INSTEAD OF CASH BAGS?

Glasgow Transport Department is experimenting with the idea of abolishing conductors' cash bags. With that end in view, sample tunics with specially-fitted pockets lined with leather and divided into three receptacles for halfpennies, pennies and silver have been made.

PASSING OF A PROPHET.

It cannot have escaped that attention of our readers that with the death of H. G. Wells there passed not only one of the most remarkable literary figures of all time, but a man who was a fairly successful prophet technologically and socially. One obituary we read gave him credit for foreseeing aerial combat in his book "War in the Air" (1906); but that is carrying hero worship too far. Tennyson visioned it in one of his poems when he wrote of aerial navies battling in the blue; Leonardo da Vinci had it in mind when he was attempting to construct a heavier than air machine; while The Preacher clearly foretold aerial communications when he wrote: "A bird of the air shall carry the voice, and that which hath wings shall tell the matter."

So far as we in the transport industry are concerned, Wells' book of 1905, "A Modern Utopia," pictured dual carriageway arterial roads with electric lines running on the centre strips. These have materialised in Germany and the United States in particular, while there are British examples at Leeds and Liverpool, and in Melbourne in Dandenong and Flemington Roads, Peel Street and Victoria Parade.

SYDNEY'S TRANSPORT.

Inquiry into Year's Loss of £346,000.

Following upon the disclosure by the State Auditor General of the serious position, physical and financial, of Sydney's tram and bus undertaking, the Government, after having asked the Federal Government for a grant of £400,000 to cover the losses of the last two years, has appointed the Auditor General to investigate the financial position of the Department of Road Transport and Tramways and the grievances of the employees.

Prepared as the public was for a loss on the undertaking for the year which ended on the 30th June last, the report of the Auditor General, reveal-

ing a deficit of £346,293, although the revenue had increased by £136,597, came as a most unpleasant shock. According to Mr. Swift, the disconcerting feature of the operations for the year was the disproportionate increase of working expenses relative to earnings. The metropolitan and Newcastle transport services had incurred a deficit of £379,106. For a number of years they had maintained in their combined results a close balance between income and expenditure, and at the same time had set aside large sums as depreciation reserves. They had not succeeded, however, in building up surpluses adequate to meet the impact of the losses, and part of the deficiency for 1945-46 had had the effect of reducing the funds held for asset replacement.

A continuance of losses approaching those of the past year, Mr. Swift pointed out, would necessitate further inroads on reserves essential for the maintenance of the capital assets of the services, and might lead to a position of acute financial difficulty.

In 1945-46, the metropolitan tram and bus services had earned £5,372,297, compared with £5,235,699 the previous year. The cost of operating those services, and maintaining and administering them, however, had advanced from £4,877,712 in 1944-45 to £5,340,711 in 1945-46. Thus, although earnings had increased by £136,597, and statutory charges for interest, exchange and sinking fund decreased by £30,994, additional operating and maintenance costs of £295,891 and increased administration and other charges of £121,094, heavily outweighed the gains, and meant that the deficiency for the year was £249,394 greater than that for 1944-45. As the result of the two successive deficits, the accumulated surplus of £104,880 at June 30, 1944, was converted into an accumulated deficiency of £338,331 at June 30, 1946.

"It is apparent," Mr. Swift added, "that a continuance of the drift of the past two years will seriously impair the financial structure of the undertaking, and it may well become a charge on the Consolidated Revenue of the State. Apart from increasing working expenses, the department will be called upon to meet the additional annual costs entailed as a result of the considerable capital expenditures now in contemplation for the rehabilitation of the existing services and for essential expansion to meet traffic needs."

APPOINTMENTS AND PROMOTIONS.

The under-noted new appointments and promotions have been made recently:—

J. Clark to be Special Ganger; R. A. Jones, senr., Stores Clerk; T. F. Jones, Relieving Revenue Clerk; F. E. Keane, Driver Sub-Instructor; A. F. Neate, Re-

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lieving Revenue Clerk; M. J. O'Donnell, Engineer Assistant; W. Oxley, Relieving Revenue Clerk; J. H. Sharp, Storekeeper; C. E. Sheldrake, Senr., Stores Clerk; H. A. Simkin, Relieving Stores Officer; S. G. Taylor, Relieving Revenue Clerk; J. Viccars, Special Ganger; V. J. Walshe, Relieving Revenue Clerk; S. Woodward, Sub. Foreman Trimming Section; G. F. Edwards, Sub. Foreman; W. W. G. Fordham, Draftsman; I. McL. Oliver, Cont. Supervisor; C. A. Peterson, Traf. Insp. (Temp.); R. G. Simpson, Temp. Acting Ticket Clerk N. Grant, Temp. Acting Ticket Clerk and J. W. Hicks, Sub. Foreman Light and Power Branch.

CONCESSIONS COST £1,637,753.

Board's Record Over The Last Ten Years.

Accompanying the letter from the Board which was read to the general meeting of the members of the A. T. & M. O. E. A. on the 20th October, which determined on a strike, was a detailed statement showing the concessions which have been granted by the Board to the daily-paid staff since the Tramway Award of 1937 came into operation. Lack of space prevents the publication of the statement in full; but the summary given below will perhaps be of interest to those who did not have the opportunity of hearing the details:—

	Cost to 30/6/46
44 Hour Week	£430,000
War Loading of 6/- per week	328,000
War Bonus of 5/- per week	263,000
Increase in Sick Leave	89,000
Increase in Retiring and Death Gratuities	83,700
Increase in Margins to Bus Drivers, Parkers, and Cleaners	52,000
Increase in Annual Leave	45,100
Increased Rate to All-night Drivers	36,200
Increase in 10 year Service Rate, 3/- per week	8,200
Payment to Student Drivers	100
	£1,335,300
Total of all other Bonuses	115,760
War Savings Certificates for Employees who served with the Forces	186,693
Total	£1,637,753

The Death and Retiring Gratuities, which are paid without any monetary contribution by the employees, cost the Board £74,902 last year, while the total paid under this heading during the last 10 years to all employees is £330,076.

ITEMS OF INTEREST.

The Transport Committee of West Hartlepool has recommended the Corporation to adopt a general policy of replacing the trolleybuses by fuel oil buses.

Now that the tram routes and underground have been restored, the Berlin Verkehrsgesellschaft in one week recently transported 4,000,000 people over 80 miles of route, using 290 trams, while the underground carried 4,500,000 people with 198 trains over 33 miles. The Transport Corporation uses buses only as feeders to the trams and on light traffic suburban routes. Fifty-eight of these vehicles dealt with 500,000 passengers.

Leeds Transport Department ran at a loss of £74,563 for the year. Like Sydney, it exhausted its Reserve Fund in meeting the losses over two years and there is now a debit balance of £8,579.

In Buenos Aires, motor buses are called "micro-buses," and in Rio de Janeiro "Bondes."

RETIRING AND DEATH GRATUITIES.

Since our last issue the Board has voted the under-noted retiring gratuities:—

Dvr. P. J. Harding (38), 11 years' service, unfit, £128; Bus Driver F. J. Onsey (44), 12 years, unfit, £79; Con. V. J. Kelly, resigned, £64; Car Painter R. F. McKenzie, resigned, £83; Dvr. J. H. Wood (65), 27 years, £427; Con. G. H. Burrell (45), 21 years, unfit, £245; Con. D. T. P. Laird, resigned, £52; Dvr. A. Clarke, resigned, £76; Car Cleaner R. Williams (68), 23 years, £432; Con. V. T. Gilligan, resigned, £64; Dvr. J. T. Hobbins (65), 39 years, £514; Dvr. R. Saunders, resigned, £76; Dvr. W. Marshall (65), 30 years, £514; Car Cleaner, G. T. Young (65), 37 years, £555; Car Cleaner J. J. O'Callaghan (65), 28 years, £477; Elec. Mech. A. W. Cole, resigned, £66; Dvr. A. W. Jackson, resigned, £76; Traffic Clerk R. A. Dowling, resigned, £90; Dvr. G. R. Schintler, resigned, £76; Car Painter R. A. McLaren, resigned, £83; Bus Cleaner A. L. Hart, resigned, £66; Dvr. A. C. Morton, resigned, £64; Elec. Mechanic R. Newhouse (56), 22 years, £283; Lab. R. G. Powell (65), 29 years, £456; Dvr. S. Deathridge (65), 31 years, £479; Traffic Clerk H. R. T. Burton (60), 28 years, £394; Dvr. J. W. Liddell, resigned, £76; Tradesman H. H. L. Wilcock (60), 32 years, £422; and Rev. Clerk H. Gilbert (44), 23 years, £388.

A death gratuity of £270 has been paid in respect of the late Charman H. C. Darbin (51), 24 years' service.

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TO THE STAFF.

Greetings From the Chairman and the Board.

Once again it is my privilege and pleasure to wish you, on behalf of my colleagues and myself, a very happy Christmas and all health and well-being in 1947.

We do not seem to be living in a particularly happy world, and unfortunately there is no indication anywhere that the year that lies ahead is going to offer us as individuals anything better. Prices are high for all our essential needs, and are likely to go higher; materials for our personal use and for business are in scant supply and poor in quality, and are never available in the required quantities; our incomes, whether by wage or salary, always seem to be a jump behind the actual cost of living.

We are told that unrest and dis-satisfaction, reluctance to settle down to work and produce—and production above all is what is necessary just now—is just a species of war neurosis. Perhaps it is; but I am inclined to wonder sometimes if it is not because so many people seem to think that they should without effort get more out of life than they put into it. Or, as Antoine de Saint-Exupery wrote so long ago—"If we are to draw our substance from a whole greater than ourselves, we must see that it exists. Man must give before he can receive and build before he can inhabit."

I do hope that the future has brighter prospects for you all than the conditions at present appear to indicate, and most cordially do I wish you the best of luck for 1947.

H. H. BELL,
Chairman.

TRANSPORT IN U.S. IN 1945.

Transit Association's Fact Book Tells the Story.

A most comprehensive collection of facts and figures compiled by the American Transit Association is contained in the "Transit Fact Book, 1946," a copy of which has reached us. The booklet is packed with illuminating statistics for the year which ended on the 31st December, 1945, relating to surface railways (trams), electric urban, interurban, subway and elevated railways and motorbuses and trolleybuses, and even shows what the 1,253 operating companies paid for electric power and fuel, for wages, materials for maintenance and for taxes. Out of that total of companies, only four operate trolleybuses exclusively, as against 84 which rely solely on railways. There are all sorts of combinations shown, such as railway and motor bus combined, 60; railway, motor bus and trolley coach combined, 27; but space does not permit setting them out in detail. It is worth mentioning, however, that urban motor bus companies total 645, with 519 operating in suburban areas, and that 45 trolley coach companies run in urban districts.

More than half of all of the transit passengers were carried on the railway lines in 1945, including the subway and elevated lines of New York, Chicago, Philadelphia and Boston. The motor buses carried approximately 43% of the total and trolleybuses slightly more than 5 per cent. The tables given below should be informative to all who make a study of transport:—

	No. of Vehicles	Capital Value	Miles of Route
Trams	26,680	1,570,000,000 dols.	8,830
Motorbuses	49,670	566,000,000 dols.	39,500
Trolleybuses	3,716	76,400,000 dols.	1,211
	Passgr. Rev.	Miles Run	Passengers
Trams	504,900,000 dols.	939,900,000	9,426,000,000
Motorbuses	590,000,000 dols.	1,722,300,000	9,886,000,000
Trolleybuses	68,000,000 dols.	133,300,000	1,244,000,000

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The predominance of the tram in the large cities with populations of 500,000 upwards is most marked. In these cities during 1945 the trams carried 6,369,000,000 passengers as compared with 2,613,000,000 by the motor buses and 276,000,000 by the trolleybuses. It is in the smaller cities that motor buses and trolleybuses are superseding the trams. This distinction will probably be accentuated in the next few years. The trend is obvious now with trams increasing in the large cities and decreasing in the smaller. A city with a traffic movement of less than 2,500 passengers per hour on its routes does not require the large carrying capacity afforded by trams.

CONTRASTS.

Sydney Curiosity Over Our Undertaking.

"The Tramways Board has reserves amounting to more than £7,000,000 and its capital expenditure is £9,000,000. I would like to remind the House that the Railway Department has a capital expenditure of £60,000,000, and that its reserves amount to about £800,000."—The Hon. J. A. Kennedy in the Legislative Council of Victoria. (Note: The figure of £60,000,000 does not take into account the £30,000,000 transferred some years ago to the Consolidated Revenue Account).

"As the result of two successive deficits, the accumulated surplus of £104,880 at 30th June, 1944, was converted into an accumulated deficiency of £338,311 at 30th June, 1946."—The Auditor-General of N.S.W., reporting upon the Department of Road Transport and Tramways.

"Estimates prepared for the present year, and the actual results for the first three months, indicate that a loss of £500,000 will be sustained."—The Commissioner for Road Transport and Tramways (Mr. C. N. Neale).

"The Melbourne Tramways Board is still buying up the latest patents and designs to give greater speed, silence and economy in tram transport. All Sydney seems to be buying is an enormous financial headache."—"Sydney Sun."

"Sydney's tram authorities are reticent about details of the alarming drift in tram finances. Melbourne, which not only has one of the best tramway systems, but makes it pay, is eager to explain why."—"Sydney Telegraph."

