

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. Barbour 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

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 5

July, 1947

Number 49

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%	59.103%

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

expenditure inevitable after an absence, in some cases, of more than six years.

That latter objective was threatened materially when the Taxation Department ruled that as the gratuity was paid in full after a man had returned to the Board's employment, it had to be treated as income for that particular year. The result was that months after the gratuity had been paid, and disbursed in paying off a house or furnishing a home, and so on, the man found himself faced with a demand for Income Tax. The assessments levied ranged from a few pounds to as high as £93. In most cases the employees were not in a position to settle the entirely unexpected demands.

To the argument that if the gratuities for war service were taxable the tax ought to be levied from year to year, the Taxation Department turned as deaf an ear as Pharaoh did to Moses. Declining to accept the ruling, the Board and the Tramways Sub-branch, aided by the Federal President (Mr. Millhouse, K.C.) and Mr. W. Slater, M.L.A., took their case to the final authority, the Prime Minister and Treasurer (Mr. Chifley). The conclusion of the whole matter was reached early this month, when the Board received a letter from the Taxation Department intimating that the Commonwealth Treasury had agreed to pay the difference between the tax payable when the gratuity was included in a lump sum, and the tax which would have been payable had it been levied in the years during which it accumulated. So all is now well, and application for the difference should now be made by those concerned to the Deputy Commissioner of Taxation, Lonsdale Street.

A sum getting on for £150,000 was spent by the Board in the purchase of these Certificates, and they had a maturity value of approximately £190,000. One instance of the good they did can be found in the following letter, received but two days previous to the notification of the Treasury's decision:—

"To-day I called on the Board's Treasurer and received the War Savings Certificates purchased for me by the Board during the period of my service with the A.I.F. From there I went to the State Savings Bank to ascertain the amount required to complete the payments on my house. When I tell you that the amount is £277/18/- and that the present value of my Certificates is £278/5/-, you will realise just what these Certificates mean to us.

"I would like you to express to the members of the Board the sincere thanks of my wife and myself for their very generous action, which has thus made it possible for us to own our own home many years earlier than would otherwise have been the case."

TRANSPORT FOR M.P.'s

London Transport, while Parliament is in session, is now running an all-night service four evenings per week for members of Parliament and the Parliamentary staffs. The fare is 6d. for approximately

a mile or part thereof, with a maximum of 4/-.

Our legislators of a previous generation did a lot better than that. When the Tramways Bill was going through in 1918, the members of the Legislature, with prudent forethought, provided for free travel for themselves.

AGED EQUIPMENT.

San Francisco rivals Sydney in running aged equipment. The newest cable tram running is 41 years old and the oldest 54 years. The Mayor calls them "old, outmoded, expensive and inefficient," and he has asked the Public Utilities Commission to get rid of the cable system as promptly as possible.

Old the cable trams undoubtedly are, but expensive and inefficient they certainly are not; in fact, if they were taken off the excessively steep routes over which they operate, we doubt if either electric trams, trolleybuses or Diesel buses would be able to do the job. Meantime the Mayor is at loggerheads with his citizens over the proposal to abolish them; they have an affection for the old trams which have served them so faithfully for a couple of generations.

ADELAIDE FARES GO UP.

It has not taken long for the prophecy in these columns that certain transport undertakings would have to increase their fares to materialise. In order to cover the substantial rise in operating costs, the Municipal Tramways Trust, Adelaide, has advanced all fares by 1d. on week-ends and public holidays.

When asked by the Press if the Melbourne Board contemplated following the example of Sydney and Adelaide, our Chairman (Mr. H. H. Bell) answered in seven words: "We have never even thought of it."

THANKS FROM RETURNED SOLDIERS.

With the Empire Day celebrations of the Balwyn Sub-branch of the Returned Soldiers' Association a great success, the part played by our Traffic Department was acknowledged gratefully by the President (Mr. W. H. Tredinnick), who in a letter conveyed the "very real appreciation of your assistance." In particular, Mr. Tredinnick conveyed the thanks of his sub-branch to the Assistant Manager and to the officers and crews concerned.

On the occasion in question, six special trams from Kew ran between 7 and 8.20 p.m. and carried, in conjunction with the ordinary service, approximately 3,120 passengers, while for the return between 8.20 p.m. and midnight the passengers numbered 4,600.

GERMANY PREFERS TRAMS.

2,810,000,000 Passengers Before the War.

Just before the war—this will hurt the Secretary of the Australian Automobile Association like a carbuncle—168 of the cities in Germany proper operated tramways over 3,490 miles of route. Of that total, 68 were worked by public authorities, 72 by public companies, and 28 by private companies; but 77 municipalities owned shares in those 100 company-owned properties, while in 33 they actually owned the whole of the share capital. In the last pre-war year the tramways employed 95,000 persons and transported 2,810,000,000 passengers on 13,313 trams and 24,136 trailers.

Long before the advent of the Nazis successive German Governments favoured trams for street transport. To-day, the Control Commission for Germany favours the same policy, and apparently the encouragement given is getting results for, notwithstanding the heavy bombing of all the industrial centres, plus the fact that much overhead wire was brought down in the advance of the Allied Armies, at least 137 of the systems are again in operation.

In the Rhine-Ruhr area, Germany possesses what is probably the greatest all-electric tramway network in the world. It is made up of 25 different systems, and stretches from Cologne and Krefeld to Wuppertal and Dortmund, a total of 1,300 route miles. Out of that total, 540 route miles belong to a group of physically-connected systems centred on Essen and using between them more than 2,000 trams. At Krefeld, where 75% of the rolling stock was destroyed and much of the track blotted out, all the inter-urban routes have been restored. Heidelberg, Waldorf, Augsburg and Filderbahn are four systems which escaped damage.

WHAT THE OFF-PEAK CUTS LOST US.

After suffering a 50 per cent. reduction in the off-peak tram services for eight weeks and a 25 per cent. cut for five weeks, Melbourne had its full service restored on the 7th July.

While there is no way of measuring these things accurately, a day to day comparison with the returns of the corresponding period last year suggests that it is probable that the cuts lost the Board at least £10,000 in revenue during these 13 weeks.

WHICH VEHICLE?

Changing Policies Cause Bewilderment.

Frequently it has been remarked in these columns that it is a mistake to be dogmatic about transport and to argue that because one city favours trams, or Diesel buses, or even trolleybuses, a similar type of transport should be adopted by all other cities. Local conditions—the width of the streets, the population to be served, the traffic demand and its variations throughout the day—it has been emphasised, alone should influence the choice of the vehicle.

Perfervid Diesel or trolleybus enthusiasts in Great Britain are very puzzled just now over the policies being pursued by London Transport and the Transport Department of Manchester Corporation, the only two large cities which have made extensive tramway replacements, London by trolleybus and Manchester by the oil bus. In both cases, it may be noted, travel on the new vehicles at once became more expensive than on the trams, while the running times remain unaltered, so that the promise of cheaper and faster travel was never fulfilled.

Now, London Transport avers that trolleybuses are not a success, and that therefore it is going to concentrate on Diesel buses. Manchester, on the other hand, declares that Diesel buses are not a success, and is going to turn over to trolleybuses!

A writer in "Modern Transport" comments sarcastically on these changes, and then adds that that the cheapest transport fares in Britain are to be found in such tramway strongholds as Sheffield, Leeds, Sunderland, Glasgow, Edinburgh and Aberdeen, and that all these cities "seem able to handle their traffic far more expeditiously than others which now rely solely on Diesel and trolleybuses."

SYDNEY'S BUSES.

Sydney people are being told that the many new buses on order—the first is now running—are "modelled on London's buses, acknowledged to be the best in the world."

This is rubbish. The buses in London are no different from the buses in any of the big British cities, for the chassis is manufactured by the same firms, while as for the bodies, these are neither so broad, long and high as those which have been fitted to similar chassis in Melbourne and Adelaide.

There is no question that the buses now being made in the United States leave the British product far behind, a development which was inevitable in view of the restrictions on width, height and length imposed by the bureaucrats of the Ministry of Transport.

Tramway Topics

"MONTY" SALUTES.

As Field-Marshal the Viscount Montgomery passed Russell Street in his car on the 4th July, one of our drivers, wearing a row of war ribbons, leaned out of his cabin and gave an enthusiastic yell and followed it up as the Field-Marshal turned to him with a salute.

"Monty's" reaction was immediate. Dropping his left hand to his side and squaring his shoulders, he gave the driver a salute which would have earned the approval of a W.O.1 of the Guards.

SERVICES ACKNOWLEDGED.

On a report furnished by Inspector J. P. Bradley, commendatory entries have been made in the records of Bus Drivers Porter and Chappell and Conductors McLean and Walker, Port Melbourne Depot.

Owing to the arrival of the Viscount Montgomery on the 3rd July, Collins Street traffic was upset badly. Noticing many passengers waiting at City Road for the South Melbourne tram, Inspector Bradley hailed the two buses, which were on their way to the depot, and asked if they would do a trip each to South Melbourne Beach. The crews responded to the request immediately and cheerfully, and the service they rendered was appreciated to the full by the waiting passengers.

The Bursar of Scotch College (Mr. W. T. McKendrick) writes to the Chairman to say how much he has "been impressed by the courtesy and tolerance of conductors and motormen under the trying conditions of the restricted services, and feel that appreciation should be given as a change from frequent criticisms which the public seems only too ready to make."

HE FOUND THE CONDITIONS GOOD!

On resigning to take up business for himself, a driver early this month wrote:—

"May I express my sincere appreciation for the many privileges and considerations extended to me during my seven years of service in your employment?"

A CHALLENGE ANSWERED.

In our June issue, three Revenue clerks at Essendon challenged any shift to beat their aggregate records of service and age—112 years service and an aggregate age of 174 years.

Three of our Truck Shop staff at Preston Workshops have no difficulty in doing so, the particulars being:—H. Chatfield (64 years), service, 46 years; A. Powell (59), 39 years; and A. H. Hince (57), 38 years; aggregate age, 180; aggregate service, 123 years.

Next, please.

VEHICLE PRICES IN UNITED STATES.

Transport circles in the United States are becoming increasingly concerned over the ever-rising costs of all rolling stock. It is one thing to provide adequate depreciation for a tram costing 15,000 dollars, but quite another when the price has soared to 20,000 dollars and more. When the P.C.C. tram was introduced in 1936 the price was 15,000 dollars. A year later the price went up to 17,500 dollars. Early last year Pittsburgh paid 19,000, in September last the figure had reached 20,000, while in October, "Mass Transportation" says, orders were being taken at 22,000 dollars. The story is similar for petrol and trolley buses. In 1936 a petrol bus could be obtained for 6,500 dollars. The petrol bus is bringing to-day from 12,500 to 13,500 dollars, while the trolley bus is on the list at 14,500 dollars.