These quotations inspire the reflection that perhaps it is because the Melbourne Tramways Board is such a successful concern that some people are clamouring for a Royal Commission to investigate its operations. (It is notoriously true that the British people are always hypercritical when victories are

being achieved and positively jovial when defeats are being sustained). However, the Melbourne critics may be surprised to learn that the editors of the Sydney "Telegraph" and Sydney "Sun" thought it worth while to fly their representatives to Melbourne to discover how it is that while Sydney's trams and buses ran at a loss of £346,000 for the year which ended on the 30th June last, the Melbourne system was conducted so efficiently that it was able to put £701,000 to Renewals Reserve, place £161,000 into Loan Redemption and Loan Sinking Funds, pay £126,000 to the Consolidated Revenue of the State, give the staff 8/- a week more than in Sydney, and still have a profit of £30,937. Although working independently, both journalists arrived at identical conclusions. The "Sun" had an article over four columns, headed "How Melbourne Runs Cheaper Trams," while the "Telegraph" devoted a complete page (probably the first time a Sydney newspaper has so honoured a Melbourne undertaking) to its analytical comparisons between the two systems with the banner heading "Why Sydney Trams Don't Pay."

Doubtless to those who profess the desire to have our operations investigated it is in the highest degree suspicious that we should be able to manage the undertaking on a ratio of expenditure so much lower than any similar concern anywhere. Our tram operational expenditure is but 59.103% of our revenue. Nearest to us is Brisbane, where the admirably managed Transport Department spends 65.36%. Edinburgh is the only other undertaking which gets below 70%, the exact figure there being 69.03%. Adelaide goes up to 80.101%, Birmingham to 96.75%, Sydney to 99.412% (including buses, separate figures for trams and buses are not shown), while in Manchester the expenses actually soar to 106.1%. In the United States last year the average operational ratio was 77.31%. The lowest average ever recorded was 72.1% in 1943.

PRAISE FOR THE FOOTSCRAY STAFF.

Writing from Maidstone to the Manager, a correspondent pays a fine tribute to the traffic staff on the Ballarat Road route, Footscray. He says:—

"I take this opportunity of expressing my gratitude and sincere thanks to your employees on the Ballarat Road trams for their courtesy and help. I have been unfortunate enough to have my leg in plaster from my toes to my hips. Both drivers and conductors have been truly wonderful to me; there has never been once when I sought to board the trams that my crutches have not been taken from me, and they have given me their shoulders to put

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me on and off and take me in safety across the road. Now that after two months I am out of plaster and able to get about on sticks, their courtesy has not diminished; indeed, I am greeted with 'Glad to see you getting on, Pop.' May you long have such a staff to give us such true and Christian service."

WON THE DISTINGUISHED SERVICE MEDAL.

One of the recipients at the recent investiture by H.R.H. the Duke of Gloucester was Mr. Noll Grant, of the Stores Branch, Head Office, who received the Distinguished Service Medal won while on active service with the Royal Australian Navy.

We extend our most cordial congratulations to Mr. Grant.

TRAM LETTERS SUPPRESSED.

During recent months the Chairman has received numerous complaints from members of the public to the effect that while certain newspapers in Melbourne are only too willing to publish letters reflecting on the trams and "boosting" buses, they exhibit a marked disinclination to give letters in favour of trams the hospitality of their columns. (It should be interpolated here that no such criticism has been made against "The Age"). Typical of both the oral and written complaints is this letter from Mr. Robert Bell, of Bell and Valentine Pty. Ltd., South Melbourne:—

"It may interest you to know that I recently wrote to "The Herald" suggesting that where tramways were being discarded in large cities, there was some alternative system of rail transport, and doubting if buses alone would have any possibility of handling the traffic now carried by trams. "I mentioned that London and New York both have extensive underground railway systems, and that there were many cities in America, including Chicago, Philadelphia, Los Angeles, San Francisco, Cleveland, Montreal, and Toronto that still have extensive tramway systems. "Although "The Herald" has allowed plenty of space for letters condemning tramways, irrespective of whether the criticism is based on reliable data, they seem to be unwilling to find space for a letter quoting data that does not support their own view. Probably my letter is not the only one refused publication. I may state that I have been in all the cities mentioned, so can speak with some actual knowledge of conditions."

9,336,040 TICKETS IN A DAY.

On an average day just now London Transport sells 9,336,040 tickets for journeys on their railways, underground, coaches, trams and fuel oil, petrol and trolley buses. Almost two-thirds of the tickets represent 1½d. and 2d. fares—3,756,214 at 1½d. and

2,762,638 at 2d. The next highest at 3d. did not reach the million mark, the number being 949,381. Curiously enough, the 3d. cheap mid-day ticket, put in to encourage travelling in that slack period, produced but 7,825 customers, which emphasises the view we have in Melbourne that such concessions are valueless from the point of view of stimulating traffic, and that those who get the benefit are merely those who would be journeying in any case, the result being, not a gain to the authority concerned, but an actual loss.

THE "GOOD" OLD DAYS!

A correspondent forwards a cutting from a Melbourne newspaper of the year 1911 describing the dis-satisfaction then felt by the motormen and conductors employed by the North Melbourne-Essendon Electric Tramway Company.

At that date, motormen were supposed to have a weekly wage of £2/10/- a week, conductors £2/9/-, for 60 hours. Actually the men were paid by the hour, 10d. and 9d. respectively. One driver, now an Inspector with us, tells how one week he drew 2/6. Overtime at the rate of time and a quarter was supposed to be paid for each hour worked over 60 hours; but that provision was defeated by the Company giving the man who by some extraordinary chance got more than 60 hours one week fewer hours the following week and paying the combined hours at ordinary rates!

Conditions of employment are certainly very different nowadays. If only money had the purchasing power of the cash of 1911, how happy would-we all be together! Or would we?

INVENTIONS AND DISCOVERIES.

Task of Correcting A.A.A. Secretary is Monotonous.

The task of exploding the inventions and discoveries, to borrow the title of a Kipling book, and correcting the mis-statements in the field of transport of the Secretary of the Australian Automobile Association (Mr. T. G. Paterson) is becoming tiresomely monotonous. The Secretary of the Chamber of Automotive Industries (Mr. H. W. Harrison) used to indulge in flights of fancy, in the course of which he with happy abandon would exaggerate the London bus mileage by hundreds of millions; but he has been left well behind by Mr. Paterson, who in "The Argus" of the 22/11/46 in one spacious gesture scrapped Glasgow's world-famous tramway system. The response by the General Manager (Mr. E. R. L. Fitzpayne) to this Melbourne re-

port was devastatingly emphatic:—

"Report untrue," he cabled, "in fact building 100 new trams."

Mr. Harrison apparently dislikes being out-distanced by Mr. Paterson, for he burst into "The Herald" with the discovery that the A.N.A. bus bringing passengers non-stop to the city from the Essendon aerodrome does the job in 20 minutes, while the tram takes 45 minutes. The absurdity of comparing a bus running non-stop between two points with a tram which may have 48 stops on the 8-mile run never dawned on him. Still, we cannot allow Mr. Harrison to have a monopoly of silly comparisons. We therefore point out that his bus is really a snail for speed, for a Spitfire or a Hurricane could dawdle over the eight miles in two minutes.

With generous flattery "The Herald" hailed Mr. Harrison as an "expert"—though it spoiled the effect somewhat by refraining from saying in just what Mr. Harrison is an expert. There is nothing particularly expert in making such a generalisation as that "the operating costs of buses could be reduced below the operating costs of trams;" the expert would not be content to assert it, he would show how it could be done. Our Chairman emphasised this point in a statement to "The Herald." "I would be very much obliged," he said, "if Mr. Harrison would for once be specific and tell us how operating costs could be reduced. We have to pay the prices asked for by the motor and tyre manufacturers and by the vendors of fuel and lubricating oils and greases, and we have certainly by an award of the Arbitration Court have to pay our bus drivers 6/- a week more than our tram drivers. We have also to debit part of the payment of £126,000 to the revenue of the State against the buses, and we have to pay the Seat Tax prescribed by the Motor Omnibus Act and the Pay Roll Tax imposed by the Federal Government. All these things are beyond the power of the Board to reduce. What remains for reducing costs purposes? I will be grateful indeed if Mr. Harrison will tell me."

Mr. Harrison failed to respond to the challenge. He did, it is true, make some sort of a reply; he quoted our bus costs for 1938-39! But what these costs have to do with the costs we have to pay today, and in particular what they have to do with his confident claim that bus costs "could be reduced," is a secret locked deep in the Harrisonian bosom.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the Board has passed the under-noted list of retiring gratuities:—

Con. V. F. Conlon (56), 21 years' service, £245; Con. A. L. Flegg, resigned, £58; Garage Cleaner J. H. Brown, resigned, £72; Dvr. T. F. Barry (65), 44 years, £596; Signalman F. H. Limbrick (59), 30 years, £378; Ticket Examiner A. A. Watt (62), 39 years, £600; Depot Starter W. L. Breen (65), 30 years, £655; Dvr. F. C. Baulch (48), 26 years, £304; Con. P. W. Hose (48), 24 years, £280; Miss B. McGuinness (resigned), £59; Track Repairer R. C. Guthrie (resigned), £74; Dvr. H. M. John (50), 27 years, £245; Rev. Clerk T. G. Taylor, resigned, £109; Con. J. K. E. Dodman, resigned, £76; Dvr. J. Bray (57), 26 years, £304; Car Painter V. A. J. Davis, resigned, £77; and Con. Sub-Instructor J. F. Cugley (60), returned soldier, £747.

In respect of the late Dvr. J. G. Hayes (61), 39 years' service, Pitman J. W. G. Douglas (64), 29 years, and Car Cleaner F. E. Hosking (54), 19 years, death gratuities of £315, £356 and £210 respectively have been paid to the next of kin.

MR. J. I. ABFALTER.

An agreeable association of many years is being severed by the resignation of Mr. J. I. Abfalter as Secretary of the A. T. & M. O. Employees' Association.

It would be impossible to assess in monetary terms the services rendered by Mr. Abfalter to his Association; in the last 11 years alone he has, ably assisted by Mr. J. Bergin and such Presidents as Messrs. Chanter, Cousland and Broadby, by tactful persuasiveness, persistency and perseverance secured for his members concessions, privileges and conditions which could not possibly have been obtained by any other means open to the Association, and which are the envy of tramwaymen in other States. Inclined during his early years of hard struggle for the young Association to be emphatically forthright and perhaps on occasion to be somewhat myopic, Mr. Abfalter mellowed with advancing years, and as his tolerance grew his ability to state his case temperately, convincingly, and generally in a manner which gained for him the ready and sympathetic hearing of the Board, increased.

Most cordially do we wish Mr. Abfalter many years of agreeable leisure and happiness.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 4

January, 1947

Number 44

EXECUTIVE OFFICERS RETIRE.

Combined Service of 108 Years.

It must be rare for an undertaking to lose three of its chief executive officers at the one time, yet that is what happened to us on the 31st December last with the retirement of the Manager (Mr. S. M. Richardson), the Distribution Engineer (Mr. S. S. D. Robertson), and the Assistant Manager (Mr. W. Simpson). They have been succeeded by Messrs. F. G. Wraith, J. Cassidy and B. H. Misson respectively. Between them, Messrs. Richardson, Robertson and Simpson served the Board and its predecessors for 108 years, Mr. Richardson for 36, Mr. Robertson for 32, and Mr. Simpson for 40 years. Mr. Simpson had even longer service in the industry, for he worked on the Ballarat system before joining the North Melbourne-Essendon Electric Power and Light Company.

On the afternoon of the 30th December the Roster Room held a very large and representative assembly of all sections of the staff, all being animated with the desire to tell Mr. Simpson of the affectionate esteem in which he had been held. The Secretary (Mr. R. A. Spencer) presided, and, after speeches by Messrs. Robertson, Wraith, Bell, Guice, Misson, Richards, Rigaldi, Mackenzie, Hall, Harry and ex-Inspector Cosgrove, presented Mr. Simpson with a wallet containing a substantial number of notes which will go towards the purchase of a radio gramophone.

Mr. Simpson, obviously affected by the warmth of the tributes paid to him, returned thanks briefly, remarking that such a large gathering was more gratifying to him than even the valuable gift.

The following afternoon Mr. Robertson was honoured. Mr. Spencer was again the Chairman, and he remarked that it was, to say the least, unusual

for an undertaking to say farewell officially on successive days to two officers of the calibre of Messrs. Robertson and Simpson. Referring to Mr. Robertson's record of achievement, Mr. Spencer said that the fact that the mileage lost through power failures was so microscopical—the lowest in the world—was evidence of the high efficiency Mr. Robertson had displayed during his period as Distribution Engineer.

After various speakers had eulogised Mr. Robertson and his work, Mr. Spencer presented him with an ice chest for his home in the hills.

In conveying his thanks for the tributes and the gifts, Mr. Robertson gave some most interesting reminiscences of his days as manager with the Coburg and Hawthorn Tramway Trusts.

DIESELS FOR SOUTH LONDON.

London Transport Reverses a Decision.

In the course of a letter to us the editor of "The Transport World" (Mr. James Finlay) says, under the date of the 11th December last:—

"London Transport has reversed its previous decision to substitute trolleybuses for trams in South London. The Board has now decided to have Diesel-engined buses. I enclose an advance proof of a leader note on the subject which will give you the reasons, which are not very convincing. The decision was a surprise to most people."

The leader note referred to says, *inter alia*:—

"In the Board's view, the choice of the bus rather than the trolleybus is justified on the grounds of the greater flexibility of the bus and the wider possibilities of co-ordination of services that would be opened up. With the certainty of major changes in existing traffic flows in London on account of

planning and railway development, the Board considers it essential not to select a means of transport rigidly tied to existing routes. Also, they say, considerations of civic amenity favour the bus. This is presumably a reference to trolleybus overhead equipment, around which there was some controversy in past years.

"With the exception of planning and railway development, which have increased in importance, all these arguments carried weight before the war, and the Board were surely aware of them when they adopted trolleybuses for the North London tramway conversions and for other routes. Thus the current explanation for a major reversal of policy is not altogether convincing.

"Possibly the merits of the trolleybus were weighed against the increased cost of trolleybus operation, Mr. Shinwell's reluctance to accept additional loads on coal-fired electricity plants, and the difficulties of running trolleybuses on the Embankment and the Thames bridges. The conversion will require some 1,100 new buses to provide an efficient service, and the smaller carrying capacity of the present restricted design of double-deck bus must add to traffic congestion in many parts of South London."

Incidentally, "The Transport World," in marked contrast to the grocers, drapers, architects and ex-hosiery company officials of Melbourne, who do not hesitate to pose before the public as transport experts, capable at a moment's notice of running our trams and railways far better than those who have been trained specially to do so, does not take sides when the question of a change in the form of transport is being considered by a local authority. "Our attitude," remarks the editor, "is that the local people know best what suits them, as one form of transport in a certain locality would not do for another. In past years there have been many battles over this question. We give what information we can, with comparisons of costs, etc., but we do not presume so far as to advise the experts."

60,000 PEOPLE IN 90 MINUTES.

Melbourne's Evening Peak Figures Analysed.

Figures, it has been said frequently, can be made to prove anything; but no matter how even the most perfervid bus advocate can juggle the figures of the check taken of all traffic leaving the city on Wednesday, 4th December, in our trams and buses, he cannot evade the outstanding fact revealed by the figures—that it takes two buses to do the work of one tram. That result emerges clear and dis-

tinct whether the traffic is taken as a whole, street by street, or period by period, and shows what a factor the tram is in minimising congestion.

Between 4.45 and 6.15 p.m. 60,517 people were taken out of the city by 817 vehicles. Of that total, the 610 trams carried 50,815 passengers and the 207 buses 9,702 passengers. Swanston Street, naturally, with its outlets to the south and north, achieved the heaviest loading, 18,916 passengers, of whom 15,270 travelled south. Collins Street, with its cars to the east and to South Melbourne, just beat Elizabeth Street for second place with 12,238 passengers as against 12,112. Bourke Street always gives the impression of very heavy and continuous loading—an impression created undoubtedly by the lower carrying capacity of the buses—so it was a surprise to find that the buses in that hour and a half dealt with but 6,147 passengers. The enthusiastic members of the Australian Electric Traction Association will, as well as most of the Board's staff, we hope, find the details interesting and informative:—

	Trams	Buses
Swanston St., southbound	15,270	232
Swanston St., northbound	3,646	
	18,916	
Collins Street, eastbound	10,106	150
Collins St., South Melbourne	2,132	
	12,238	
Elizabeth Street	12,112	136
Flinders Street	5,349	65
William Street	2,200	31
	6,147	119
Bourke Street	1,957	48
Russell Street	1,598	40
Flinders St., Port Melbourne		

A GREAT TRAMWAY CITY.

Chicago's Similarity to Melbourne.

An appreciated correspondent of ours is Mr. Claude L. Van Auken, editor of "Mass Transportation," Chicago. In his last letter he was good enough to enclose a transport map of Chicago, a study of which emphasises again the remarkable resemblance in the lay-out of Chicago and Melbourne so far as the central area is concerned. The famous Loop district, apart from the names, might well be our own city area, with Wabash Avenue and State, Dearborn, La Salle, Wells and Franklin Streets taking the place of Flinders, Collins, Bourke, Lonsdale, La Trobe and Franklin Streets.

Another thing which is very obvious from the map is that Chicago depends for its transport to an overwhelming degree on the tramways operated by the Chicago Surface Lines and the Rapid Transit Lines (the elevated), shown in green and red respectively. These, and particularly the green, dominate the transport scene. Motorbuses in the central area are next to non-existent, the Chicago Motor Coach Lines having but three routes through the city, while in the outer western suburbs, in which direction the city has expanded chiefly, just as our main development has been to the south, tram and motor bus routes are to be observed, running side by side in some places. These are so cited that their main purpose, it appears, and this applies to the three small trolleybus sections, is to act as feeders to the tram and elevated routes running through the city.

Mr. Van Auken mentions that in order to handle six streams of passengers (three boarding and three alighting) during the peaks, a two-man single-way, rear-entrance tram has been designed with double doors at each end, with a single door in the centre. Long skirt wheel protection is another feature of this 55-seater tram.

EXPERIMENTAL BUSES.

"Oh dear! where shall the entrance be?" is the caption which heads two pages of photographs in the "Commercial Motor" illustrating the five experimental designs which have been made during the last two years by London Transport in its search for the ideal plan for a pay-as-you-board bus. Finality has not yet been reached, which is another way of saying that nothing completely satisfactory has been evolved, and the Board declines to comment until the experiments have been concluded.

SHEFFIELD TRAM JUBILEE.

Alderman Frank Thraves, C.B.E., leader of Sheffield City Council, who has been both a conductor and a driver on the trams, proposed the toast of the Ministry of Transport at the luncheon held to celebrate the jubilee of the Sheffield municipal transport system. "Misguided people thought the trams obsolete," he remarked, "but we here are proud of our system, which is an example to the country."

Mr. Charles A. Hopkins, President of the Municipal Passenger Transport Association, endorsed that view, and advised the city fathers to think

very hard indeed before considering any future suggestion for the abolition of the trams.

THE TRAMS CARRIED WREATHS.

Warsaw is gradually taking shape once more after its long martyrdom. For the present population of nearly 500,000, 182 trams, 27 motorbuses and 13 trolleybuses are now available. The first trams to run carried wreaths in memory of the 1,000,000 inhabitants who have disappeared.

ITEMS OF INTEREST.

Glasgow Corporation's seventh attempt to secure the necessary Parliamentary powers to build bus bodies has been successful. The Select Committee of the House of Lords has passed the preamble of the Bill, which had previously passed all stages in the House of Commons.

The S.E.C. operated the Ballarat, Bendigo and Geelong tramways at a loss of £16,406 last year.

Leeds wants permission to increase its tram and bus fares, the trams from 1d. to 1½d. for stages of a mile up to 3d. for 4 miles, and the buses from a penny to 1½d. per mile up to 8d. for 11 miles.

Aberdeen is building 20 new trams, and is acquiring 15 from the Manchester Transport Department.

The "South London Press" complains that the "buses are too slow and the trams too fast!"

The Fiat Motor Company is building trams of the P.C.C. type for Italy.

Barcelona has adopted the P.C.C. tram, and the first two are already in service.

London Transport has set a new record for itself by carrying 15,000,000 passengers in one day.

Cardiff's Transport Department Manager states that there is no prospect of the tramways being abandoned.

"In London, it is a fact that the worst congestion of traffic occurs on roads other than those serviced by tramcars, and, in large cities, even with drastic road reconstruction and widening, traffic congestion will become steadily worse as the number of manually-steered vehicles increases."—D. E. T. Fellowes in "Modern Transport."

Kansas is taking delivery of 175 P.C.C. trams, while Cleveland has commenced to receive the 50 ordered last year.

STOCKHOLM'S NEW TRAM.

Accommodation—Seated, 104; Standing, 70.

In August last, the Stockholm Corporation Transport Department introduced a new tram which, built

at a cost of £9,650, seats 104 passengers, with ample standing room for an additional 70. The tram has a length of 52½ feet and an empty weight of 17 tons. Carried on two four-wheeled bogies, the four 70 h.p. motors give it a quick acceleration up to a maximum speed of 60 km. p.h. (37.5 m.p.h.).

Comfortably upholstered and decorated tastefully the passenger accommodation is arranged for two persons on one side of the gangway and one on the other. There are six pneumatically-operated doors, and stops are announced by the driver by loud speakers. When a passenger signals for a stop he automatically lights a stopping sign for the information of other passengers. So far 20 of these trams have been put into service, and another 70 are in course of delivery. In their construction, light alloys have been used to a very large extent.

RECORD REVENUE AT GLASGOW.

But There was a Deficit of £231,900.

Time was in Glasgow when neither the company which built it nor the Corporation which acquired it could operate the underground at a profit. For the last few years, however, it is the underground which has been showing a profit and the trams which have been showing losses. The buses, of course, have never been anything else but a financial headache, and for the year which ended on the 31st of May last the fleet of 500 ran at a deficit of £130,685, whereas the 1,200 trams showed a deficit of £127,053. The underground profit was £25,837, the Department's net deficit thus being £231,900, despite the fact that the revenue at £4,736,563 was a record.

Of that total, the trams brought in £3,303,415, the buses £1,197,847, and the underground £214,652. Working expenses at £4,562,603 were slightly lower. Passengers by tram and bus, at 584,141,000 and 35,000,000 showed an increase of nearly 18,000,000, so that Glasgow duplicated Sydney's feat of losing more money by carrying more passengers! The average fare was:—Trams, 1.36d.; bus, 2.04d.; and underground, 1.47d.

The General Manager (Mr. E. R. L. Fitzpayne) reports that a new experimental tram, embodying new type electrical equipment and a new loading aspect, has been delivered, with rubber-centred wheels of the P.C.C. type.

LONDON FARES INCREASED.

Board's Estimate of Income Rejected.

A curious position arose over London Transport's

application for increased fares to cover the estimated loss of over £5,000,000 in the current financial year—a loss which, under the still existing system of Government control, would be borne by the British Exchequer. The Charges Consultative Committee, after the long hearing of the application, accepted the Board's estimate of expenditure, but regarded the estimate of revenue as being £1,500,000 below that which might reasonably be expected. The Committee therefore suggested to the Minister of Transport (Mr. Barnes) a scheme of increased fares which would yield in a full year £5,414,000. The snag in the proposal was that as the scheme could not be brought into full effect until the 1st May, the revenue produced would be short by £633,000 of the sum required.

When the Minister had the matter under consideration, London Transport entered into a new wages agreement with its staff entailing additional expenditure of, including arrears, of £1,000,000, and of course making it necessary to secure additional revenue of that amount if no burden was to be thrown on the Exchequer. The Minister therefore had to act immediately, and he decided to amend the scale suggested so that it could be brought into force quickly and made to yield the additional revenue necessary.

The effect of the Minister's order is to leave the existing road and rail fare of 1½d. alone, to increase all 2d. rail fares to 2½d., to advance all road fares over 2d. by 1d., and to put another 1d. on the 3d. and 4d. rail fares. These increases operated from the 1st January. Our only reaction over the matter is the reflection that it is significant that the only undertakings to clamour for increased fares in Britain, the United States and in Australia are just those which operate large bus fleets.

THE LITTLE RED TRUCK WAS A GOER.

Our Per. Way Engineer brought back at least one good story from the United States. He tells of two men making their first aeroplane trip east from California. Out early at the 'drome, they observed with interest a little red truck dash up to the plane with fuel. When St. Louis was reached a red truck dashed out at once to re-fuel the plane. The same thing happened at Cleveland and again at Albany. The first of the two men looked at his watch and then remarked to his companion, "Say this plane makes wonderful time."

"That's right," agreed the second, "and," he added, "that little red truck ain't doing so bad either!"

THE P.C.C. TRAM.

Board to Acquire Rights for Australia.
How the Vehicle Came to be Developed.

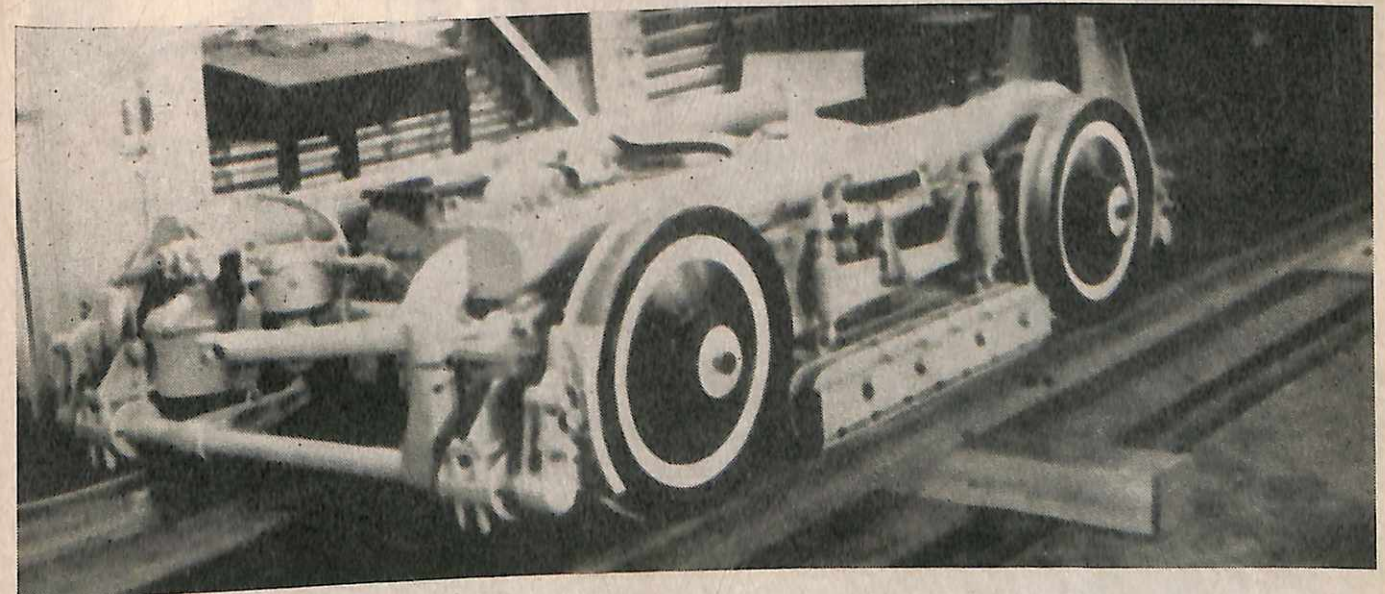
With the exception of New York proper—though in the metropolitan area, Brooklyn, which is quite a village with its 3,000,000 inhabitants, believes in them—every large city in the United States and Canada is increasing its fleet of P.C.C. trams as fast as it can. Our Board having decided to conclude an agreement with the Transit Research Corporation of New York for the acquisition of the patent rights in the tram for Australia, and having resolved to import trucks with their electrical equipment for the guidance of the staff at our Preston Workshops, this seems the appropriate moment to sketch the development of this vehicle, which has revolutionised tramway transport on the American Continent and the success of which has induced manufacturers in Britain, Spain, Portugal, Italy and Belgium to proceed with the construction of trams embodying the P.C.C. patents.