It is plain that at these prices operators will have to change their fare structure or base the depreciation figure on a much longer vehicle life.

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

Tramway Topics

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COMMENT FROM LONDON.

"Margin Many Managers Dream About."

"Fickle Things, Figures," is the heading in the May issue of "Bus and Coach," London, which introduces "some reflections inspired by the annual report of the Melbourne and Metropolitan Tramways Board."

Being, naturally, a bus man, the writer is grieved and bewildered over our bus loss last year of £117,000, and regrets the fact that our buses have been kept going on the profits made by our trams. Unerringly, however, he sees that the weakness of our bus system is in the low average of passengers per vehicle mile, 8.925, and the excessive mileage in relation to the traffic handled. He would understand how both weaknesses are brought about if he could have a look at our Fisherman's Bend route, with its huge unproductive mileage, and he would realise how the loss is achieved if he could note the onerous charges which the buses, in common with the trams, have to bear and the severe conditions which hedge round and about the operation of the vehicles. It is certain that he would be horrified if told that the buses have to contribute, willy nilly, to the Infectious Diseases Hospital and the Metropolitan Fire Brigades Board.

These matters apart, the writer is filled with admiration for the results recorded by the Tramways Board. "Examination of the accounts," he says, "leaves no room for doubt that the undertaking is indeed in an extraordinarily strong position, and that its wealth is derived from its tramway system, which has an operating ratio of 59 per cent., with receipts at 34.433d. per car mile and expenses at 20.407d. That is the sort of margin many managers dream about but never expect to realise."

Those uninformed and unobservant people who return from a few hurried weeks overseas and bleat

about Melbourne's dear fares will not find their view confirmed by "Bus and Coach." While it may be thought that the average fare paid per passenger is very much higher at 2.776d. than in Britain, and that this denotes a high level of charges, the contributor records that Melbourne offers a ride of 0.917 miles on average for 1d., "which is much the same as in this country. From this one can deduce that the average distance per passenger journey is about three miles—a surprisingly high figure to those of us not familiar with local conditions."

The author concludes his remarks on the bus side of our undertaking with this sentence:—"By the very high standards of financial prudence adopted by the Melbourne Board, the buses may be shown as operating at a loss, but a less severe test of profitability would, of course, produce a more favourable impression."

SCALERS IN SYDNEY.

"816 Tram and Bus Scalers in Six Months," says a heading in the "Sydney Morning Herald." Presumably the other 28,816,000 escaped. Incidentally, the first Sunday "honesty" boxes were in operation the yield was exactly 5d.—yes, five pence!

BRISBANE BUS SERVICES.

All Privately-Operated Routes to be Acquired.

Brisbane City Council has decided unanimously to make application to the Commissioner for Transport to acquire, under the Transport Act passed last year, 20 privately-owned bus services operating from the suburbs to the city.

With the exception of the seaside and feeder services, which will be the subject of another applica-

tion later on, the decision embraces all the private suburban bus services entering the city. When granted, it will enable the efficiently-managed Transport Department under Mr. S. L. Quinn to plan comprehensive, co-ordinated services and eliminate unnecessary and wasteful duplication.

Sixty-seven buses are operated by the proprietors over the 20 routes affected by the application; but the Council does not mean to take over any more than 30, leaving 37 in the hands of their owners.

As Labour is in the minority in the Council, the decision has excited those people who worship at the shrine of private enterprise. But surely the street surface transport of a city is a proper communal activity equally with the supply of water, gas, electricity and sewage services. To permit private owners to compete with the community-owned transport system, in some cases duplicating and in others paralleling the services, as is done here in Melbourne, results simply in wasteful competition which in the end has to be paid for by the passengers in the shape of fares higher than they would otherwise be.

P.A.Y.E. TO GO.

After persisting for five years, despite the obvious drawbacks, with the pay-as-you-enter fare collection method, the Transport Department of Cardiff is reverting to the normal system.

The first trolleybus with the P.A.Y.E. equipment was put in service in March, 1942, and the system was extended gradually to all tram and trolley bus routes and to certain bus routes. It was hailed as a great success; but with the exception of London no other authority felt tempted to try the experiment, probably, as we wrote months ago, because it was recognised that while such a method might be successful in a large town such as Cardiff, the possibility of handling mass traffic with it in a large city was remote. London learned that after spending a good few thousand pounds fruitlessly on re-modelling five trolley and petrol buses.

NEWCASTLE WANTS TO OWN THE TRAMS.

Newcastle City Council wants to take over the Government-owned tramway system, the immediate re-action to the substantial increase in fares put in force by the Department of Road Transport and Tramways.

If the Government agreed, the Council would replace the present obsolete L/P trams with modern corridor vehicles, which would be built in the State Dockyards, Newcastle.

DIESELS IN FAVOUR.

Before the war, the bus manufacturers of the United States built three petrol-engined buses to every one Diesel-engined. To-day, the ratio is 10 to 1 in favour of the Diesel. It is hoped to build 15,000 buses this year. The greatest number ever delivered in one year previous to the States entering the war was 4,700 in 1937.

In both Britain and the United States designers are trying to evolve a light Diesel engine suitable for private motor cars, so that it is quite on the cards that in a few years the petrol-burning engine will be a rarity on the roads.

THE LONG SERVICE RECORD.

Three employees of the Brunswick Electric Running Shed are leading, so far as the aggregate record of service is concerned, although two years short in the aggregate age record held by three Truck Shop men at Preston Workshops. Here are the Brunswick details:—H. Ross (62), pitman, service, 46 years; A. L. Turnbull (53), 37 years; W. A. Ash (63), 45 years. The present position therefore, is:—

	Agg. Age	Agg. Service
Revenue Clerks, Essendon	174	112
Truck Shop, Preston	180	123
Electric Shed, Brunswick	178	128
Any more claimants?		

FARES IN LONDON AND MELBOURNE.

In making fare contrasts between Melbourne and cities overseas most commentators forget—if, indeed, they ever take the trouble to find out—the importance of the length of the respective sections; in other words, just exactly what the passenger gets for his money. In London, for instance, the lowest fare is 1½d., for which the passenger can be transported for half a mile. In Melbourne, on the other hand, the section is one mile, for which the charge is 2d. From the details given below it will be seen that the Londoner pays much more than the Melbourne for his transport:—

	London	Melbourne
Length of Section	Half Mile	One Mile
Fare	1½d.	2d.
Three sections (1½ miles)	2½d.	(3 miles) 4d.
Seven sections (3½ miles)	3½d.	(7 miles) 6d.
Eight sections (4 miles)	4d.	(8 miles) 6d.

SOMETHING LIKE A DEFICIT.

Although the services operated by the City of Buenos Aires Transport Corporation carried, at

1,418,595,608, almost 70,000,000 more passengers than the previous year, the financial result for 1946 was a loss of 44,600,000 pesos as against the loss of 21,700,000 pesos in 1945. For the last eight years the aggregate loss is 150,000,000.

This hopeless state of affairs is due almost exclusively to the resolute opposition of the authorities to any increase in fares to offset the costs, which have been rising steadily year by year and are now over 200 per cent. above the 1938 level. In his report, the trustee for the debenture holders remarks that "the entire concern is moving definitely and inevitably to a state of total disintegration."

A REMARKABLE RECORD.

Highly satisfactory is the only way to describe the operation of the sub-station equipment during the year. Only 47 minutes were lost owing to faults, and that in turn resulted in a loss of 72 car miles out of a total of 22,494,656 miles run.

The total mileage lost through all faults in the distribution system was 305, which represents only .0000131 per cent. of the total.

We have not been able to trace anywhere anything approaching this remarkable record of efficiency.

GOLF AT WATTLE PARK.

Evidence of the extraordinary popularity of the sporting 9-hole golf course at Wattle Park is found in the fact that during the year 42,139 tickets were sold, the highest since the course was opened.

WORK OF TESTING DEPARTMENT.

During the year, the Testing Department increased its value to the Board by carrying out no fewer than 40,111 tests on equipment and materials, and furnished 1,756 reports. The details are as follows:—

	Physical	Chemical	Examina- tions	Reports
Bus Department	1,746	2,246	211	589
Distribution Department	22	46	75	10
Per. Way Dept.	279	173	210	128
Rolling Stock Dept.	12,600	843	14,055	852
Traffic Dept.	7,165	131	—	56
General	62	68	163	113

ACCIDENTS ARE EXPENSIVE.

And There Were 8,547 Last Year.

In previous paragraphs in these columns attention has been directed by the Chairman (Mr. H. H. Bell) to the necessity of exercising the greatest care so that accidents may be avoided, and it has been emphasised that the expense incurred does not end with the damage to the tram or bus concerned, the

consequent loss of revenue while the vehicle is out of commission, and the delay occasioned to the programme of rolling stock construction, but goes on to claims for damages, injuries and death.

Just what is involved in the latter will be evident when it is pointed out that for the year which ended on the 30th June last, the Board's vehicles were involved in 8,547 accidents. Most of these, it is fortunately true, were of a trivial character—damage to clothing, minor hurts got through falling, broken windows, and so on—but in others 33 people lost their lives. Six inquests have yet to be held, but in the others the Coroner's findings were—Accidental, 18; misadventure, 8; feloniously slain by unknown motorist, 1.

Arising out of the accidents, 1,043 claims for £69,315 for damages and compensation for death and injury were received, and by the end of the financial year £27,322 had been paid in settlement, while it is estimated that the claims still to be settled will involve a few more thousand pounds. Add to that total the loss of revenue when the rolling stock is being repaired, and the cost of the repairs, and the truth of the heading of this paragraph will be realised.

RETIRING AND DEATH GRATUITIES.

During the last few weeks the Board has passed the undernoted retiring gratuities:—

Charman H. H. Ruddock, resigned, £72; Motor Mechanic J. G. Hughes, resigned, £71; Sub-Foreman R. Stanley (65), 39 years' service, £834; Con. B. Clifford (46), 16 years, £81; Dvr. W. C. Stevens (63), returned soldier, 27 years, £531; Con. L. A. D. Thomas, resigned, £75; Wheel Grinder A. G. Langdon (65), 43 years, £676; Cleaner J. Coates (65), 23 years, £530; Builder's Lab. M. E. Morgan, resigned, £54; Insp. F. E. Keane (57), 33 years, medically unfit, £548; Welder F. J. Burke, resigned, £91; Dvr. A. J. Waugh (65), 42 years, £625; Dvr. T. O. Irvine (66), 29 years, £498; Night Watchman A. A. Robertson (65), 26 years, £571; Bus Driver H. R. Semmens, resigned, £75; Dvr. J. B. Crabtree (65), 42 years, £625; Con. E. S. Brown, resigned, £65; Dvr. E. F. Livingstone (42), 20 years, medically unfit, £250; Builder's Lab. P. Tunnecliffe, resigned, £42; Con. W. J. M. Webb (65), 38 years, £600; Dvr. F. W. Beyrendt (48), 22 years, medically unfit, £275; Machinist J. G. McMaster (58), 22 years, medically unfit, £209; Elec. Mech. E. H. Chiarni (63), 43 years, £452; Dvr. J. T. Grimes (65), 41 years, £537; Mrs. A. Hinson (67), 21 years, £277; Draughtsman W. W. G. Fordham, resigned, £89; Asst. Scrubber Car Operator E. Lyall (65), 24 years, £500; Plumber H. A. Eddy, resigned, £71; Dvr. R. C. Mallows (55), 23 years, medically

unfit, £212; Dvr. A. B. Janetyke (65), 30 years, £550; Track Repairer J. M. Stephen (65), 36 years, £578; Dvr. L. T. Price, resigned, £81; and Con. N. L. Worsley, resigned, £75.

Death gratuities in respect of the late Bodymaker A. G. Elling (59), 27 years, and Shed Lab. G. B. Brookes (61), 22 years, amounting to £342 and £261 respectively have been paid.

SERVICE IN ONE FAMILY.

This issue contains another instalment of notable records of service achieved by groups of three in various Departments. But what of service by the members of one family? To start with, let us take the Browne family, members of which have been in the employment of the Board and its predecessors continuously for 61 years from 1886. Here are the details:—

A. Browne, late Depot Master, Hanna Street, 1886-1929—43 years, age 65;

S. A. Browne, Leading Hand, Preston Workshops, 1924-1947—23 years, age 49; and

A. L. Browne, Inspector, Glenhuntly, 1911-1947—36 years, age 54.

Aggregate service, 102 years; aggregate age, 168 years.

APPOINTMENTS AND PROMOTIONS.

The undernoted appointments are published for general information:—

R. J. Harper and G. R. Love, Preston Workshops, draughtsmen;

A. C. Piper, Victoria Parade, foreman (M.O.A. revision).

TRANSPORT OPERATORS INDICTED.

Big Concerns Accused of Monopolisation.

In viewing the street transport scene of the United States, and particularly the trend in the last 17 years or so in the smaller cities to discard trams for buses, it is highly necessary to remember that the change has been instituted, not by the cities concerned, but by a company whose capital has been contributed to substantially by oil, tyre and bus-manufacturing interests. The company referred to is the National City Lines, founded by the Brothers Fitzgerald. Starting in a very small way in 1919, the brothers are now the operators of nearly 100 concerns, including the American City and Pacific City Lines, with 8,000 vehicles and 20,000 employees, and with a gross annual income of almost 100,000,000 dollars. Out of that total of 8,000 vehicles, some 3,000 are trams running in Baltimore, St. Louis, Los Angeles and Oakland.

The modus operandi was simple. A tramway company would be purchased—very few cities or towns own the undertakings in the States—and before the citizenry could realise what was involved the trams were gone and all that was left for them to do was to pay the higher fares which usually followed the advent of the buses. "It is no secret," remarks "Mass Transportation," "that the change in the economic complexion in the world has caused the Fitzgeralds to think in the terms of the dime rather than the nickel even in the smaller cities." Which is a most euphonious way of saying that they now like to charge 10 cents for a ride which used to cost 5 cents.

But when you get big in the United States you attract a lot of attention, some of which you could very well do without. This is now being realised by the Fitzgerald Brothers and their associates, for they are facing an indictment that General Motors, Standard Oil, Firestone Tyres, Phillips Petroleum and Mack Trucks paid 9,500,000 dollars to the National City, American City and Pacific City Lines to buy control of local transit companies in 16 States. The defendants are charged with having conspired "to acquire control of a substantial part of the local transportation companies in the United States," and to monopolise the supply to the transit lines of buses, petroleum products and tyres. A simultaneous civil suit has been filed by the anti-trust division of the Department of Justice asking for an injunction to stop the alleged practices.

In a public statement, Attorney-General Tom Clark remarked that the case is important because it involves matters upon which the public must face the costs and the elimination of the sale of supplies to local transportation companies controlled by the National City Lines—a banishment of normal competition. It is alleged, for instance, that the Los Angeles Transit Lines granted rights to Standard Oil to 50% of the petrol and Diesel oil sales for 10 years, and that the operating companies were not to purchase equipment other than that sold by the contributors to the financing.

Here the Chamber of Automotive Industries and the Australian Automobile Association can only conduct sporadic campaigns against trams, posing as the advocates of the best in transport, but really being animated all the time by consideration for the oil, tyre and bus interests. But their job in Melbourne is hard; instead of having a dilapidated company-owned concern to deal with as in the States, they have a publicly-owned undertaking which is the most prosperous of its kind in the world.

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The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 5

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Number 51

OUR S.W. 6 TRAM.

An Examination of Critical Statements.

It appears that for five months we have been living in happy ignorance of a challenge said to have been made by Mr. J. I. Harle, Essendon, on our S.W. 6 trams. Our only excuse—and doubtless it will add to our offence—is that we failed to realise that any challenge had been made. Not even by inference could a challenge be read into the "Tramway Record" article, which bore the heading, "Does S.W. 6 Spell Safety and Comfort?" Having put the question, Mr. Harle answered it himself in the negative, probably to his own complete satisfaction, and ended up by expressing the hope that his article "would be the means of promoting healthy discussion through the columns of our journal on the virtues or otherwise" of the tram. So far as we have seen, there has been no discussion, healthy or otherwise, among his fellow operators over his diatribe, and that probably is the real, if unconfessed, reason for Mr. Harle feeling so peeved.

Re-reading the article, one is struck anew by the immoderate tone. No good case requires to be bolstered by such an absurdity as that passengers and conductors are forced to "swelter, sweat and faint"—a poor plagiarism of Mr. Churchill's "blood and toil and tears and sweat!" Neither has the audibility of the buzzer, nor the extraordinary and silly Melbourne habit of standing in the doorways, nor the canopy light, any connection at all with the design of the tram.

But let us come to the so-called criticisms. For the most part, the strictures are not criticisms at all but merely expressions of personal preferences—a very different thing. In the final analysis a tram, even good trams like the S.W. 6 or the P.C.C. tram of the United States, is a compromise between the

various views held by those who ordered it to be designed. If it were not so, there would to-day be one standard tram for the world, just as there would be a standard motor car, printing press, refrigerator, and so on. The travel habits of the people, the varying climatic conditions, the different views as to what is necessary held by the traffic manager and the rolling stock engineers, the conflicting preferences of the tram crews themselves, and lastly, the personal fads of those who have the final say, all combine to make of the tram as it goes on the road a compromise between opposing opinions; a compromise, indeed, between those things which we would like to do and those which we would prefer to do but cannot. In the latter connection, take the larger wheel as an illustration. We would all like a larger wheel, because it would give a much smoother ride; but an increase in the size of the wheel involves an inevitable increase in the height of the step, and so we are compelled to the compromise of a wheel smaller than we like in return for a step which just misses being too high.

The adoption of sliding doors in lieu of the much-criticised weather blinds made unquestionably for the comfort of passengers and conductors alike, but it necessitated three thicknesses of glass. Here is a case where you cannot have it both ways. Which is preferable—weather blinds and their manifold discomforts, or sliding doors with a small disability?

A design for barriers in addition to sliding doors was evolved by the Rolling Stock Department so recently as March last. After thoughtful consideration, the Traffic Department pronounced against it, one of the objections, obvious, being that, with both doors and barriers in use, there would always be the risk of accident to passengers standing at the door by finding suddenly when the motorman

had opened the doors that the barriers had not been dropped by the conductor. So there it goes—the R.S.D. producing a solution for an objection on the one hand, and the T.D. rejecting it for what seems a good reason on the other.

So far as springing is concerned, the comment made could apply with equal force to all the W5 cars, the trucks of which were fitted with springs identical to those now in use on the S.W. 6 in order to ease the hard-riding qualities of the W2 trucks. Possibly in their anxiety to improve matters the designers went just a little too much the other way, giving springs a shade light; but here again the matter is one of individual opinion and preference, and it may be recorded that the drivers who are regularly on routes using St. Kilda Road, where the effect of springing is most noticeable, have never, so far as we have been able to ascertain, made any complaints on the subject.

There persists a delusion that suggestions for improvements are never given consideration. Quite the reverse is the case. The suggestion made to the former Manager that a 4-inch strip should be painted on the left-hand side of the bulkhead window was passed to the R.S.D. and investigated at once. Experiments proved that such a strip would not be sufficient to eliminate glare on the rear-view mirror, and that any further obstruction of the outer bulkhead window closed in the front of the car too much and restricted further the view forward from the saloon. So there again you have it—a small improvement quite possible in one direction, but at the expense of lessened visibility in another.

TRANSPORT IN THE U.S.

Trams Predominant in the Large Cities.

Examining the mass of statistics produced by the American Transit Association for 1946, the extraordinary fact emerges that, despite the phenomenal increase in the prices of rolling stock and materials in the last two years, the proportion of operating costs to revenue, 80.85 per cent., differs only fractionally from 1932, when it was 80.81 per cent. It is strange, too, to observe that in these 15 years the lowest percentage was 72.10 in 1942, with the highest 82.72 in 1938. The figures quoted are those for electric railways, trams, subway and elevated lines and motor and trolley buses combined. They are a long way above the Melbourne figure of 64.375 per cent.