To tell the whole of the story we must go back 14 years, when the executives of the leading street railway companies in the United States—very few of the undertakings are owned by the municipalities in which they operate—realised belatedly the extent to which the tram was losing favour through failure to respond to progressive ideas leading to more comfort, speed and economy. In far too many cities the tracks were badly in need of reconstruction, the rolling stock was antiquated and dilapidated, even maintenance of the overhead had

been neglected. A gathering of the executives recognised that something drastic must be attempted if the huge amount of money sunk in tramway undertakings was to be saved. A Committee was organised and was given 500,000 dollars with which to conduct research. An engineering staff was set the task of evolving a tram which would have high speed, be of modern appearance, have a low noise level both inside and outside the car, possess good riding qualities, ventilation and illumination, and which would subject the track to the minimum of wear and tear. In addition, it was stipulated that the economic factors of low first cost and low operating and maintenance costs had to be regarded as of primary importance. After two years of intensive work the experts declared their ability to produce such a tram, and a year later the first P.C.C. tram got beyond the blue-print stage and became a reality at a cost of 75,000 dollars.

When first placed in commission in 1936, the tram created a sensation because of its speed and comfort, but chiefly through its silence. People were intrigued to learn how a vehicle with a steel tyre, running on a steel rail, could operate so quietly. For two years wheels of all sorts and from various countries were tested and found wanting. Eventually the engineers designed a wheel made resilient with rubber in such a way that the noise is absorbed in the rubber to the maximum practicable extent. Rubber springs of special design were utilised also in place of steel car springs.

It is the intention of the Board to mount the SW6 bodies on two P.C.C. trucks similar to that shown below. The white circles on the wheels are the rubber inserts.



traffic it remains without a rival.

Sixteen questions in all were asked, but here for the moment we are concerned only with one: "Whether it is proposed to retain the trams, or whether they are likely to be superseded by other means of transport?" Here are the answers:—

Amsterdam—Trams to be retained.

Berne—No intention of abandoning trams.

Brussels—No idea of displacing trams. Local engineering company has secured P.C.C. patent rights for Belgium and Holland.

Barcelona—Do not intend to abandon trams; P.C.C. trams now running and on order.

Copenhagen—Trams. Buses in suburbs and trolleybuses in certain narrow streets.

Cairo—Trams.

Edinburgh—No intention of superseding trams.

Geneva—Trams to be retained for all heavy traffic routes; buses to replace trams on light traffic suburban routes as tracks become due for replacement.

Glasgow—Trams to be retained; extensions in progress and 100 additional trams under construction.

Genoa—Trams.

London—South London trams to be converted gradually in future to Diesel buses.

Lisbon—Trams; bus routes in suburbs and outwards extending.

Moscow—Trams the backbone of transport system; no intention of superseding them. (Note—Moscow has the largest tramway system in the world).

Madrid—No proposal to abandon trams.

Oslo—Trams to be retained; trolleybuses are to be used on light traffic routes.

Paris—No trams since 1936. Bulk of transport demand catered for by the Metro. Trolleybuses established on three routes since the war.

Stockholm—Trams; new rolling stock with greater carrying capacity being delivered.

Rome—Buses serve narrow streets in central area; trams from inner suburbs ran far out into the country.

Stalingrad—Tramway system being restored.

Warsaw—Trams, with small Diesel and trolleybus installations.

Zurich—Trams for heavy traffic; proposal to use trolleybuses in outer suburban areas.

So there it is; out of 21 of the largest cities in Europe who replied only one, Paris, is without trams—and haven't the Parisians since the war ended sighed many a time and oft for the trams they so light-heartedly, under the influence of the customary tales of better and cheaper service, abandoned nearly 11 years ago!

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions in the Official and Clerical Staff have been made recently:—

H. R. Lyle, Camberwell, to be Relieving Rev. Clerk; C. A. Richmond, Coburg, to be Depot Starter; K. A. Carson, Essendon, to be Relieving Revenue Clerk; Miss D. E. White, H.O., to be Senior Typist; R. C. Drummond, H.O., to be Assist. Roster Clerk; M. J. H. Lacey, H.O., to be Roster Clerk; and A. H. Miers, H.O., to be Assist. Senior Roster Clerk.

A FICTITIOUS OUTCRY.

Last month we suggested that the periodic outcry in a section of the Press for buses instead of trams could be assessed at its true value if it were remembered that it had its inspiration from those who have rubber and oil and buses for sale, and who distribute advertising largesse with a lavish hand. Ten thousand miles away the General Manager of the Birmingham Transport Department was putting the same thought in other words. He was saying:

"The slogan of 'Scrap the Trams' is simply propaganda invented and fostered by people interested in other forms of traction. It does not emanate from the millions of tram passengers who use the tram daily and who are ensured of a cheap, frequent and reliable service, a service that could be more efficient and cheaper still if it were not for the unfair burdens from which other road users are immune."

KEEPING THE RECORD ACCURATE.

Distance, it is said, lends enchantment to the view. In the case of a Mr. W. Komesaroff, St. Kilda, it does more; it enables him to place trolleybuses in a place where they were non-existent. Mr. Komesaroff told "The Herald" (and, of course, the paper never took the trouble to verify the assertion) that "trolleybuses are more modern and more comfortable (than tramcars). I first rode in them 20 years ago in London."

That was a feat, for in 1926 neither the City of London, nor the London of the London County Council, nor the London of the Metropolitan Police, nor even the area described as Greater London had as much as one trolleybus between them. The first trolleybus route in the area now loosely and quite inaccurately referred to as London by trolley and bus propagandists was opened on the 16th May, 1931, between Twickenham and Teddington, places which have as much to do with London proper as Mordialloc with Melbourne.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 4

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Number 45

STAGGERING.

London-Melbourne Peak Problems Similar.

Although for the evening peak in Central London there are to-day 138 additional trains (tube and electric) and 63 buses in service, less 22 trams and trolleybuses, compared with 1939, the number of passengers seeking to start home between 5 and 6 p.m. is greater than the total carrying capacity of the 10,123 vehicles available. These significant figures were given by the Chief Commercial Officer (Mr. Valentine) of the London Transport Board at the opening meeting of the campaign for staggering the hours of work in Central London. The subject is worthy of attention here, for the factors which make for congestion in the central area of London are precisely those which can be seen operating in the city area of Melbourne. The Minister of Transport (Mr. Barnes), in giving the support of the Government to the campaign, set out the main problems created by the concentration of traffic into two short peak periods, morning and evening, as follows:—

- (1) The waste of resources of vehicle and manpower, for the same traffic could be carried with fewer vehicles were the peaks flattened. A large proportion of the rolling stock is needed only at peak hours; the financial burden of this waste falls ultimately on the passenger.
- (2) The congestion on the roads, which wastes time and tends to increase the risk of accidents.
- (3) Discomforts of passengers and strain on crews.
- (4) Loss of time through late arrivals.

These points are just those which our Chairman (Mr. H. H. Bell) put forward early in the war in order to get a measure of staggering in Melbourne. With the remarkable growth in motor traffic—a

growth which will become still more pronounced as more cars become available to the general public—congestion is now more acute than it was in the height of the war effort, and as a bridge over the Yarra from Russell Street is apparently a matter for the far-distant future, the only proposal which offers the possibility of success is a well-planned scheme for the staggering of working hours in offices, shops, factories and places of entertainment.

Lord Ashfield, the Chairman of London Transport, emphasised in his speech that a little give and take—no more than 15 minutes in most cases—would give real relief in traffic congestion. Providing more trains and buses would not solve the problem, for the matter of nearly 400,000 people seeking to do the same thing at the same moment of time defied solution in terms of increased numbers of trains and buses. If they could buy, there and then, all the needed buses, that would not solve the problem for the simple reason that the streets are already so congested in the central area, particularly during the peak period, that there was little room for more buses at that time. All that the proposed staggering involved was that a relatively small proportion of the 400,000 people concerned, instead of seeking to move en masse, should make some small adjustment to their daily routine of travel—15 minutes in most cases.

In our last issue we pointed out that just now we are, between 4.45 and 6.15 p.m., moving more than 60,000 people out of the city. If that traffic could be spread evenly over those 90 minutes the peak demand for rolling stock would be reduced by probably 25 per cent., there would be greater comfort for all, the strain on the tram and bus crews would be eased, and the acute congestion in the height of the peak would be lessened materially.

RISING COSTS DICTATE HIGHER FARES.

The cost of the most recent wage increase, the imminent 40-hour week, extra pay for overtime and Sunday work and longer holidays are to cost the Sheffield Transport Department between £40,000 and £50,000 a year.

Mr. R. C. Moore, the General Manager, made that statement in support of the application for fare increases on Sheffield's trams and buses. The proposals include the rising of the minimum fare from 1d. to 1½d. for approximately a mile and a half on the trams and a mile and quarter on the buses, together with the adjustment of other fares.

Another reason might have been given—the huge rise in the cost of buses.

NATIONALISING TRANSPORT IN BRITAIN.

Nobody, not even the Minister of Transport himself, seems able or willing to state what effect the proposals for the nationalisation of transport in Britain are going to have on municipal undertakings. There are two schools of thought on the outlines of the Bill as published: one is inclined to the opinion that the change from local to national ownership will not affect the organisation of local services; the second is that local services are to be confiscated by the State, the administration being vested in regional rather than in local authorities.

Under a simple transfer to the State, some municipalities would lose heavily, while others who have operated their concerns with the view of making a profit for the benefit of the rates and have made but poor attempts to keep pace with the improvements in rolling stock, would be in clover with all their debt vanishing from the balance-sheet. Take Glasgow for the purpose of illustration. As it is debt free, its acquisition would be equivalent of a gift of £10,000,000 to the State. If, however, the Corporation had to be bought out with the issue of stock bearing interest of, say, 2½%, then the Common Good Fund of the City, to which Fund all the profits made by the Transport Department find their way, would be enriched annually handsomely and steadily.

AUCKLAND TRANSPORT BOARD.

The year which ended on the 31st March last was a most satisfactory one for the Auckland Transport Board. Thanks to tram earnings of as much as 35.99d. per mile, with a ratio of working expenses to receipts at 68.28%, the undertaking showed a profit of £25,440 after providing £318,754 for interest and for sinking, redemption, accident, depreciation, renewals reserve and Sinking Fund deficiency funds. As separate figures for the buses are not

shown, the revenue per mile and the ratio of working expenses to receipts apply only to the trams.

With revenue at £1,085,199, there was a decrease compared with the previous year of £5,837, while the expenditure at £1,059,759 showed a decrease of £2,278. Passengers at 96,774,054 were less by 432,949, but the mileage run increased by 56,602 to 7,235,969.

Developments which are being planned provide for an experiment with trolleybuses, 50 of which have been ordered.

THE "GOOD OLD DAYS."

A member of the Traffic staff, hale and hearty despite his service of nearly 43 years, forwards a note telling us of the "good old days," from which it appears that they were not so good!

"My first pay," he writes, "was for two trips on Nicholson Street on a Saturday afternoon. I received the sum of 1/1, or 6½d. per trip. In those days there were first class, second class, extra and casual gripmen and conductors. The casuals were better known as "battlers," for they had to battle for their work. It was a common occurrence for those men to wait either in front of the shed, or in winter under the verandahs of the shops opposite. I remember reporting for work at 3.30 one morning, and when the doors were opened about 5.30 I found that another man had got around the night watchman and had slept in the shed all night. Consequently he was able to sign on before me. I worked 12 months without having a Saturday night off. One holiday I reported about 6.50 a.m., followed the first car after it had done one trip (it would leave on the second trip at about 7.10), and after doing two trips I laid off until the afternoon and came on and did four more trips, being the last car and leaving the city at about 12.4. There was no payment for spread of hours, and no extra time for Saturdays, Sundays or public holidays."

ELECTRIC TRANSIT ASSOCIATION'S THANKS.

On the 15th February the Australian Electric Transit Association hired a tram on which the members and their guests made a tour of the Board's system. Writing to the Manager, the Secretary (Mr. P. W. Duckett) expressed on behalf of his Association his "sincere thanks and appreciation for the manner in which you and your staff made our car tour such an enjoyable success. Your choice of a crew could not have been improved upon; both the driver and the conductress won the admiration and respect of all who made the trip, and the fact that not the slightest hitch marred the occasion was, I feel, a tribute to their skill.

"Through the medium of the tour, many of our guest passengers learned of what an asset serves them in the form of your Board, and that the daily Press has not the slightest conception of how public demands in street transportation should be met. That these views should be accepted by our guests, in the opinion of my President, alone justifies more of such trips being made later on."

AN OCTOGENARIAN'S APPRECIATION.

Mr. E. Hogan, St. Leonard's Road, Ascot Vale, writes:—

"I feel that I must write and tell you how I appreciate the courtesy and kindness shown by two of the conductors on the Maribyrnong tram. Their numbers are 134 and 2731. I am 80, and I find it difficult at times to get on the tram. They are always ready to give a helping hand and to steady me to my seat. I thank them."

THE HIGH COST OF AN UNDERGROUND.