For the year, the gross revenue at 1,397,100,000 dollars achieved a new high peak; but for the fourth successive year the net income available to

meet fixed charges and to pay a return on the investment—the great bulk of the concerns are company-owned—declined and was but 9.92 per cent. Many of the undertakings are being operated by receivers on behalf of the bond-holders. Slightly more than 56 per cent. of the passengers were carried in electrically-propelled vehicles; the remainder used the petrol and Diesel buses. It can be seen, also, and as usual, that it took more than two buses to do as much as one tram. Here is an interesting table:—

	Trams	Petrol & Diesel	Trolleybuses
Passengers	9,027,000,000	10,199,000,000	1,311,000,000
Miles	894,500,000	1,807,000,000	143,700,000
Revenue (dollars)	488,800,000	610,900,000	71,700,000
No. of vehicles	24,730	52,450	3,896

Distributed in population groups, the table given below shows that in cities with populations of 500,000 upwards the tram has lost none of its popularity; indeed, in the first four groups, cities with populations ranging from 100,000 to over 1,000,000, the trams carried more passengers than motor and trolleybuses combined:—

Cities of	No. of Passengers	No. of Passengers		
		Trams	Buses	Trolleybuses
1,000,000 and over	3,941,000,000	1,922,000,000	109,000,000	
.. between 500,000 and 1,000,000	2,402,000,000	936,000,000	196,000,000	
.. between 250,000 and 500,000	1,245,000,000	1,911,000,000	528,000,000	
.. between 100,000 and 250,000	553,000,000	1,959,000,000	250,000,000	
.. between 50,000 and 100,000	408,000,000	1,599,000,000	131,000,000	
.. less than 50,000	194,000,000	733,000,000	95,000,000	

Cities in the 100,000-250,000 class had the most bus passengers, a fact which emphasises the belief of transport managers that places which cannot produce 3,000 passengers per hour are not tramway propositions. This is confirmed in another way by the fact that the entire output of new trams went to cities of from 250,000 of a population upwards.

CONDUCTRESSES AGAIN.

Following the example of London, and for the same reason, inability to recruit the necessary staff of men, the Transport Departments of Glasgow and Middlesborough are again engaging women to act as conductresses.

Here in Melbourne the staff problem has become more difficult by the Arbitration Court decreeing a working week of 40 hours. It has been estimated that 40 hours spread over six days will require 471 additional staff. If, however, the 40 hours are worked in five days, there will have to be approximately an increase of 844 in the traffic staff.

Meantime, as the number of men offering has in recent months failed to keep pace with the wastage caused by deaths, retirements, resignations through ill-health, and departures to take up other work, we

also have re-employed conductresses, those concerned being those who finished up in April last. They received a great welcome when they resumed at the Central Bus Garage and the Malvern and Hanna Street depots.

HOW BUS COSTS HAVE RISEN

Speaking at the annual general meeting of the Birmingham and Midland Motor Omnibus Company, the Chairman (Mr. J. S. Wills) gave figures illustrative of the costs which nowadays have to be met by bus operators. A double-deck bus to-day, he said, was costing £4,000, as compared with £1,850 before the war—an increase of 117%—tyres cost 400% more, while wages were up by 49 per cent.

These figures explain the rush by so many municipalities and companies during the last year to get fare increases sanctioned.

FOOTSCRAY EXTENSIONS.

There is gratification in Footscray over the fact that the Board has decided to extend the Somerville Road line to Bishop Street, and to carry the Gordon Street line along River Road to the Maribyrnong River line to Melbourne.

It should be realised, however, that much water will run down the Yarra to the sea before these extensions are accomplished facts. First of all, special schemes have to be prepared, and these are then the subject of investigation by the Public Works Committee of Parliament. If the Committee approves the schemes, then special Bills authorising the works have to be passed by Parliament.

OF COURSE YOU ARE GOOD.

But Here is How You Can Be a Better Driver.

You can be a tram or a bus driver, a motor car or a steam engine driver, a commercial lorry or a sulky driver, but whichever you are you hate to think that anybody considers you a bad driver. We would like to think that all our tram drivers are similar to the Scotch whiskies—all good; just some a bit better than others! Here are a few hints, compiled from British electric and tramway authorities by Ticket Examiner H. Rogers, which, if followed, will help those who are just starting out as tram drivers to become first-class operators:—

Waste of Power.—Power is wasted because the motormen at the outset do not realise fully the principles which underlie the electrical operations the movement of the power handle puts into operation. Get to know the reasons and the results of

every movement of the power handle; you will then find it easy to operate your tram in the right way.

Power from the Trolley Wire.—It is only natural for beginners to presume that the controller is much the same as the accelerator pedal of a motor car—the more you move it the more power do you get. Actually, the fact is that with the handle on any series notch position the amount of power being used is practically the same; indeed, there probably is less power in use in the full series position than on one of the series notches, where the greater part of the energy is used in treating the resistance notches. The same applies to the resistance notches of the parallel positions, except that there is still greater waste on the resistance notches.

Saving Power in Starting and Acceleration.—With due regard for the comfort of passengers, pass over the resistance notches as quickly and smoothly as possible; and (2) wait for a short time on the full series running position before passing to the parallel notches. This practice enables you to pass more quickly over the parallel resistance notches to the full parallel running position, and saves power.

Effect of Correct and Quick Notching.—If the full series and parallel positions are reached quickly and smoothly, energy will be saved because power can be cut off earlier and coasting commenced in preparation for the next stop. With slow notching, on the other hand, power is kept on longer to acquire maximum speed, the time available for coasting being thus shortened, while more energy is wasted in the resistances. The economical effect of correct controller operation can

Increase the life of armature bearings by	40%
" " " " motor pinions by	15%
" " " " axle bearings by	55%
and Decrease expenditure on brake shoes by	40%
" average power used per car mile	15%

(To be continued).

HOW FARES GO.

One-Third of our Passengers Pay 2d.

Recently we furnished a correspondent in the United States with statistics relating to the various classes of tickets sold on our trams and buses. In his letter of thanks, he expresses amazement over the proportions of our short-haul traffic, and wondered if the abandonment of the high flat fares in the States—these now range from 8 to 14 cents with, in some cases, a 25% reduction when purchased by tokens in advance—in favour of a sectional fare system such as ours would not be the answer to the industry's financial troubles. Perhaps it will

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surprise our readers to know that more than two thirds of our passengers travel on fares ranging from 1d. to 3d. Here are the details for the year ending the 30th June last:

	Trams	Buses	Total
1d.	11,080,862	2,867,433	13,928,295
1½d.	10,956,050	2,676,410	13,632,460
2d.	85,876,402	21,171,973	107,048,375
2½d.	1,276,113	1,650	1,277,763
3d.	75,874,039	20,749,262	96,623,301
4d.	32,548,778	5,392,901	37,941,679
5d.	18,458,006	2,863,869	21,321,875
6d.	14,485,084	436,502	14,921,586

From these figures, it will be seen that the adoption of a flat fare of 4d., as suggested some months ago by a letter-to-the-editor gentleman, probably because the fare he pays is 5d., would affect adversely 232,500,000 passengers, would leave the fares of 37,900,000 as they are, and would benefit only 36,000,000 passengers.

40-HOUR WEEK.

Re-Framing the Rosters is a Big Task.

Well, it has come, the 40-hour week, or rather it will come into operation in January next.

Without distinction of party or class we can all hope that it will not be a Pyrrhic victory, and that the results to the nation and the individual will be more satisfactory than last year's increase of 7/- in the basic wage.

So far as our own industry is concerned, conditions have changed materially since evidence was given for the Board getting on for two years ago. At that time it seemed possible for the Board to face the financial cost involved. Since then, however, there have been so many increases in all directions that the costs then quoted bear no resemblance to those which are in existence to-day. Even since July 1, 1946, the rise has been well over £350,000, almost one half of which is accounted for in the concession of time and a half for Saturdays and double time for Sundays, while the 7/- basic wage came to another substantial sum.

It is as well that the Court fixed January as the date for the new hours, for there is a tremendous job of re-rostering to be done between now and then, and the task can be started only after it is known how other industries are going to work the week. Another result of the judgment was that the A. T. & M. O. Employees' Association withdrew their representatives who had since the 31st July been working in the Roster Department, in the effort to prove that the tables could be improved at a cost far below that estimated by the Board. The Glenhantly alterations were completed on August 22. The Hanna Street table was commenced on August 25 and abandoned, uncompleted, on the instructions

of the Executive, on September 9. The time spent by the representatives of the Association in the Roster Department has not been wasted, for they have now a thorough understanding of the perplexities and difficulties surrounding the compilation of a roster which will not only comply with the award but will be fair alike to the Board and the staff.

RETIRING AND DEATH GRATUITIES.

Since our last issue, the Board has approved of the undernoted retiring gratuities:—

Drvr. V. E. Warde (55), 26 years' service, medically unfit, £325; Ticket Examiner H. Redfern, resigned, £105; Con. G. I. Jeffery, resigned, £81; Traffic Checker W. P. Joyce, (57), 23 years, medically unfit, £287; Drvr. A. F. Kennedy (58), 39 years, £491; Boiler-maker W. G. Trellor, resigned, £102; Elec. Mech. R. A. H. T. Smith, resigned, £68; Con. W. J. F. Martin, resigned, £81; Bus Driver H. W. J. Hunt, resigned, £75; Clerk H. A. McGill, resigned, £81; Leading Hand S. A. Browne (48), medically unfit, £404; Clerk D. R. Williams, resigned, £109; Con. A. Mackinnon (62), returned soldier, medically unfit, £516; Builder's Lab. M. P. Smith, resigned, £49; Con. C. H. Bell (49), medically unfit, £226; Traffic Clerk E. V. Siepen (50), resigned, £109; Motor Driver E. T. Nesbit, resigned, £81; Crane Driver R. T. Turville, resigned, £63; Shed Wheel Grinder T. Goodall (58), med. unfit, £509; Depot Starter W. M. Thomas (65), 46 years, £847; Con. J. H. Smith (56), med. unfit, £378; Drvr. J. W. Robison, resigned, £75; Con. A. Guild (57), med. unfit, £239; Track Repairer J. A. Hopwood (65), £295; Con. N. T. W. Doreian, resigned, £56; and Carpenter J. F. Moore, medically unfit, £116.

A gratuity of £588 has been paid in respect of the late Foreman F. Nowland (57), 29 years' service.

THE LONG SERVICE RECORD.

A paragraph had been written giving three H. O. Ticket Examiners pride of place in the search for the long service record, when news was received of the sudden and unexpected and deeply regretted death of Mr. E. O'Connor. Quiet, unassuming, conscientious, Mr. O'Connor had reached the age of 63 years and had passed 46 of these in the tramway service. With Ticket Examiners J. T. McInnes, 47 years' service, and A. T. Boothroyd, 38 years, they had an aggregate service of 132 years, four more years than that of three employees in the Electric Shed, Brunswick.

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THE NEW ROSTERS.

Chairman Deals With Important Points.