Before the war, £800,000 was needed to build and equip one mile of tube railway. In opening the first section of the eastern extension of the Central Line in London in December, Mr. John Cliff, a member of the London Transport Board, mentioned that the cost of the 4½ miles was nearly £1,500,000 per mile; and even at that was cheaper than constructing new roads and widening streets in built-up London.

Fortunately, the high cost of an underground in Melbourne is extremely unlikely, dear reader, at the present rate of progress, to worry either you or us. Twenty odd years have slipped away since the Town Planning Commission recommended an underground, and five months ago plans illustrating lines from Richmond to North Melbourne and the Flagstaff Gardens were produced, with the warning that while the work could not be undertaken immediately "a long range plan is necessary."

The Spencer Street Bridge, costing a mere £200,000, was certainly one of those "long range" projects. It took 70 years to materialise!

SYDNEY'S DIFFICULT POSITION.

The Buses Lost £206,000 Last Year.

The annual report of the Commissioner for Road Transport and Tramways, N.S.W. (Mr. C. N. Neale) has come to hand, and a depressing and pessimistic document it is, conveying no pleasant recollections of the immediate past nor hope for the future. Of course, Mr. Neale has no reason to be happy or optimistic, for it was his unfortunate function to record the losses detailed in our August and November issues (£346,000 in Sydney, or £379,000 including Newcastle), to "indicate a loss of over £500,000" in the current year, and to state quite

plainly that the cost of providing the services just now is above the earning capacity at the existing scale of fares.

All engaged in transport can sympathise with Mr. Neale, for he has had a most difficult and heart-breaking job—practically an impossible task in trying to make a sprawling, poorly-planned and laid-out system, loaded with a capital indebtedness for long-vanished assets, pay. When the present set-up was established in 1930, the Department was compelled to assume liability for all loan capital in relation to tramways within the areas controlled by the Trusts, irrespective of the actual value of the then existing assets, or of assets which had ceased to exist, but had not been written off. Rolling stock was put down at £2,523,975, the original cost, despite the fact that all the trams were of the obsolete footboard type and had been in service for periods ranging up to 30 years! Actually some of the steam trams and service vehicles had already been scrapped, so the Department was being charged for rolling stock which did not exist. Shortly afterwards many of the older trams were scrapped and a few lines with their equipment were abandoned, but nevertheless the responsibility for writing off the capital liability fell on the Department, which thus got off to a shockingly bad start.

But the story of the Department's difficulties and handicaps does not even end there. Prior to 1934, no provision—the fact would be astounding and almost incredible if it were any other State than New South Wales—had ever been made for the depreciation of tramway assets. Action was taken to remedy that folly, and between 1934 and 1946 inclusive the Department allocated £2,122,000 for that purpose, a sum which, although impressive, was far short of what was actually necessary. With a far less capital liability, the Melbourne Tramways Board during the similar period placed £6,561,374 to its Reserve Funds, and we here had the advantage of having modern rolling stock, scrupulously maintained and being improved continually. The result of it all, as Mr. Neale points out, is that the Department's cash reserves "probably will not be sufficient to meet all charges for the year 1946-47," and that "substantial cash advances from the Treasury will be required in due course." Not only so, but because of the unsatisfactory drift in the finances it will not be possible in future for money to be set aside out of revenue for the writing off of the capital value of assets to be abandoned in the process of improvement and modernisation of the services... "Direct financial assistance from the Government will therefore be necessary," Mr. Neale remarks.

Mr. Neale advocates that the fares in operation prior to the reduction in 1932 should be re-established—an addition of 1d. on the existing rates of 3d., 4d. and 5d. for two, three and four sections respectively. Unfortunately the Department's affairs have been allowed to drift so badly that these increases, even if sanctioned, "would not provide any worth while margin towards overtaking accumulated losses and arrears of maintenance." Some further action is necessary, and Mr. Neale in a subsequent paragraph expresses the opinion that it would be reasonable for the Department to be relieved of the remaining capital indebtedness in respect of obsolete assets taken over in 1930.

There is no hint in the report of the form the "improvement and modernisation" of the services is to take in the future, unless it lies in Mr. Neale's reference to the fact that out of an order for 245 buses placed in March, 1946, only two had been received; but as probably at least 500 new buses are required urgently for replacement purposes that does not seem much of a foundation upon which, as has been done by a couple of newspapers in Melbourne, to erect a belief that the trams are to be scrapped. Some months ago the Department was credited with having reached such a decision. The report was not well received; in fact, two of Sydney's papers printed pointed comparisons between the Sydney and Melbourne systems, and recommended that Melbourne's tramway example be followed. We here need not express any opinion on what form the modernisation of the Sydney system should take—Mr. Neale and his technical officers should be the best judges of that—but it may be pointed out that the bus section in Sydney is even more unprofitable than the similar section is in Melbourne. Last year our buses lost £117,000, whereas the Sydney buses operated at a loss of £206,825—a fact which is in striking contrast to the fiction of the "Sun" that buses in cities outside Melbourne make "enormous profits." While the trams ran almost double the mileage of the buses (34,722,000 as against 18,549,000), their loss was much less, £173,000. Clearly these figures cannot be used as an argument for tram scrapping.

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions to the Official and Clerical staff are notified:—
E. A. Jones, H.O., time clerk; G. P. Prelaux, H.O., draughtsman; J. Cook, Hawthorn, staff signalman; W. A. J. Cust, Hawthorn, staff signalman; F. Dainty, D. J. Fogarty and W. F. McAlpine, Coburg, staff signalmen; A. G. Baker, A. J. Collier and P. J.

McPhail, H.O., temp. ticket examiners; J. N. Cavanagh and H. Sloley, H.O., conductor sub-constructors.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the Board has voted the under-noted retiring gratuities:—

Con. J. B. Riley, resigned, £62; Track Repairer L. Wilson (52), 14 years' service, £169; First Class Welder W. E. Nankervis (65), 31 years, £631; Driver Sub-Instructor J. H. P. Downie (65), 42 years, £905; Dvr. E. C. Hall, resigned, £80; Con. S. D. Marshall (65), 45 years, £638; Dvr. W. Hitchens (65), 42 years, £620; Dvr. W. W. Dixon (65), 44 years, £632; Dvr. M. W. Miall (65), 31 years, £551; Dvr. L. A. Jeffrey (65), 29 years, £539; Dvr. T. F. G. Reid (57), 27 years, medically unfit, £260; Dvr. W. J. Bowman (63), 35 years, medically unfit, £376; Dvr. T. J. Devlin (54), 24 years, medically unfit, £297; Charman W. C. Weir (48), 23 years, medically unfit, £274; Dvr. A. L. Fraser, resigned, £80; Dvr. G. Collishaw (60, returned soldier), 27 years, medically unfit, £527; Dvr. A. G. A. Long, resigned, £74; Dvr. E. Morrison (52), 22 years, medically unfit, £198; Pitman S. E. Wood (60), returned soldier, 27 years, £552; Builders Labourer, J. W. Ryan, resigned, £79; Pitman's Labourer J. Hancock (69), £253; Miss O. M. V. Burbridge, resigned, £76; Dvr. H. Morris (61), 23 years, resigned, £285; Dvr. W. H. Browne (65), 26 years, £525; Bus Driver J. R. McLeod, resigned, £87; Electrical Fitter G. W. Hutchinson (65), 26 years, £613; Cleaner J. J. Enright (65), 30 years, £550; Dvr. W. Dinsmore (60), 34 years, £275; Storeman A. E. Comfort (56), 33 years, £524; Dvr. R. A. Smith (65), 26 years, £525; Car Painter C. A. Fraser, resigned, £89; Dvr. J. A. Fell, resigned, £62; Dvr. A. Davey (65), 26 years, £525; Con. R. Kelly (65), 28 years, £537; and Con. F. Bentley (65), 28 years, £537.

A gratuity of £747 was paid to the widow of the late Con. Sub-Instructor R. J. Jones (64), 45 years' service.

WHAT MANCHESTER WAS TOLD.

In a recent issue we commented on the extraordinary percentage of operating costs to revenue in Manchester, and now the Chairman of the North Western Area Traffic Commissioners has made the same point. While sanctioning an increase of ½d. on all fares, he frankly declared that the operating costs are unduly high, that they can be reduced, and that he would expect them to be reduced within 12 months so that the increases could be cancelled. He also ordered the closing of the parcels department, and ruled that if Councillors travelled free then the cost must be borne by the ratepayers and not by the travelling public.

J. S. McClelland Pty. Ltd., 42-44 Lonsdale Street, C.I.

Tramway Topics

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TRANSPORT FARES.

Federal Government Releases Control.

Following upon its rejection of the request of the N.S.W. Government for a special subsidy to cover the losses sustained during the last two years by the Sydney and Newcastle trams and buses—the buses were responsible for two-thirds of the total—the Federal Government has relinquished all control over transport fares and freights, and has intimated that the State Governments are now free to raise rail and tram fares and freights so as to meet rising costs and the losses which, the railways in particular, transport undertakings are now suffering, and which are likely to increase in the immediate future.

Federal prohibition against the raising of transport fares and freights during the war was strictly according to use and want. Everything else, from the bread we eat to the clothes we wear, to the materials from which trams and trains are made, could be, and were, advanced in price; but the price of transport itself had to remain static. As a matter of fact it lessened, for no sooner did war commence than a demand arose for next to free travel for those in the Forces. It is one of the minor mysteries of life why the purveyors of transport alone in these emergencies should be expected to supply their commodity free, or at a much reduced rate, while no similar demand is made on the butcher, the baker, the grocer, the tailor or the landlord. Perhaps the great national hobby, the pursuit of something for nothing, explains the phenomena.

Be that as it may, what is increasingly plain is the fact that transport undertakings must soon take steps to bring their incomes into closer juxtaposition with their increased costs, if they wish to remain solvent. In all States transport expenditure is soaring,

while income is falling. Sydney's trams and buses are operating just now at an estimated loss of over £9,500 a week; one State railway has, it is said, for the current financial year, already scored a deficit of £3,000,000; the S.A. Railway Commissioner declares that the time has come to consider seriously increased fares and freights; Brisbane's Transport Department is down by £8,889 a month; while as we write our own revenue has shrunk by £120,000 when compared with the corresponding period last year, and we have to face the additional expense for time and a half on Saturdays and double time on Sundays—£162,000 in a full year. When the year ends on the 30th June next our operating costs will probably exceed those for 1939 by £1,300,000.

All these facts, together with the probability of a 40-hour week, constitute a signpost which point to a rise in the cost of transport to the community.

"ON THE CHEAP."

Last month we mentioned that under the Nationalisation of Transport Bill, Glasgow's prosperous £10,000,000 could be seized without any compensation, other than that of the net debt, if any. Now, Newcastle-on-Tyne has discovered that it will receive £200,000 for their concern, which cost the ratepayers £2,500,000. The £200,000 represents the existing debt. What might be termed getting transport undertakings "on the cheap."

The Government, however, seems to have been staggered by the nation-wide outcry against the proposals. At all events, one spokesman put up to allay the alarm hinted broadly that "efficiently operated" concerns such as that of Glasgow "will probably be left alone!"

PASSING STATIONARY TRAMS.

Impudent Demand by Automobile Secretaries.

For wanton and callous disregard of the safety and elementary rights of others, the demand of the State Secretaries of the Australian Automobile Association that motorists should be permitted to pass stationary trams at a maximum speed of 6 m.p.h. stands alone. It is immense in its arrogant impudence. Even the "Sun," never conspicuously favourable to any form of transport beyond that provided by the internal combustion engine, revolted against this claim by a small collection of nonentities buoyed up with the delusion that they are speaking for the motorists of Australia. These people haven't even the wit to realise that by their one-eyed proposals they are building up public feeling against motorists as a class.

"We can imagine," said the "Sun," "few measures better calculated to increase the tragic toll of road accidents . . . That the conference should put forward such a proposal suggests a greater interest in saving car drivers a few seconds than in safeguarding the lives and limbs of other road users."

There will be few who will cavil at that description of the demand. On all tram routes conditions, with the majority of motorists racing recklessly to pass a tram before it reaches a stop and scattering people who have commenced to move out from the kerbs, are bad enough now; what they would be like if the proposal was adopted makes one shudder. The insensate craze for speed and still more speed—perfectly futile in most cases, for the traffic lights in our main thoroughfares nullifies the reckless spurts between the main intersections—is reaching such a stage that motorists will have nobody but themselves to blame if Governments, becoming increasingly alarmed over the mounting toll of road accidents—31 persons were killed and 569 injured during February in Victoria alone—enact further restrictions and set heavier penalties for offences against the traffic code.

The reception given the proposal was so hostile that the more responsible automobile officials became alarmed, and the President of the A.A.A. (Mr. Leon Tout) was put up to explain that the poor secretaries had been misunderstood. All that they had meant, he said, was that motorists should be allowed to pass stationary trams where it was "practical and safe" and "only in specific instances." Apparently the motorists themselves were to be the judges of both the practicability and the safety.

Even that free and easy interpretation of the original proposal was not acceptable, so Mr. Tout, on All Fool's Day, appropriately enough, obligingly

explained his own explanation. The method he adopted this time was to disown the secretaries and their proposal. The A.A.A., he stated emphatically, "was not in favour of motorists passing stationary trams, except where safety zones, etc., were set up; nor would the Association countenance any laxity in this regard."

WHAT A RISE IN FARES MEANT.

Before the higher fares were introduced on London's Transport's system in February last, the Traffic Department had to distribute 321,000,000 new tickets, and to compile and print 650 new road fare tables.

THEY DO GET THINGS MIXED UP.

In one of its March issues, the "Northcote Leader" published a paragraph stating that "a tram which had presumably been involved in an accident, and lost one set of wheels, was carried along St. George's Road . . . on a huge trailer."