In the course of a discussion I had with the officers of the A.T. & M.O. Employees' Association on the 3rd October, I said this:—

"If you would only trust the Board a little more you would do a whole lot better for yourselves. Just hold your hands and give us the opportunity of compiling these rosters. Once we get them, we may find that it will be in the interests of us both to work a 5-day week. Every step we take must be the right step. I appeal to you as business men to adjourn this matter until such time as we have the rosters out. I am quite sure you will find that most of your complaints will be eliminated. I am quite prepared to bring you here as soon as the rosters are ready so that you can see exactly where we have got to. After all, we do have a common cause, for we must both look to the public to give us the revenue. We have given you a fair deal; you have the best conditions of any tramwaymen in the world."

I hope sincerely that the members of the Association will realise that the spirit underlying these words is precisely that which has animated the present Board since it took the office on the 1st January, 1936, and which has given the staff many great and substantial benefits. Most of those were not granted in the course of industrial strife but were bestowed voluntarily in accordance with the determination of the Board to make conditions in the industry as comfortable as possible. The Board, for instance, gave a 44-hours week in place of the award of an 88-hour fortnight, a most substantial concession; it extended and liberalised the retiring gratuities until these are now, remembering that they are non-contributory, far better than any superannuation scheme; it gave (and has been condemned roundly for so doing) time and a half for Saturday and double time for Sunday; it increased a war war loading to 6/- a week and gave in addition an annual bonus of 5/- per week; it altered leave from an annual to an 11-month basis, thus ensuring that every employee no matter what date he joined the service would in turn enjoy his vacation during the most pleasant months of the year.

I mention these things not because my colleagues and I take what I consider is legitimate pride in them but because they more than justify my appeal for consideration and patience as we endeavour to solve the problems

which confront us in the implementation of the 40-hour week. You know what is involved just as well as we do; you know that these problems centre round the rosters. Two of your members, Messrs. Fergus and George now have a very lively appreciation of the fact that it is very much easier to criticise a roster than to compile one. Your representatives worked very hard indeed trying to incorporate into the Glenhantly roster I placed at their disposal the 9 points desired. When our skilled roster clerks with many years of practical day-to-day experience could not do so except at a fantastic cost which could not be contemplated, it is no discredit to Messrs. Fergus and George that they did not succeed and at the end had to be content with alterations which covered the nine points to only a very small extent, and even then at a cost which was out of all proportion to the slight improvement effected.

From the point of view of increased leisure there was but one major improvement suggested, and I point out that it was precisely that which I offered Glenhantly so far back as September last year, and which was then promptly rejected. That rejection, we all know now, was the result of imperfect explanation and misunderstanding. An impression had got abroad somehow that the men finishing on Friday afternoon were going to be brought back on Sunday, whereas actually the effect of my proposal was that the men in turn as they went round the roster would be off from Friday afternoon until Monday morning. Now that that offer has been accepted (it will come into operation early next month), I trust sincerely that the anticipations formed regarding it will be realised to the full. My promise regarding a 6.40 p.m. finish on week-days will be given effect to at the same time.

On the question of the 40-hour week rosters, you will notice that I have asked the Association to mark time for a little in order that we may have the opportunity to garner all information regarding the intentions of the large employers of labour. Obviously the hours at which they intend to start, and more particularly the hours at which they mean to stop, must have a deep effect on our rosters. People to whom we have written have been most helpful, and as soon as we have secured all the necessary details our Roster Department will be a very busy place indeed. I have every hope that by the middle of December I shall be able to discuss the new rosters with the officers of the Associations in the friendliest spirit in the light of the knowledge which will then be at our disposal.

At this stage, and writing as I do so far in advance, it is not possible for me to indicate what form these rosters

will take finally. We all know now, of course, that any improvement on the 6.40 p.m. week-day finish depends entirely upon the numbers who will end their day's work at not later than 5.30 p.m. Assuming such a finish, with the tables blocked accordingly, a comparative brief test of the 6-day roster would enable us to see exactly where we stood and frame a trial 5-day roster to discover if such a week would not be better both for the Board and the Association. That, again, is in accordance with the promise I have made to the officers of the Association.

I would emphasise here that a reduced working week will be of no good to anybody if it means that the necessary hours have to be spread over a longer period. We can only find out exactly what is involved by preparing rosters first for the 6-day week and then for the 5-day week on the lines I have indicated in the preceding paragraph. Vital services have to be covered no matter whether the working week is one of 40 hours or of 30 hours. The Board is strongly adverse to working employees over long spreads, and in accordance with that policy my instruction to the Manager has always been that tables must be framed to reduce the spread as much as possible under the conditions prevailing. I can appreciate how men loathe having to spend 10 or 11 hours in putting in 7 hours 20 minutes work just as much as I understand how older men are apprehensive that a 5-day week in an industry such as ours would mean shifts with long spreads which would be prejudicial to their health. I am not to be taken as suggesting that the 40-hour 5-day week would result in either long spreads with the usual penalty rates or additional hours to be paid for as overtime; but what I am emphasising strongly is that no definite opinion one way or the other can be expressed with any confidence until we have first framed a 6-day roster and tested it in operation. In a matter such as this both the Board and the Association should "hasten slowly". It is far better to be sure than to be sorry. In asking that such a policy should be adopted I do not think I am requesting anything unreasonable, bearing in mind the improvements which will be experienced next month and those which we hope to incorporate in the new rosters which have to come into operation on January 4. Let us give these rosters a trial, and then go on from there.

THE YEAR'S RESULT.

Decreased Income, Increased Costs, But Still a Profit.

Although traffic revenue declined by £156,734 during the year which ended on the 30th June last, and operating expenses increased by £161,319, the operations of the Board, after £120,641 had been paid to the Consolidated Revenue of the State, resulted in a surplus of £1,459. The decrease in the traffic revenue to £3,847,643 was, of course, due in the main to the October strike, the cessation of the bus services through the withdrawal of members of the A.E.U. between the 23rd March and the 10th May, and the reduced tram services owing to power restrictions between the 16th April and the 7th July. Of the decrease, £51,626 was for the trams and £105,108 for the buses. Increased wages accounted principally for the rise in operational costs. These increases, it is interesting to note, absorbed an additional 1/5 of every £1 earned.

Naturally, with such a decrease in revenue and increase in cost, plus the higher prices for all materials, the Board was unable to add to the Renewals Reserve Fund to the extent possible in previous years; in fact, the appropriation to that Fund declined from £701,000 in 1945-46 to £395,000 for 1946-47, while there was no distribution for the Municipalities.

Passengers decreased by 31,040,875 to 320,353,569, while the mileage at 29,423,652 was less by 1,115,478 miles.

NATIONALISED TRANSPORT.

Members of British Commission Acclaimed.

Improved almost "out of sight" by the House of Lords, which gave to the measure that detailed examination, analysis and consideration denied to it by the Government's use of the "gag" in the House of Commons, the Transport Act of Great Britain has received the Royal Assent and it will come into operation on the 1st January next.

The Prime Minister lost no time in appointing the members of the Transport Commission, and it may be noted that all sections of the transport industry acclaimed his selections. The Chairman (Sir Cyril Hurcomb), who has been prominently identified with transport from a high administrative standpoint for 26 years; Lord Ashfield, Chairman of the London Passenger Transport Board since its inception and for many years prior to that Chairman and Managing Director of the Underground group of companies; Sir William Wood, President of the London, Midland and Scottish Railway; Mr. John Benstead, the popular General Secretary of the National Union of Railwaymen; and Lord Rusholme, the General Secretary of the Co-operative Union and President of the International Co-operative Alliance, are all men of quite outstanding ability, well fitted, as defined in the Act, "to exercise their powers so as to provide, secure or promote the provision of an efficient, adequate, economical and properly integrated system of public inland transport and port facilities within Great Britain, and to extend and improve that system."

The four executive officers who will head the respective departments which will carry out the policies of the Commission have not so far been appointed, nor has the position relative to the London Passenger Transport Board nor the many municipal transport undertakings been defined.

Quite a Field Day.

Eight people on October 2 learned at the Melbourne Court of Petty Sessions that the fare-evasion game is not worth the candle; is, indeed, quite an expensive amusement. Between them, they paid £18 in fines and £10/12/6 costs.

Two of the eight who did not appear at Court were fined £3 each as compared with the £2 fine imposed upon those who did.

Tramways in Germany.

As the result of German views on electric traction, says "Modern Transport", London, although there have been numerous trolleybus experiments and certain of such systems have enjoyed moderate success, fewer than a score of towns, none of them large, have abandoned their tramway systems.

To-day, in the British zone, 53 tramway systems are running, 18 in the French zone, 23 in the United States zone, 34 in the Russian and one (Berlin) in the Joint Powers zone, a total of 139.

The first electric tramway in Germany ran in the grounds of the Berlin Trades Exhibition 68 years ago, and in three months carried 80,000 passengers. The first street tramway was at Richterfelde and was opened on the 12th May, 1881.

Again — Accidents Are Expensive.

To emphasise once more that accidents are expensive both to those who suffer from them and the Board, here are the results which flowed from a rear-end collision in Swanston Street on the 21st December last:—

Passengers injured.
Driver slightly injured, suspended for 2½ hours, deprived of 2 days G.C.L., and cautioned severely.
£1,500 damages awarded to one lady.

STREET TRANSPORT IN THE STATES.

Many Large Concerns Insolvent.

"Mass Transport" for August last—incidentally the journal pays us a compliment which we appreciate by reproducing several of our articles—paints a gloomy picture of street surface transport in the United States. In his main editorial, the Editor (Mr. Claude L. Van Auken) makes pointed reference to the undertakings of Detroit, New York, San Francisco, Cleveland, Seattle and the embryo Chicago Transport Authority, "all of which are insolvent to-day."

Cleveland, it seems, has failed to get bids for bonds of 22,000,000 dollars, required partly for surface rapid transit, partly for the refunding of its older bonds and partly for improvements. Not to be wondered at, perhaps, when the concern lost 1,250,000 in the first six months of this year.

Detroit is piling up a huge deficit despite the increase in the flat fare to 10 cents; San Francisco is going to vote on a large bond issue to rehabilitate the system and in the meantime is cutting 1,000,000 dollars worth of service miles to meet operating expenses; the Chicago Transport Authority has been unable to get a bid for 105,000,000 dollars worth of bonds, lacking which it is unable to take over the Chicago Surface Lines and the Elevated; while in New York the deficit on the underground has reached astronomical heights, apparently because the Mayor refuses to listen to the suggestion to increase the flat fare of 5 cents. It has been said that it costs 11 cents to give that 5-cent service!