At the cost of a minute's time and a telephone call, the "Leader" could have learned that its accident presumption was far astray; that, in short, the tram was one of those which had been sold to the S.E.C., and was on its way to Bendigo.

THE PRICE OF BUSES.

Sydney's Department of Road Transport and Tramways states that buses which cost £2,300 each in 1938 are now £3,500.

Strange! Glasgow's Transport Department is paying £3,624. It is said that sherry for drinking improves with a voyage round the world. Can it be that buses, despite a high tariff and a ferocious sales tax, decrease in price the further they travel from the country of manufacture?

Hobart City Council, incidentally, is paying a fraction over £3,808.

PENALTY FOR THRIFT.

Discussing the question of compensation to be paid to municipal transport undertakings if and when the Nationalisation of Transport Bill becomes law, a member of the Middlesborough Town Council said that the proposed terms would be disastrous for Middlesborough. The town was to be penalised for being thrifty and careful in the management of its transport undertaking.

Meantime, the Lancashire Urban Council of Ramsbottom is not going to run any risks with its hard-won cash; it has transferred £13,000 odd standing at the credit of various transport reserves to the General Rates Fund! So all the Transport Commission will get, if it is formed, will be the rolling stock—and the debt!

LONDON'S EVENING PEAK.

838,000 Passengers in 150 Minutes.

Frequently it has been stated in these columns, usually in reply to some silly assertion that buses handle London's peak traffic, that the bulk of the passengers during that period travel by the main and underground railways. Striking proof of our statement is provided by London Transport which, in connection with the arrangements being made for the "staggering" of hours, carried through the most complete and comprehensive census of peak traffic ever attempted. Over 500 officers, with police, were engaged in the task.

Between 4.30 and 7 p.m. every week day 250,000 people travel out of the inner London area bounded by Camden Town, Whitechapel, Lambeth and Hammersmith by tram, Diesel and trolleybus and Green Line coaches, 178,000 take the main line railways, and no less than 410,000 the Underground. Of the 838,000 people involved, therefore, 588,000 use the railways and only 250,000 the various road surface vehicles. That, in round figures, only 30 per cent. of the traffic is handled by road surface vehicles is due to the simple fact that the streets are utterly unable to accommodate any more vehicles during that period. Much the same thing applies in Fifth Avenue, New York. It has been calculated that if the street trams and buses had to carry the passengers using the adjacent underground, the famous avenue would have to be increased five times in width. The morning peak between 7 and 10 a.m. saw 810,000 people enter the central area, and the percentages for the different forms of transport were practically the same as for the evening peak.

Incidentally, "Commercial Motor," a journal noted for the extreme prejudice of its views on transport, confessed in a recent issue that the evening peak problem "cannot be solved by increasing the number of buses in operation. The number of additional vehicles required to meet the demand would increase traffic congestion to such an extent that the journey time by road would be much greater than the 15-minute adjustment to hours of labour."

Yet a week or two earlier, "Commercial Motor,"

when hailing with delight the decision of London Transport to convert the South London trams, advanced the argument that the replacement of the 750 trams by at least 1,100 buses would decrease congestion!

WELLINGTON'S BUSES ARE UNPROFITABLE ALSO.

By reducing the allocation to the Renewal and Reserve Fund from 4 to 3 per cent., the Wellington Corporation Transport Department managed to show the small credit balance of £2,524 for the year which ended on the 31st March, 1946. As usual, the trams operated profitably, while the buses ran at a loss of £3,703, while no provision was made for depreciation as compared with £6,024 the previous year.

Tram receipts averaged 33.80d. per mile as against 25.22d. for the bus, while tram working expenses were 26.14d. per mile as against 28.58d. The buses, therefore, brought in 8.58d. less revenue per mile than the trams and cost 2.44d. per mile more to run.

Compared with the previous year, revenue from all sources decreased by £9,099, while working expenses went up by £25,671.

EXPROPRIATION OF ARGENTINE TRANSPORT.

The Government of the Argentine province of Buenos Aires has tabled a Bill proposing the expropriation of all public transport services, commencing with La Plata trams and buses.

ACCIDENTS ARE EXPENSIVE.

Make Safety First Your Motto.

Even if there is the thought that sympathy rather than the weight of evidence produced a majority verdict of £2,750 damages to a man who lost both feet as the result of a fall from a tram at the corner of Church and Swan Streets, Richmond, the case is one which should produce in our drivers and conductors alike the resolve to conduct their responsible duties with the greatest circumspection.

From observation, the executive officers of the Traffic Department are aware that drivers are too often at the mercy of passengers who, impatient of delay, usurp the function of the conductor and give the signal to start. The bell is obeyed, with occasionally the result of another passenger being

thrown as he is in the act of boarding. It is, therefore, particularly necessary for drivers to make use of their mirrors and see whether in point of fact it is safe to start.

The pernicious practice of allowing passengers to give stop signals has grown throughout the years, and has, inevitably, during recent times been extended to the start signal as well. In common with all other transport operators, we ourselves, unfortunately, have encouraged people to do so by exhibiting a notice telling passengers just how to go about the business. There is no doubt at all that boarding and alighting accidents have been caused by drivers, in perfectly good faith, acting on signals from passengers, and that the Board has had to pay damages for injuries sustained from accidents for which its employees were in no wise responsible.

So far as conductors are concerned, their particular nightmare is the individual who makes a rush to board a tram already in motion. Probably the only thing to minimise that practice is, when the staff position permits, a vigorous offensive campaign against the offenders. In the meantime, conductors should make every possible effort to see that steps are clear before giving the signal to proceed. In fact, drivers and conductors should observe the slogan "Safety First."

There is another aspect—the financial one. Accidents are expensive. They cause on occasion death, much suffering and monetary loss. Annually the bill for compensation to those hurt through our fault comes to many thousands of pounds, while the repairs to rolling stock, apart from any painting required, is running just now at the rate of £6,000 a year.

ITEMS OF INTEREST.

When the driver of a Sydney double-decker had a fit of sneezing, the bus mounted the footpath and then overturned.

The Federal Secretary of the Australian Automobile Association had his home burgled. But the thieves showed at least some consideration for their victim—they used motor transport to remove their £600 haul!

Reporting to the Sunderland Council, the General Manager of the Transport Department (Mr. Hopkins) said that he did not see any reason for scrapping the town's excellent trams. The Council decided on an extension of one tram route and the conversion of two of the light-traffic routes to oil buses when vehicles are procurable.

Reversing its former policy, London Transport has decided to suspend further replacement of conductresses by men. Fully 3,500 women remain. The campaign for additional male staff has been a failure, and the proposed conversion of the South London tram routes recedes further into the future.

Various tram routes in Aberdeen are to be reconstructed and supplied with new rolling stock, while certain bus routes will be extended so as to serve new housing schemes. A suggestion that trolleybuses be tried was rejected.

Trolleybuses in Bournemouth cost 18.77d. per mile to operate, as compared with 17.61d. for oil buses.

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions have been notified since our last issue:—

J. W. Clemson, Hawthorn, relieving revenue clerk; T. F. Campbell, sub-foreman, machine shop; J. Hodgson, sub-foreman, blacksmith and iron shop; J. T. Lynch, sub-foreman, truck shop; D. S. Mahony, sub-foreman, blacksmith and iron shop; A. G. Martin and J. Spinks, sub-foremen, electrical shop; T. V. Penrose and B. Wright, sub-foremen, wood shop.

DEATH AND RETIRING GRATUITIES.

Since our last issue the Board has voted the under-noted retiring gratuities:—

Builders' Labourer H. L. Searle (returned soldier), (60), 23 years' service, £420; Dvr. P. G. Buckley (45), 23 years, £269; Con. W. Benning (63), 29 years, £362; Inspector E. Connors (Returned Soldier), (60), 28 years, £739; Furnaceman G. R. Findlow (65), 43 years, £637; Ticket Examiner T. S. Mason (65), 43 years, £818; Bus Driver A. W. G. Burt (40), 10 years, resigned, £71; Ticket Examiner J. H. Setches (65), 43 years, £688; Mrs. E. Johnstone, £78; Crane Dvr. P. J. Liston (34), resigned, £62; Dvr. R. P. Harris (65), 34 years, £562; Dvr. C. L. O'Shea (43), resigned, £81; Dvr. E. S. S. Still (65), 30 years, £550; Track Repairer P. F. Patchett (56), 25 years, £305; Pitman C. Ford (65), 40 years, £484; Dvr. H. J. W. Jenkins (51), 34 years, £275.

A gratuity of £256 has been paid to the widow of the late Nightwatchman E. J. G. Hook (51), 23 years' service.

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The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 4

May, 1947

Number 47

TRANSPORT TURMOIL ENDS.

Striking Tributes to the Traffic Staff.

It is an extraordinary fact, and one which puzzles other nations considerably, that the greater the emergency the more cheerful do the British peoples become. When the blitz on the old country was at its maximum in 1940-41, alien observers noted with amazement that morale reached its height; people mocked bombs and made a joke of scanty food rations. The recent transport dislocation in Melbourne caused by the stoppage of suburban electric trains for 25 days and the Board's buses for 45 days, if not on the same fateful plane, brought inconvenience, discomfort and long periods of travel to tens of thousands of people daily, yet the crisis brought out all that is best in the population of the Metropolitan area. At the peak hours the main arteries were choked with traffic, tram crews were overwhelmed with passengers, while the trams themselves in the oceans of other vehicles gave the illusion of battleships plowing through fleets of subsidiary ships.

In such circumstances forcibly expressed irritation by crews and passengers alike would not have surprised. But what happened? Passengers discovered in themselves a sense of discipline and covered a degree of co-operation as surprising as it was welcome to the conductors. "Half a dollar for us five," "eighteen pence for us six," and similar variants, could be heard on any tram anywhere, while requests to pass along the tram and keep the gangways clear were obeyed cheerfully. On their part, the conductors reacted spontaneously and instantaneously to this new feeling; they met the public more than half way, and with jests and apt comments added to the prevailing determination to get fun even out of inconvenience and discomfort. Every post brought our Chairman tributes to their

courtesy, cheerfulness and efficiency. Mr. Bell and his colleagues received these with real pleasure. Particularly gratifying was a letter from the Melbourne City Council which, together with another from the National Council of Women of Victoria, are published below, as they reflect the sentiments of all the communications received:—

CITY OF MELBOURNE.

Town Hall,

2nd May, 1947.

Dear Mr. Bell,

At a meeting of the whole Council, held to-day for the purpose of considering matters relating to the existing industrial turmoil and the possible effects upon the city of the threatened extension thereof, eulogistic references were made by the Rt. Hon. the Lord Mayor and members of the Council to the excellent services rendered to the community by the personnel of the Melbourne and Metropolitan Tramways Board in coping with a very difficult situation concerning the transportation of the travelling public.

The following resolution was carried unanimously, on the motion of the Rt. Hon. the Lord Mayor, seconded by Cr. Solly:—

"That this Council places on record its high appreciation of the excellent services rendered by employees of the Melbourne and Metropolitan Tramways Board in maintaining continuity of transport, and their splendid co-operation with the travelling public in the present emergency, and that a letter be forwarded to the Chairman of the Board conveying an expression of the Council's appreciation accordingly."

I have much pleasure in conveying to you the terms of the resolution accordingly.

Yours faithfully,

H. S. WOOTTON,

Town Clerk.

H. H. Bell, Esq.,
Chairman,

Melbourne and Metropolitan Tramways Board.

NATIONAL COUNCIL OF WOMEN OF VICTORIA.
Elizabeth House,
8th May, 1947.

Mr. H. H. Bell,
Chairman,
Melbourne and Metropolitan Tramways Board.

Dear Sir,
The National Council of Women of Victoria, at its meeting on 8th May, passed unanimously the following resolution:—
"That the National Council of Women, which is a non-sectarian, non-political body comprising 116 affiliated societies representing through its delegates and associates many thousands of women, records its great appreciation of the splendid service rendered by the tramwaymen during the recent strike period. Their courtesy and helpfulness to the travelling public through the days of transport restrictions will be gratefully remembered."

My Council asks, Sir, that you will please convey this message of thanks to the men of the tramway service.

Yours truly,

M. A. WILLIAMSON,
Hon. Secretary.

In recognition of the work performed, the Board, at its meeting on the 8th May, voted a bonus of £3/3/- to all drivers and conductors who worked throughout the period which began on the 24th March and ended on the 10th May, pro rata payments being awarded those who served for lesser periods.

LONDON'S EVENING PEAK.

Buses Cope With but 18 Per Cent. of the Traffic.

In our last issue we were able to give some details of the remarkable census of peak traffic in the inner area of London carried out by London Transport. Between 4.30 and 7 p.m. every week day, the census revealed, passengers used the various types of transport as follows:—

Underground	410,000
Diesel and Trolleybuses, Green Line Coaches and Trams	250,000
Main Line Railways	178,000
	<hr/>
	838,000

Since then, in response to our request, the Public Relations Officer of London Transport (Mr. G. Dodson-Wells) has been good enough to forward additional details concerning the part played by the respective surface vehicles. The 250,000 passengers mentioned above were divided as follows:—

Diesel Buses and Green Line Coaches	150,000
Trolleybuses	62,500
Trams	37,500
	<hr/>
	250,000

In that central inner area buses—horse, petrol or Diesel—have always predominated, chiefly because the streets, until recent times, were too narrow for trams. It is only within the last 12 years, indeed, that trolleybuses have been introduced into parts of the district. Now, to-day, the census shows that 62 per cent. of the surface vehicles are oil fuel buses and coaches dealing with 60 per cent. of the passengers, 22 per cent. are trolleybuses handling 25 per cent. of the traffic, while the 16 per cent. trams give transport for 15 per cent. of the 250,000 passengers involved in the peak census.

The great and interesting point of the whole census is that the oil buses, far from handling the bulk of the peak traffic, as so often alleged by Melbourne's singularly misinformed bus protagonists, deal only with but a fraction more than 18 per cent. of it—a figure not much greater than that which obtains for the off-peak traffic. As the streets of the inner area are quite incapable of carrying more buses, it is highly probable that as the Underground extensions are completed the part played by the oilers will decrease correspondingly.

COMMENT FROM A CORONER.

Last month we published a paragraph emphasising the high cost of accidents, pointing out that these led on occasion to death, much suffering and physical and material damage, and referring to the urgent necessity of exercising the greatest care. Point to the paragraph was given at an inquest on a woman who had been killed by being knocked down by one of our trams in Malvern Road. Previous to returning a finding of accidental death, the Coroner said:—

"I doubt that the tram driver could have stopped any faster than he did, and I have given him the benefit of that doubt. However, I want it known that it is the duty of the driver to avoid people on the road in circumstances like this."

WHEN IT IS PAINT OR FOOD—FOOD WINS.

Something like 2,000 years ago it was written "that no man liveth unto himself." The words are even more true to-day with the world contracting as transport expands, and with countries far apart becoming more dependant than ever upon each other for essential materials and foods. Some engineers go on strike, and in a day or two refined sugar vanishes from the shops. Food production difficulties are experienced in India, the export of linseed oil is reduced drastically, and so, shortly, the paint-

ing of tramcars in our Preston Workshops slows down!

It seems absurd, doesn't it, but yet it is true. The most important raw material of the paint industry is linseed oil, and India is the second greatest producer of that oil. Being in the last resort edible, India, in order to overcome to some extent her food difficulties, has seized on her linseed oil production. Where linseed oil can deputise for palm oil, freeing the latter from its role in soap manufacture for inclusion in margarine, the rival claim of paint receives but scant consideration.

DISHONESTY COUNTERED.

Passengers on native buses in the Witwatersrand area may soon have their photographs taken every time they board a bus in Johannesburg. This is part of a new drive to eliminate dishonest bus drivers who are pocketing thousands of pounds each month by not giving tickets to passengers. As the camera takes miniature negatives and has only three moving parts, it will be difficult to tamper with. It will show not only the total number of passengers carried on each journey, but also the distances travelled. Cost is low, and, after being developed, the film is returned to the operator with an analytical report.

One bus operator in the Reef area estimated his monthly loss through dishonest bus driver-conductors at more than £2,000. One of them took over £10 a day extra on each of two buses which the European proprietors were forced to drive themselves, just after Christmas, when their drivers failed to report for work.

SOUTH LONDON UNHAPPY.

Over Proposed Tramway Abandonment.

The decision of the London Transport Board to convert, when opportunity offers (which means when the necessary vehicles and staff can be obtained, and as current orders for replacements are not expected to be fulfilled until the end of 1948, and as women are being retained because of the shortage of male labour, it looks as if the trams will continue for some time to come), the South London trams to oil buses, surprised the public and bus manufacturers alike, and has since, naturally, provoked a spirited controversy over the merits of the two systems. Glancing over various London newspapers and technical journals, what has struck us is that, unlike certain individuals in Melbourne infected with the bus bug, the English letter-to-the-

editor gentlemen do appear to have at least an elementary knowledge of street transport and of its economics.

Knowing what has happened in other municipalities, the Councils in the South London area are unhappy over the prospect of having to finance the construction of modern thoroughfares when the tram lines go on an allowance from the London Board, calculated on the basis of the cost of roads when the tramways were laid down, while the public is, again remembering the experience of other districts when these lost their trams, gloomily certain that fares will rise if and when trams disappear. Their 750 trams, they point out, are under the proposal to be replaced by 1,100 buses at least, which will involve the employment of more than 4,500 additional men. Fares in London are already the dearest in the United Kingdom, and yet the London Transport is losing money—or was at the end of last year, at the rate of £96,000 a week; since then increased fares have been authorised. Had a fraction of the enormous sums spent in motor and trolleybus research been devoted to modernising the trams, in fitting them with hypoid gears, resilient wheels and bow collectors, for instance, there would, quite a few correspondents have pointed out, have been no need to even dream of scrapping the trams, and South London would have possessed vehicles the equal of those running in Liverpool, Glasgow, Edinburgh, Sunderland, Huddersfield and Blackpool.

To all of which criticism London Transport, so far as we have seen, maintains a discreet silence.

IMAGINATION v. FACT.

An amusing guessing competition by two of Melbourne's newspapers followed the strike settlement. The idea, apparently, was to make the flesh of the citizenry creep by compiling impressive totals of the "losses" sustained. So far as we are concerned, the figures given had a basis no more substantial than the imagination of the respective writers.

In its news columns, one paper put "lost" revenue at £88,000, but its leader writer disdained all truck with revenue and asserted that the "Tramways Board has been losing about £3,000 a day since March 24." That was a truly remarkable feat, looking to the fact that in the 84 days prior to the 24th March the average daily revenue from the bus section was £1,960. Another paper plumped for a £90,000 "loss." All the calculations were grotesquely inaccurate. The estimators were so busy estimating losses that they had no time to spare for guessing the effect the 24 days suburban railway stoppage

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had on tram revenue. Put shortly, the Board's operations between the 24th March and the 10th May, when the buses resumed, had an effect not wholly unfavourable to the financial position of the undertaking.

SYDNEY'S TRAMS.

Government Decides on Modernisation.

Months ago two of Melbourne's newspapers announced gleefully that the Government of New South Wales had decided upon a programme of tram scrapping. Letters pointing out that the alleged decision was merely a report compiled by a transport official, and that the Premier had intimated that the document had not even been placed before Cabinet, were not published.

Since then, the position of the Department of Road Transport and Tramways has been investigated by the State Auditor-General. So far as we are aware, his report and conclusions have not been given to the public. Perhaps a hint of its nature could be assumed from the declaration of the Premier (Mr. McGirr) during the recent election that if returned 500 new trams would be ordered. Well, Mr. McGirr was returned, and on the 13th came the announcement that the Government meant to rehabilitate the tramway system and had rejected the suggestion that trams should be superseded by buses. Thus the rosy anticipations of the bus vendors, not to mention those of the oil and rubber interests, crashed. Why, the order for buses alone would have left little change out of £3,250,000.

But even if 500 new trams could be produced from the air, they would be little more than a palliative; that number is needed to replace rolling stock now anything from 30 to nearly 50 years old.

THE EXPERIMENTS THAT FAILED.

At intervals during the last two years we have given some details of the experiments indulged in by London Transport, at a cost of thousands of pounds, with the object of discovering a better method of fare collection. Five buses—three oilers and two trolleybuses—were taken one after the other and reconstructed internally for the pay-as-you-enter system—passengers receiving their tickets before proceeding to their seats.

The experiments, it seemed to us and as we said at the time, were doomed from the start, because they were based on the theory that what had been

a success in the large town of Cardiff would be equally efficacious in the congested traffic of the Metropolis. Of course the experiments failed. "In all cases," remarks the Board in its annual report for the year which ended in December last, "boarding time was found to be increased, with consequent lowering of the speed of operation."

But that fact could have been ascertained at the cost of a stamp for a letter to the nearest operator of driver-conductor vehicles.

PROMOTIONS AND APPOINTMENTS.

The following appointments and promotions are notified:—

H. Gar, Hanna Street, O.H. Foreman; R. B. Sharp, Hanna Street, O.H. Sub-Foreman; J. R. Anderson, Carlton Sub-Station, Assist. Control Supervisor; B. B. Candy, H.O., clerk; J. K. Ballhausen, H.O., Driver Sub-Instructor.

DEATH AND RETIRING GRATUITIES.

Since our last issue, the Board has voted the under-noted retiring gratuities:—

J. A. Jewson (61), 38 years' service, £452; Draughtsman W. J. White (69), 12 years, £364; Dvr. C. B. Taylor (58), 39 years, £337; Con. A. H. Miller (65), 38 years, £450; Dvr. B. Chatterton, resigned, £81; Dvr. C. G. Tonge, resigned, £81; Con. G. Bresnahan (65), 30 years, £550; Dvr. S. P. Baker (65), 38 years, £575; Con. A. M. Gravell (65), 42 years, £625; Foreman J. H. Robinson (67), 24 years, £846; Bus Driver W. H. Renshaw, resigned, £67; Turner S. F. Gannon (58), 22 years, £280; Car Painter J. E. W. Anderson, resigned, £47; Revenue Clerk T. S. Jones (67), 39 years, £690; Car Cleaner F. W. Price, resigned, £71; Patternmaker F. O. Cole, resigned, £102; Bus Driver J. B. Willoughby, resigned, £89; Bus Driver T. G. Middleton, resigned, £82; Bus Driver W. A. W. Mason, resigned, £85.

A death gratuity of £300 has been paid in respect of the late Dvr. E. A. McDiarmid (54), 30 years' service.

For the information of readers not in the service, it should be noted that all these gratuities are paid without any contribution whatever from the employees.

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FOUR APPEALS DISMISSED.

Penalty for Car-Ahead Collisions Reasonable.

Appeals against the findings of the Disciplinary Officer are so rare that more than usual interest was created when no fewer than four were heard by the Tramways Appeal Board on two successive days last month. In view of certain criticisms made through the Press, it will be enlightening to give the details of the cases, with the decisions of the Appeal Board:—

(1) The charge was one of negligence resulting in a collision with the car ahead, and the penalty imposed was suspension for 7 days, deprivation of 3 days' G.C.L., and suspension from driving.

The Chairman of the Board (Mr. McLean, P.M.), after hearing the evidence, and after the Board had deliberated in private, said:—"The Board is satisfied that in this case the penalty is not excessive. It is necessary to provide adequate punishments in these cases so that they may act as a deterrent. The appeal is dismissed."

(2) Negligence resulting in collision with the car ahead. Penalty similar as in (1).

Mr. McLean.—In this case we had first to decide whether there had been negligence. We are satisfied that the brakes were not responsible for the collision. The Board is satisfied that the penalty is a reasonable one under the circumstances, and the appeal is dismissed.

(3) Exhibiting signs of intoxicating liquor while on duty. Penalty—14 days' suspension and deprivation of 3 days' G.C.L.

Mr. McLean.—We had no doubt in finding the charge proved. On the question of penalty, we do not think it excessive in the circumstances and the appeal will be dismissed.

(4) Refusing duty, obscene language to the Depot Starter, and serious misconduct. Penalty—Dismissal.

Mr. McLean.—In the first place, the man discharged himself in the heat of the moment. His conduct was quite out of order. His record shows two complaints from passengers, and on other occasions he was involved in altercations with those over him. We have come to the conclusion that he is temperamentally unfitted for the job, and the appeal will be dismissed.

These cases have been referred to, not in any spirit of gloating over the non-success of the appeals—the Board would be only too pleased if the Disciplinary Officer from the punitive aspect had no work to do—but with the object of emphasising that where car-ahead collisions and alcoholism are concerned the Board has the paramount duty of protecting the public. The man who takes out a tram or a bus under the influence of drink is a menace to his passengers, his workmates, other users of the road and himself, and the punishment in such cases must be appropriate to the gravity of the offence. No man is pursued vindictively; on the contrary, if there is a vestige of doubt he is given the benefit, while full weight is attached to the particular circumstances of each case. In the car-ahead collisions, for example, the pre-war penalty of dismissal would have been imposed but for the good records of the men concerned.

SYDNEY'S DEFICIT UP TO £1,250,000.

Rise of 1d. in all Fares Recommended.

Following up a loss of £95,027 in 1944-45, and one of £379,106 for 1945-46, it is now estimated that for the year which ends on the 30th of this month "the deficit in the working of the Transport Department will be more than £1,250,000, and it will be higher next financial year unless drastic action is taken." The words quoted are attributed to the N.S.W. Minister of Transport (Mr. O'Sullivan) when submitting

to the Labour Caucus the recommendation of the Cabinet of an increase of 1d. in all tram and bus fares in Sydney and Newcastle from July 1 next, when the Act providing for the 40-hour week comes into operation. The recommendation was based on the report of the Auditor-General (Mr. E. H. Swift), who advocated also the abolition of all concession fares (except those for school children, old age and invalid pensioners, and certain classes of students), overlapping sections and shopping hour concession fares.

Naturally, the news provoked a flood of criticism, most of which appeared to be based on a surprising lack of knowledge of the conditions under which the Transport Department operates. The "Sydney Morning Herald," for instance, declared that the Department "until three years ago had no difficulty in paying its way," while elsewhere it was stated that "profits had been made previous to 1933-34"—an oblique dig at the former Premier (Mr. J. T. Lang). Both assertions are incorrect, for the so-called profits and the paying-its-way business were on paper only; the former by the simple expedient of not providing one penny piece for depreciation, and the latter (since 1933-34) by allocating a sum for depreciation probably 100 per cent. less than was necessary. It was Mr. Lang who foresaw the ultimate effect this failure to set aside each year an adequate sum for depreciation would have on the finances of the Department, and it was he who made the first allocation. That it was insufficient, then and since, is shown by the fact that between the 30th June, 1934, and the 30th June, 1946, it amounted to but £2,295,000, whereas during that same period Melbourne, a much smaller system, set aside £6,561,000.

Not one of the commentators realised that the present position of the Department can be traced back to the fact that when the Railways and Tramways were formed into separate compartments the latter got away to a very bad start through being saddled with the original capital value of assets, some of which were no longer in existence, while others had depreciated so much that they were more of a liability than an asset. Trams and steam rolling stock were passed over at their original cost of £2,527,975, notwithstanding that the trams were of the obsolete footboard type and had been in service for periods up to 30 years, while many of the steam type had been scrapped. More lines and cars went out of existence soon after 1930, but the responsibility for writing off the whole of the capital liability fell upon the Department.