There appears to be an insane race between increased costs and higher fares, with the latter never being able to get close to the former. In 1940, the wages bill for the industry was 360,000,000 dollars; in 1946 it was 713,000,000 dollars and has advanced still further since 1947 came in. So far as we have seen, the re-action of the managers has been to clamour wildly for a 10 cent flat fare without making any attempt to get a higher income by catering for short-haul traffic. As Mr. Van Auken says, "higher fares will only be a palliative; higher than basic 10 cents threatens to invoke the law of diminishing returns." Naturally; a man who wants to travel but three city blocks is not going to pay 10, 12, or up to 14 cents; but if you offered him the journey for 5 cents he would jump at it and in all probability would make use of the facility several times a day. There is an obvious moral to be drawn from the figures we published last month showing that one-third of our passengers pay but 2d. That first section fare of 2d. is the cornerstone of our extremely satisfactory financial position. Might not a similar fare structure take the American transport industry out of "the red" and into "the black"?

The Port Melbourne Route.

It has been decided by the Board that when the old cable route to Port Melbourne comes to be electrified the trams will not continue from City Road to Queen's Bridge

and across Queen's Bridge to Market Street, but will swing into Clarendon Street and over Spencer Street Bridge to Spencer Street.

That alteration will enable the trams to run through the city to one or other of the northern or eastern suburbs by way of either Collins, Bourke or Latrobe Street. In connection with the latter, Melbourne City Council has intimated approval of the Board's plan for the construction of a tramway to connect Spencer Street with the line in Victoria Parade. The special scheme has been completed and will be investigated by the Parliamentary Works Committee.

A Five-Day Week Effect.

When the 40-hour week, with many industries and establishments working the hours in five days, commences in January next, it is to be hoped that one of the effects will not be a marked rise in the number of road accidents. That has been the regrettable result of the widely-adopted five-day week in the United States. During 1946, the number of people injured in motor accidents rose by 25 per cent. to 231,760, of whom 6,850 were killed outright or died from the injuries they sustained.

Saturday, in short, took the place of Sunday as the day on which most casualties occurred. Together, Saturday and Sunday accounted for two-fifths of the fatalities and more than one-third of the injuries.

HINTS TO DRIVERS.

Faulty Starts Waste 40% of Energy.

Continuing the tips compiled from British sources by Ticket Examiner H. Rogers on good tram driving, we can now see the effect of excessive notching or too rapid acceleration. Time is lost, not gained, by cutting too quickly, and the extra power causes annoyance to passengers and increases the maintenance costs of car and equipment. The following table shows the difference between correct and faulty starting methods:—

Method	H.P. used	H.P. wasted	Energy wasted	Max. Current used
Correct	75%	Nil.	Nil.	150
Faulty	85%	10%	40%	280

To Keep Scheduled Time and Yet Operate Safely and Economically.

The whole difference between careful and careless operation, between economical and uneconomical operation, lies in regard to the following points:—

- Prompt reply at controller to signal bells.
- Notching up as quickly as possible.
- Stopping quickly by a high yet steady application of the brakes.
- Starting promptly from terminus.
- Stopping exactly at stop marks.

Applying the Brakes for Economical Running.

By coasting as near as possible to stopping place the brakes can be applied at the lowest possible speed, which leads to safety, the comfort of the passengers and minimises wear and tear.

Applying the brakes so hard that the wheels become locked. This is uneconomical and shortens the life of the wheels as well as of the brakes.

Judgment of the track, speed, weight and distance should be such that one application of the brakes is suffi-

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cient to bring the car to a stop at the required spot.

Remember that the power required to start a car is sufficient to run it for a quarter of a mile on the level; avoid, therefore, unnecessary stops.

Tremendous power is wasted by running up to the car in front and then keeping close to it by alternate applications of the brakes and power.

Approaching crossings and points and "slow" positions at too high a speed, energy is wasted and both wheels and brake shoes are depreciated.

Value of Efficient Driving.

An efficient driver uses the equivalent of 6 lbs. of coal per car mile; an inefficient or "flash" driver can easily use 12 lbs. Taking 100 miles as a day's run, this works out at a waste of about two tons of coal per week.

THE UNOFFICIAL STRIKE.

Unofficial strikes, undertaken in every case against the wishes of the Executives of the Unions concerned, have been numerous in Britain during recent months. One such was by a number of the bus crews in London Transport's Central area. Firm action was taken by the Transport and General Workers' Union, and was followed by a statement by the Chairman (Lord Ashfield), copies of which were delivered to all members of the road operating and garage staffs.

"It is essential," Lord Ashfield wrote, "that employees should appreciate that refusal to observe their contracts of service and failure to carry out the terms and conditions of their agreements will amount to a termination by them of their contracts with the Board, as the Board cannot retain in its employment staff who deliberately break their contracts of service."

Several other large transport concerns have followed this example and have intimated that in future any employees who indulge in unofficial strikes will be regarded as having left their employment.

BUSES—PROFITABLE AND UNPROFITABLE.

Diverse Results in British Cities.

Without an intimate knowledge of local conditions, the student of transport would find it difficult to explain why bus operations in Glasgow and Sheffield should be conducted at a loss of £111,764 and £18,647 respectively while Manchester claims a profit of £223,719. There are at least two substantial reasons—the first is that the sections in Manchester are shorter and the fares higher than in the other two cities; and the second is that the buses operate over what were previously busy and prosperous tram routes, while in Glasgow and Sheffield the buses run on subsidiary routes and serve outlying housing estates, than which no traffic is more susceptible to loss.

Fares in Glasgow were increased slightly in August last year, the result being that the revenue of the transport undertaking as a whole (£5,067,185) reached a new high peak for the year which ended on the 31st May last and saw a surplus of £24,534 as compared with a loss of £231,901 the previous year. The loss on the bus side was more than counterbalanced by the profit of £116,102 on the trams and £20,196 on the underground. The combined services carried 766,500,000 passengers as against 760,000,000 in 1945-46, and ran 57,000,000 miles as against 53,750,000.

It will be noticed that passengers increased despite the higher fares. In Sheffield it was different. Revenue rose following the fare increases in April, but the num-

ber of passengers declined by between 250,000 and 500,000 each week. The rise in fares came too late in the financial year to save the Transport Department from a loss of £146,415. That result is arrived at, however, after providing £41,000 for repayment of debt, £26,000 for deferred maintenance and £122,000 for the Renewals Fund.

At Manchester, while the combined Diesel, petrol, trolleybuses, and trams achieved a surplus of £84,348, a net deficit of £23,245 was made after provision had been made for the redemption of capital debt on the abandoned tram routes. The deficit for the year previous was £73,899. As usual, the carriage of parcels was unprofitable, a loss of £8,873 being recorded, which suggests that municipal transport concerns established for one particular purpose, the carriage of passengers, should leave extraneous matters such as the carriage of goods to those who make a special business of it.

APPOINTMENTS AND PROMOTIONS.

The undernoted appointments and promotions are notified for general information:—

J. B. Rose, Carlton Sub-Station, to be Asst. Control Supervisor.

W. Dunwoodie, Essendon, W. P. McCormack, Camberwell, L. V. Nolen, Glenhuntingly, A. V. Olley, Camberwell, H. J. Warring, Central Bus, and L. T. Woods, Malvern, to be Traffic Inspectors.

W. A. Donaldson, J. M. Glenn, J. C. Holliday, W. G. Kilby, J. McDonald and J. Scott, H.O., to be Ticket Examiners.

J. J. Russell, Preston, to be Depot Starter.

A "STAGGERING" PENALTY.

With the co-operation of employers and unions, schemes to "stagger" the working hours of 130,000 people are already in operation in London, and additions are being planned and will be put into force as soon as the arrangements have been completed. Results have been gratifying. In the Central London area, for instance, where the L.C.C. and other large employers of labour are involved, the peak hour waits by tram passengers going south, which often extended to 15 minutes, have practically been eliminated.

Fines up to £500, or a year in prison, or both, are the penalties facing firms which fail to join in approved schemes, the objects of which is to spread the electricity load during the approaching winter. In view of those penalties, the statement by the Minister of Labour that voluntary co-operation is the basis of the schemes "gives one to laugh," as our French friends would say.

RETIRING AND DEATH GRATUITIES.

Since our last issue the following retiring gratuities have been approved by the Board:—

Charman W. J. Humphrey (52), 28 years service, med. unfit, £340; Pitman J. A. Goodwin (65), 23 years, £534; Con. H. J. N. Roberts (46), 16 years, med. unfit, £100; Drvr. A. Fitzsimmons, (59), 25 years, med. unfit, £315; Fitter C. B. Lonergan (52), 37 years, med. unfit, £486; Tradesman W. Gillies (65), 20 years, £612; and 1st Class Mechanic C. L. Grainger (53), 27 years, £285.

Death gratuities of £180 and £264 have been paid to the widows of the late Car Cleaner G. McDonald (53) and Drvr. C. W. Lenphier (48) respectively.

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

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NO INCREASE IN FARES.

Board's Important and Welcome Decision.

With the cost of everything from tomatoes to railway transport, from clothes to cabbages, continuing to rise, the public of the metropolis got a most welcome shock when informed that, despite increased operating costs, which will receive another jolt upwards when the 40-hour week comes in in January, the Tramways Board had resolved to continue in the meantime with tram and bus fares at their present level.

This decision illustrates once again the inherent soundness of the financial policy pursued by the Board. Moses' example of putting aside from the seven years of plenty sufficient to make good the seven lean years was repeated, the result being that the Board is now so well buttressed monetarily that it can afford for this current year anyway to chance the risk involved in not advancing fares from January 4.

We are not to be taken as suggesting that there are seven lean years in store for us; what is meant is that by building up the various Reserve Funds to their present gratifying levels the Board has safeguarded the undertaking and its staff to such an extent that if a depression did occur within the next half dozen years the event could be faced with equanimity.

Probably the Board was influenced to some extent to its decision by the fact that the Renewals Reserve Fund is in a very healthy condition, and that it is so soundly invested that it is bringing in quite a nice sum annually and will continue to do so while the scarcity of materials and the difficulty of procuring certain types of skilled craftsmen prevents the implementation of the conversion, reconstruction and renewals post-war programme.

AN UNUSUALLY INTERESTING TRAM.

Glasgow's Single-Ender Front-Entrance Unit.

Methods of loading and unloading public service vehicles have always been a subject for keen controversy. In recent years growing traffic congestion has led to numerous experiments with the object of facilitating loading and unloading. Success has not been achieved, possibly because most of the efforts have been made in connection with the pay-as-you-enter system which, while attractive as a theory, was a dismal failure in practice. Instead of speeding up loading, it was found that loading was delayed appreciably, even in such a small city as Cardiff, while London Transport spent many thousands of pounds before making a similar discovery and abandoning the experiments.

Glasgow has broken away from that pay-as-you-enter idea, and has designed a 72-seater double-decker tram with a front entrance and separate rear exit, which will be able to run on any of the several circular routes operated by the Transport Department; while, if successful, it could be used on other routes with little alteration to the permanent way at one or two termini to provide a turning loop or reversing spur. Advantage has also been taken of the opportunity to try out the most modern electrical equipment manufactured in the country and designed on the lines of that in use on the P.C.C. trams of the United States, from which it is hoped to obtain a higher acceleration, with smooth starting and stopping, than ever before achieved in Britain.

In planning this new type, an effort has been made to give the public the maximum amenities usually associated with luxury travel, says "Modern Transport," London, in the course of its three-column illustrated article, and at the same time

obtain information about the speed of loading and unloading passengers on a vehicle with a front entrance and rear exit, the operation of variable automatic multi-clutch braking and accelerating control, worm drive with high-speed lightweight motors and inside frame bogies, and the usefulness of fluorescent lighting.

Theoretically, again, the idea of ensuring a steady movement through the tram by having all passengers entering at the front and leaving at the rear, is attractive. It should prevent passengers blocking the entrance, for the rear exit ought to induce the passenger to move as far down the tram as possible so that he may achieve a speedy departure. Loading also ought to be quicker, for the intending passenger will not have to wait for alighting persons. These are the two main points in favour of the experiment. It will be interesting to see if in practice they are as favourable as they look on paper.

ALCOHOL AND DRIVING DO NOT MIX.

Police and National Safety Council alike are unanimous in this—that the bulk of the street accidents which take place in the metropolitan area are caused by over-indulgence in alcoholic liquors. We do not need to be "wowers" to deprecate drinking by those who are about to drive speedy vehicles, for nowadays we never know when some drink-inflamed fool is going to come along and endanger not only his own life—which would not be any loss to the community anyway—but the lives of sober, law-abiding drivers and pedestrians.

To be hit by a motor car travelling at only 15 m.p.h. means injury more or less serious to the person struck; at 25 m.p.h. it spells serious hurt, even incapacitation; but at anything from 30 m.p.h. upwards death is certain. When these results follow with vehicles weighing from between 17 cwts. to 2 tons, it follows that the consequences are worse when a public service vehicle, weighing, fully laden, something like 23 tons is involved. It therefore becomes necessary to regard seriously any driver who reports for duty even to a small extent under the influence of alcoholic refreshments. Nothing is to be gained by concealing the fact that during the last 12 months 26 members of the Traffic staff have been dismissed for this offence. No one connected with the management desires to see an otherwise good man lose his job from such a slip; but the risks of keeping such an employee in the service are too fraught with calamitous consequence to permit any lesser penalty. To do so would be to invite an accident which would certainly cause injury, even death, and damage, and even a

criminal charge against the driver concerned.

St. Paul wrote that all things were lawful to him but all things were not expedient. A glass or two of beer, or wine, are quite lawful and distinctly enjoyable in their proper place; but it is certainly not expedient to indulge in them before going on duty.

PEDESTRIAN CROSSING CASE.

Court of Appeal's Important Judgment.

Unless penalties in traffic codes are provided to cover the case of pedestrians crossing the street when the lights are against him, a transport authority cannot successfully resist a claim for damages by a person injured in such circumstances.

That, in effect, is the judgment given by the British Court of Appeal in a case in which a pedestrian using an authorised street crossing was injured by a bus and successfully sued London Transport for damages. The Board appealed, pleading that the crossing was controlled by traffic lights, and that the pedestrian had been guilty of negligence in going against them. Lords Justices Cohen and Asquith agreed (the Master of the Rolls dissenting) that while it was the duty of the driver to have regard to the pedestrian traffic regulation, the duty of a pedestrian was left entirely to the common law, as there was nothing in the traffic code to make it an offence for a pedestrian to cross even when the lights are against him.

Leave to appeal to the House of Lords was refused.

HOW WAGES HAVE INCREASED.

Rise of 100 Per Cent. in Eleven Years.

So far as our industry is concerned, there has been nothing more remarkable than the way in which the earnings of the traffic staff have increased during the last 11 years. It will be instructive if they are set out in tabular form, with the reminder that the most recent figures are based on the average for the four weeks which ended on the 18th October:

Average earnings per man at 30/6/36	£3 19 8	per week
" " " " 1/1/38	4 17 8	"
" " " " 10-year man 1/1/38	5 0 0	"
" " " " 3-year man at 16/10/47:		
Tram Conductors	8 1 0	"
Tram Drivers	7 18 0	"
Bus Conductors	7 17 6	"
Bus Drivers	8 11 3	"
Bus-Dvr. Conductor	9 1 0	"
All-night tram Dvr. Con.	10 9 6	"
All-night Bus Dvr. Con.	11 12 0	"

While wages have thus increased by 100 per cent., our fares are, due to the restriction of the maximum fare to 6d., fractionally less than they were in 1936.

RUSSIA PREFERS TRAMS.

Systems Being Restored; Others Being Started.

Last month we gave some details of the extent of transportation by tram in every city of importance in Germany. The German belief in trams as the ideal vehicle for mass city transport is shared by Russia. This Russian attitude is put by M. Vasily Gusev, Deputy Minister of Municipal Economy. Writing in "Soviet News," he says:—

"The Ministry, after going thoroughly into the economics of the matter, decided that, if only on grounds of economy and convenience, tramways were an indispensable part of the transport service in large towns—even where a good bus service exists."

Answering charges that trams are "antiquated horrors fit only for museums," M. Gusev remarks that he agrees in the case of the clanging jolting trams of yesterday, but that the new Soviet trams—streamlined, fast, comfortable and practically noiseless—are a very different proposition.

From what the Minister writes, it is apparent that Russia is making good progress in the rehabilitation of her transport services. Of 18 city tramway systems wrecked by the Huns, 15 have already been restored, while eight large cities, including Irkutsk, Tomsk and Barnaul, are planning to start tram services.

SYDNEY'S "HONESTY" JOKE.

Sydney's 52 "honesty" boxes on trams are the joke of the year. Between July 28 and October 11 inclusive they collected 2½d. each per day!

The Minister for Transport (Mr. O'Sullivan) has been advised that, despite the increase of 1d. on all fares from July 1, the Transport Department is going to have a deficit of £500,000 for the current financial year. Less, presumably, the "honesty" yield of 10/10 per day.

HIGHER FARES WANTED.

Manchester Costs Continue to Rise.

For the second time within a year the Manchester Corporation Transport Department has applied to the North-Western Area Traffic Commissioners for permission to increase fares. If granted, the rises will put the fares at 49 per cent. above the 1939 level, with a minimum fare of 1½d. for a section of half a mile.

One interesting revelation at the inquiry was the admission by the General Manager (Mr. A. F. Neal) that Manchester has higher working costs than

Edinburgh. Looking to the many steep gradients in the Scottish capital, and comparing them with the drab flatness of Manchester, we would have thought that the reverse would have been the case. Can it be that the explanation is that Manchester has bitten badly by the bus bug, while Edinburgh has been more than content to improve its admirable tramway network? It certainly is true that quite a few districts lost their satisfactory, paying tram services and were compelled to accept shorter sections for bus fares higher than those charged previously on the trams for longer sections. One notable instance of this is the route where a payable 5d. fare on the trams became an unprofitable 8d. ride on the buses. And during the worst of the blizzard which was a feature of last winter, the buses went out of action, while in the adjoining districts the trams plugged along in their customary reliable way. Just the other week, too, when a dense fog settled over London, the tramway services in South London continued to run, while the buses in adjacent areas, when they moved at all did so with the conductor on foot acting as pilot!

TRAMCARS AS HEARSE.

With a view to saving petrol, the municipal authorities of Erfurt, in the Russian Zone of Germany, have decided to allow the trams to be used for funerals.

AN EDITOR ON TROLLEY BUSES.

"It must be remembered that no trolleybus system in the country has stood up to the acid test of being initiated where a tramway or a tramway project did not previously exist."—Editor, "Modern Transport," London.

BUSES LEAD—BUT AT A LOSS.

For the first time in the history of the undertaking, bus mileage operated by Leicester City Transport exceeded tram mileage; but while the buses suffered a loss of £5,954, the trams ran at a profit of £9,482.

FOR SERVICE RENDERED.

Congratulations to Driver L. W. Gardner, who prevented an infant in a perambulator from being run over by a tram at Ascot Vale on the 17th June last, for having been presented with a Certificate of Merit by the Royal Humane Society of Victoria.

THE NON-PAYING PASSENGER.

Sydney's Curious Doctrine of "Innocence."

Discussing a recommendation to the State Government that the onus of paying fares on Sydney's trams and buses should, as in Melbourne, be placed on the passenger, the "Sydney Morning Herald" argues that "the responsibility for collecting fares should remain where it properly belongs with the conductor," and that "the modern bureaucratic tendency to oblige the citizen to prove his innocence is indefensible."

Anything more silly than the last quotation is difficult to imagine. What has innocence got to do with a passenger's liability to pay his fare? How can he be innocent if he sits immobile when the conductor comes round, knowing that he has not paid? Is it suggested that Sydney's millions of scalers board the vehicles in a fit of mental aberration, with no thought that a fare is due? When they do realise where they are, should they walk off the vehicle and make no effort to meet their lawful fare obligation? Should the Sydney bus or tram passenger have any different status from that of a railway passenger, who must produce a ticket before he can get on to a platform let alone a train? All conductors all over the world know well the "innocent" passenger—the man who is so absorbed in his reading, with a yesterday's ticket displayed prominently, that he never hears the conductor say "Fares, please;" the lady with 4d. hidden in her glove who is oblivious to everything but the hat she sees opposite her, and who is so frightfully surprised when roused from her stupor and told that her fare would be acceptable; the individual who unconvincingly registers dismay when four blocks past the end of his section; the person who get on liable for a fare of 5d. and manages to dodge tendering his fare until he is in the 3d. zone—these and many more are the types of people who make cynics of conductors, and the only way to cure them of their thieving propensities is to throw upon them the onus of paying and prosecute them when they fail to do so.