The Country Party leader (Mr. Bruxner) moans sadly that "the Labour Government is taking away every concession which I, as Minister for Transport,

gave tram and bus users." But he forgets that the concessions were shockingly unjustifiable, for they took money which ought to have been set aside for depreciation. It was one of the many acts of political meddling which has reduced appreciably any chance the Transport Department ever had of being a financially successful concern.

CAN ANY OTHER SHIFT BEAT THIS?

The three revenue clerks on night shift at Essendon have an aggregate service of 112 years and an aggregate age of 174 years. Mr. Scott is 61 years of age, with 41 years' service; Mr. Murdoch is 58 with 37 years, and Mr. Kean is 55 with 34 years.

Can any other shift in the service beat this?

RECOGNITION OF CO-OPERATION.

Two incidents during May which dislocated severely the traffic on nine of our routes were the breaking down of a heavily-laden timber vehicle over the Church and Swan Street intersection, and the derailment of an East Malvern car at St. Kilda Junction.

All four routes using the Richmond intersection were blocked, while in the St. Kilda Junction case the St. Kilda Beach, Carnegie, East Brighton, Darling Road and East Malvern routes were dislocated.

Serious as the delays were, the position would have been much worse but for the action of the drivers and conductors, who responded promptly and cheerfully to all demands made upon them by the Inspectors, and who in many cases willingly accepted short meal reliefs, thus greatly assisting the restoration of normal services. Letters of thanks and appreciation have been sent to the six depots involved.

Exceptional service by the crews on the East and West Preston cars, from the Hanna Street and Preston Depots, on 4th June has also been acknowledged.

A WHOLESALE ORDER.

Chicago Purchases 600 P.C.C. Trams.

The Chicago Surface Lines has placed an order for 600 P.C.C. trams, and delivery has already commenced. These trams are of the post-war model and contain the improvements suggested by experience during the war years and by the research which proceeded actively during that period.

Loading is at the rear, says "Modern Transport," where there are three entrance doors, while exit is by means of a door at the centre, or two doors at the front. The conductor stands just in front of the entrance doors and collects fares as the passengers pass to their seats, an arrangement which is ex-

pected to reduce congestion around the conductor, as there is no exit at the rear and passengers must move forward in the car. For "standees" there are windows over the ordinary side windows so that they can see when they are approaching the point at which they desire to alight.

The new trams are fast, too, the acceleration being rated at 4.75 m.p.h. per second.

CLEVELAND TO RESORT TO ONE-MAN OPERATION.

Since January 4 last the Cleveland Transit System has been, despite an 8 per cent. increase in traffic compared to the corresponding period in 1946, losing about 4,500 dollars a day.

The reason? An increase in wages of 517,000 dollars in two months as the result of a rise in the wages rates varying from 10 to 15 cents. an hour. The management hope to get back into "the black" this month with the delivery of 575 pieces of new equipment and switching over to one-man operation.

"One thing is certain," said a spokesman for the system, "we can't pay 2.46 dollars an hour in wages to run two-men cars and make money."

THEY ALL COME TO MELBOURNE.

Sydney Investigating our S.W.6 Trams.

Melbourne's transport undertaking seems to hold a perennial interest for the officials of the Transport Departments in other States. Quite a party called unexpectedly on our Chairman (Mr. H. H. Bell) one morning last month, and he devoted the greater part of his forenoon to showing them round Preston Workshops and the Central Bus Garage. The visitors included the Minister for Transport for N.S.W. (Mr. O'Sullivan), with the Commissioner for Road Transport and Tramways (Mr. C. N. Neale), and the Minister for Transport of W.A. (Mr. Seward).

Naturally enough, Mr. O'Sullivan and Mr. Neale, in view of their Government's decision to retain Sydney's trams (a bitter pill for our local bus propagandists to swallow) and embark upon a big programme of rehabilitation, devoted most of their time to a minute examination of our S.W.6 tram. Both gentlemen made some gratifying comments, and Mr. O'Sullivan rounded these off by suggesting, with a twinkle in his eye, that Mr. Bell could acknowledge the praise appropriately by presenting one of the vehicles to Sydney. "I have some Scots blood in me," said Mr. Bell, "and I don't know that I can go that far, but I am willing to put it up to my Board to sell you one. We are always willing to my Board to sell you one. We are always willing," he added, and this time the twinkle was with

him, "to help other people to get the best!"

Before a sale can be made, however, it will be necessary to ascertain if the Sydney curves are sufficiently generous for the S.W.6. To make certain on this point, a set of blue prints has been sent for the study of the technical officers. Incidentally, the N.S.W. Department has called for tenders for 250 trams. The Premier (Mr. McGirr) has intimated that these will be "comfortable and efficient," 47 feet long, with seats for 56 passengers and ample standing room. In addition, Mr. McGirr added, 1,400 traction motors had been ordered for an additional 350 trams. So that Sydney's immediate programme involves 600 new trams, as compared with the promise in the Premier's policy speech to order 500.

A SEVEN YEAR LAG.

London's Transport Programme Far Behind.

Owing to the delay in the delivery of new buses, the scarcity of spare parts, and the rate at which arrears of maintenance are being overtaken, the 1935-40 programme of London Transport has not yet been completed, a fact which does not seem to make for early further tram conversions.

As London Transport is still under Government control, no details of the Revenue Account and of working expenses are given in the annual report for the year which ended on the 31st December last. After giving effect to the estimated operation of the financial arrangements between the Government and the Board, the net revenue is set down at £4,695,825, all of which is required for the payment of interest; in fact, it is not sufficient, for the unfortunate "C" stockholders got only 3% for the year instead of the standard 5½%. The undernoted traffic details may be of some interest:—

	Buses and Coaches	Trolleybuses	Trams
Passengers	2,503,859,851	889,178,391	296,886,069
Miles Run	279,216,576	74,969,423	32,157,924
Miles of Route	2,608	255	202
Rolling Stock	7,027	1,747	913

ALERTNESS DOES PREVENT ACCIDENTS.

Never was the saying that Providence takes care of drunk men and children better exemplified than at Flemington Road one evening early in the month. As the Essendon-bound tram stopped, several passengers, including one gentleman who had had at least "one over the eight," carrying a bag of oranges, alighted. The all-clear signal was given, the tram commenced to move, but just as quickly stopped as the conductor gave the emergency bells; he had noticed that the aforesaid gent had dropped his oranges and was groping beneath the tram for them.

Conductor and passengers alike realised that the man had escaped a double amputation by an inch or two, and the latter were in hearty agreement with the former as he relieved his feelings by telling the inebriated one what he thought of him.

"It's all right about you, mate," the man said to the conductor, "but," holding up an orange, "these cost me 3d. each!"

There is a moral in this story somewhere—perhaps it is that our drivers and conductors should regard everyone—passengers, cyclists, car and lorry drivers as fools, capable of any stupidity in traffic likely to endanger their own lives and the lives of other people, and be ever on the alert.

MAKING SURE OF THEIR SURPLUS.

In view of the confiscatory provisions of the British Nationalisation of Transport Bill, the Newport (Mon.) Transport Committee is in no doubt as to what it should do with its surplus of £45,000 this year. Following the example of Ramsbottom, it has allocated the lot for the benefit of the rates!

If the Bill becomes law on the 1st August next, as is intended—the House of Lords permitting, of course—you can imagine the Newport Councillors showing their transport financial cupboard, empty except for unpaid loans, to the Minister and chanting, gleefully, "And so the poor dog got none!"

ADELAIDE'S £41,000 DEFICIT.

Labour and Materials Shortage Delaying Extensions.

After an adjusted deficit of £27,437 for 1945-46, the Municipal Tramways Trust, Adelaide, records one of £41,284 for the year which ended on the 31st January last, bringing the accumulated deficit to £190,624.

Increased wage rates and the high cost of materials and electric power, the latter due to the greater use of substitute fuels, coupled with extra handling charges, account for the retrogression in the Trust's financial position, which would have been worse but for an increase in the revenue of £68,088.

Referring to fares, the Trust says:—"It is inevitable that in common with many centres throughout the Empire a revision in the fare schedule will have to be made in the near future to meet the constantly rising costs. No upward movement in fares has been made since November, 1929."

Continued labour and material shortages held up projected extensions. The Cheltenham tram route duplication progressed to the extent of 7,000 feet

only, the second portion was held up for lack of rails, while another three extensions could not even be commenced.

On the equipment side, orders have been placed for the equipment for 40 new trams, and tenders have been invited for 25 trolleybuses and 25 Diesel buses, all single deckers, and 15 double-deck Diesels. The Trust's fleet comprises 279 trams, 61 motor buses and 61 trolleybuses. These ran 10,767,660 miles during the year, and carried, excluding school children on passes, 91,237,662 passengers. The operating expenses per traffic mile were 23.421d. (Melbourne, 20.456d.), and the percentage of operating expenses to revenue 81.026 per cent. (Melbourne, 64.735 per cent).

TRAMWAY CRICKET TROPHIES.

Members of tramway sports teams were among nearly 200 tramwaymen from 10 depots entertained at a smoke social of the Victorian Tramways Social Sports Union.

During a highly enjoyable evening the cricket trophies were presented as follows:—F. T. Barbor Trophy for the Premiership, Essendon Depot No. 1 team; batting average, A. Ferris, Hanna Street; bowling average, F. Newton, Essendon; highest score, P. Cranny, Hanna Street; most wickets in one match, G. Allen, Glenhuntly; most catches, N. Heffernan, Port Melbourne; best performance in the final, R. Parker, Essendon.

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions are notified:—

R. A. Goodall, Brunswick, Relieving Revenue Clerk; K. T. Hall, Workshops, Engineering Assistant; F. A. Crockford, Victoria Parade, Special Ganger, Relieving; H. E. Sevier, Central Bus, Relieving Revenue Clerk; V. A. Dickma, H.O., Wages Clerk; J. R. Johnstone, Vic. Parade, Foreman; and P. V. Rose, Vic. Parade, Special Ganger Relieving.

RETIRING GRATUITIES.

Since our last issue, the Board has approved of the under-noted retiring gratuities:—

Bodymaker L. C. Twewlis (ret. soldier), (62), 32 years service, £581; Con. G. Bresnahan, an additional gratuity of £68; Dvr. A. Pockett, resigned, £81; Dvr. D. Arnold (65), 26 years, £525; Dvr. D. J. Mills (65), 30 years, £550; Tradesman P. B. Newell, resigned, £68; and Blacksmith P. W. Reedy (65), £637.

Tramway Topics

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PROFIT AT BRISBANE.

Negligible Allowance for Depreciation.

Due to a nine days' strike and curtailment of services through other stoppages, the traffic revenue of the Brisbane Corporation Transport Department declined by £95,755 to £1,389,298 for the 1945-46 year. While the accounts show a net profit of £204,147, it is very evident that that figure is arrived at only by allocating a negligible sum for depreciation. So much, indeed, is admitted in the annual report, where it is stated that the amount so appropriated was "not to the full extent justified by the extraordinary strain on the tracks and equipment." As the loan liability is almost £2,404,000, and as the amount set aside for "interest on loans and depreciation" comes to but £182,312, the sum placed to depreciation could not, assuming an interest average of 5 per cent., have been more than £60,000. With the undertaking's capital indebtedness standing at, after allowing for all sinking funds, £2,357,639, the placing of the whole of the net profit to a Depreciation and Renewals Fund would have been but a prudent step, looking to the heavier maintenance charges which will have to be met in the near future as the result of the rapid depreciation caused by the heavy strain on the tracks and equipment. A horrible example of what happens to a concern which fails to provide liberally for depreciation can be seen in Sydney, which is now facing a £10,000,000 rehabilitation programme without any funds to meet the bills.

For the first time the Department's operating expenses exceeded the £1,000,000 mark, being £1,024,076 as compared with £989,216 the previous year. In six years these expenses have bounded from £666,562 to the total now recorded. Expenses otherwise are not likely to decrease, the report states, "as a period has now commenced in which

new lines opened and renewals made in the early days of the Tramways Trust are becoming due for relay, so that a vigorous policy of renewals is likely to be necessary for some years." Eleven new trams were built during the year, and the Corporation has approved the construction of 150 streamlined trams, together with 58 single-deck Diesel buses.

As Brisbane shares with Melbourne the distinction of running at a profit, it is interesting to contrast various details for the respective systems:—

	Brisbane	Melbourne
Traffic receipts per mile s.t.	£11,843	£12,700
Traffic receipts per mile	31.68d.	34.525d.
Working expenses per mile	23.38d.	17.590d.
Traffic receipts	£1,334,261	£3,253,010
Operating expenses	1,024,076	2,602,944
Number of trams	415	732
Passengers carried (trams)	147,006,910	281,198,208
Passengers carried (buses)	5,463,862	70,196,236
Miles (trams)	10,107,331	22,673,730
Miles (buses)	594,190	7,865,400
Per. op. exps. to revenue (trams)	72.68%	59.109%

DOGGED DOES IT.

Tax Refund on War Gratuities.

Negotiations between the Tramways Board and the Tramways Sub-branch of the Returned Soldiers' League on the one hand and the Federal authorities on the other over the taxation levied by the Taxation Department on the war gratuity given by the Board to all employees who served with the Forces have at last succeeded. Hundreds of the staff will receive benefit from the decision of the Federal Treasury.

Behind the action of the Board in crediting each employee with the Forces a War Savings Certificate of £1 weekly was the desire to recognise the financial disability suffered in the discharge of a patriotic duty and the intention to ensure that the employee would have at his back quite a nice sum when he re-entered civil life and faced the many items of