People who know nothing of the problems associated with street transport have, both here and in Sydney, scoffed at the idea of the undertakings losing hundreds of thousands of pounds of revenue each year by non-paying passengers. Let us have a few figures on the subject. Last year, our ticket examiners checked 169,244 trips—a small fraction of the trips run—and discovered 23,713 irregularities. Passengers over-riding their sections accounted for 10,782 of that total and uncollected fares for 6,741. On the average, the checks revealed six

irregularities. Taking that average, and applying it on the basis of an average of five miles per trip, we could arrive at a total of 33,300,000 irregularities in the course of a year, which at even 1d. would mean a loss of revenue of £138,000. And when the extent of the fare-dodging practice in the morning peak in the city is observed—one morning recently we counted 24 people who, taking advantage of the conductor's preoccupation with fares in the rear saloon, left the front saloon between Queen Street and King Street in Flinders Street without making the slightest effort to pay—it is practically a "lay-down-misere" that that total of 33,000,000 is an underestimate.

Fare scaling in Melbourne, notwithstanding the figures quoted above, is, according to competent observers, much less than in Sydney, where the opportunities for dodging the conductor are more numerous through the type of rolling stock, and in both cities is not so bad as in places overseas. For instance, the General Manager of the Toronto Transportation Commission, after a three months' tour of British transport undertakings, was astounded over what he had seen and over what he had been told in this connection, and expressed the opinion that "loss of revenue, due to failure to collect fares, ran as high as 15 per cent!"

PROMOTIONS.

F. M. Beard, C. A. Brown and H. E. Johnson, H.O., have been appointed Ticket Examiners.

DEATH AND RETIRING GRATUITIES.

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

Con. F. G. Lovelock, resigned, £81; Car Cleaner E. V. Bernan (65), 14 years' service, £336; Lab. H. Stenson (42), med. unfit, £148; Dvr. A. G. Spriggs, resigned, £31; Con. A. E. Taylor, resigned, £69; Car Cleaner W. H. Ellis (65), 41 years, £594; Mrs. G. M. Russell, med. unfit, £75; Con. Sub-Instr. J. T. McInnes (65), 47 years' service, £904; Dvr. C. A. Fothergill, resigned, £81; Dvr. C. R. Phillips, resigned, £81; Dvr. J. A. Harris (51), med. unfit, £239; Watchman C. Tatam, resigned, £250; Dvr. A. W. Smith (60), 31 years, £315; and Pitman W. H. E. Bath (65), 47 years, £738.

Death gratuities have been paid to the widows of the late Carpenter T. Keggins (52), £145; F. Washington (54), £206; and Dvr. J. S. Wanstall, who was fatally injured while on duty, £138.

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CHRISTMAS, 1947.

Chairman Indicates the Work Ahead.

On behalf of my colleagues on the Board and myself, I desire to convey to all members of the staff our best wishes for Christmas and the New Year.

The year that is now almost behind us has not, unfortunately, witnessed the improvement we all desired in the conditions with which the world continues to be confronted; indeed, there has been a marked deterioration in Britain, with further hardships imposed on her sorely-tied people, which is having its effect in this country and which will lead inevitably in the near future to a decreased supply of imported goods and commodities which were formerly abundant.

So far as we personally are concerned, I think we have all made the unpleasant discovery that higher wage rates, in whatever form they come, do not necessarily result in greater spending power. Economic verities, it seems to me, have been forgotten in the rush for more money, without adequate reflection on the probable results of the policies pursued. Most people are now earning more money than ever they did before—and most people are finding out that the increased money is more than disappearing with the higher prices of goods, so that actually they are worse off than they were a year ago. Our £1 is buying less than ever it did, and there is no doubt that it will continue to do so until a decrease in high taxation makes possible the production of goods and the provision of services at reduced prices. It must be a legitimate source of satisfaction to us all to reflect that the transit services rendered by us to the community are the only things which have not risen in price to the public during the last 12 months!

Our post-war programme of conversions, extensions and renewals is still held up through the excessive scarcity of materials and to a lack of man power. We had hoped to have the electrification of Bourke Street well under weigh by this time; but instead we have yet no idea of the date we are likely to start. Other conversions and extensions are in the same category. In addition, commitments elsewhere are piling up. The Parliamentary Public Works Committee has recommended the construction of a line in Burwood Road from Power Street to Camberwell Junction; there are schemes for extensions in Burke Road and Whitehorse Road to Box Hill; while Footscray's growing direct transport needs to the city have to be given attention. You will therefore see that when conditions permit we shall have a huge volume of work to tackle. We can only hope that we shall be able to make a start some time in 1948.

Good luck, good health and prosperity to you all.

H. H. BELL,
Chairman.

NEW STOCKHOLM TRAM.

Unusual and Interesting Features.

About every other week nowadays some returning tourist gets the free publicity for which he craves by talking largely, if vaguely, about various un-named large cities overseas which are scrapping their tramway systems. It is an extraordinary coincidence that these people never seem to strike a city which is going in for tramway extensions and reconstructions. For our part, we make a point of stating facts instead of general assertions. In recent issues, for instance, we have given some details of the reconstruction of tramways in every large city

in Germany, from Berlin downwards; have indicated the progress of tramways in Russia; and have described the new trams now in service in Oslo and Gothenburg.

Let us pass now from Germany, Russia and Norway to Sweden. In July last, we learn that Stockholm, which expanded enormously during the war years, put into service the first of a series of 70 bogie trams, specially designed (and this point might be noted by those who have suggested that trams as well as buses should be banned from the city) for central city traffic. These trams, which are single-enders, and therefore similar to those which are now being tried out in Glasgow, provide accommodation for 104 passengers, 34 seated and 70 standing. As in the Gothenburg trams, the driver operates the controller by means of a wheel instead of the usual handle. The overall length is 47 ft. 6 ins., and exceeds our S.W.6 by 1 ft., but the width, 7 ft. 4 ins., is 8 ins. less. Wheels of 28 ins. are the same. There is a big difference in the motors. While we have four of 40 h.p., the Stockholm vehicle has four of 70 h.p., designed for a maximum speed of 38 m.p.h., with an average acceleration on the level of 3.4 m.p.h. per second.

Whereas the new Glasgow car has but the one entrance, the Swedish car has two, at the front and in the centre, while the sole entrance is at the rear. This arrangement will speed up unloading. Two unusual and interesting features are that the driver controls the automatic front door, and the conductor the centre and rear doors, and that the former's starting signal is a green light and the stopping signal a red light. Rubber cushions are used to support the motors on the bogie frame, while the ventilation and heating systems ensure that the air inside is changed completely every two minutes.

While we are on this subject, we may as well pass to another European country and point out that Rotterdam has also been busy developing a new and improved tram for its inner city services. The vehicle is of the stream-lined single-deck centre-entrance type with sliding doors, 41 ft. long, and has seats for 30 passengers, with standing room for 55 passengers. Trailers similar in appearance take 89 passengers, so the complete unit can thus deal with 174 passengers.

ACCORDING TO USE AND WONT.

In September last, Birmingham converted one of its tram routes to buses, with the customary result—the old 1½d. sections of the trams were reduced in length, while the through fare was increased by ½d.

TRAMS IN THE UNITED STATES.

Analysing the traffic returns of all forms of transit in the United States for 1946, as meticulously compiled by the American Transit Association, Mr. Earl E. Kearns, manager of General Electric's urban transit division, points out that while trams during the year accounted for only 27 per cent. of the total of all classes of vehicles, they carried 9,000,000,000 passengers, or nearly 40 per cent. of the total passengers.

Mr. Kearns estimates that 7,500 more P.C.C. trams, 15,000 trolley coaches, and 4,000 rapid transit cars are needed through the United States to-day to add to the present urban transit facilities and replace wornout equipment.

BOARD RE-APPOINTED.

Reward of Successful Administration.

Throughout the staff there was keen satisfaction when the announcement by a Government spokesman early in the month that the Board would be re-appointed was made.

Without any desire to blow a trumpet for the Board—its record as revealed in the annual reports and the day to day services it provides supplies the best testimony in its favour—the writer can express the opinion here that it would really have been extraordinary had the Board not received the appropriate reward of its labours—re-appointment. Under the Chairmanship of Mr. H. H. Bell, whose personality, driving force, initiative, enterprise and imagination has meant so much to the undertaking, the Board has put up a record of efficient and successful administration not even approached, for less equalled or excelled, by any similar organisation anywhere in the world. London, Sydney, Chicago, Buenos Aires, Detroit, and many other of the world's largest cities last year recorded, despite increased fares, losses amounting in the aggregate to over £10,000,000; but our Board ran at a profit after providing liberally for depreciation and after giving £126,000 to the Consolidated Revenue of the State.

During the 12 years the present Board has been in office under Mr. Bell's Chairmanship—incidentally Mr. Bell has been associated with tramway work continuously for 32 years—it has paid no less than £1,400,000 to the State, has distributed £225,000 among the municipalities in the tramway area, has spent £184,948 in the purchase of War Savings Certificates for the members of the staff who served with the Forces during the war, and has brought all the various Reserve Funds—Renewals, General Maintenance, Public Risk, Fire, and so on—to a

point more than adequate for any possible requirements of the undertaking. Moreover, these things have been achieved while giving increased transit facilities to the public on fares which are fractionally lower than they were in 1936 through the reduction of the maximum through fare from 9d. to 6d. All-night transport, Sunday morning services, the family ticket of 2/6 to Wattle Park and the beaches, the formation of a Stores Department which has saved scores of thousands of pounds, the establishment of a uniform factory which has given the staff a better uniform at less cost, the construction of the large central bus garage, with the most modern equipment for the rapid servicing and maintenance of the large fleet of buses, the extension of the Preston Workshops—these are just some of the more important things which have made our undertaking the most successful transport concern of its kind in the world.

BUSES FEW, SO COACHES ARE HIRED.

Because of the non-delivery of the large orders for buses placed by the London Transport Board, it has been found necessary to hire 350 coaches from the Passenger Vehicle Operators' Association. Out of the 2,500 buses on order and required urgently to replace rolling stock now far from its best, only a few have so far been delivered, while hundreds of buses are off the roads daily because of the acute shortage of spare parts.

The hiring of coaches in this way is unprecedented in the history of London Transport, although buses from various provincial cities were loaned to the Board to make good the shortages occasioned by the "blitz." Obviously a lot of water will flow under the Thames Bridge before the Board will even be in sight of starting on the conversion of the South London trams to buses.

Sheffield is also hiring all the buses it can so as to overcome the non-delivery of vehicles. The abolition of the private basic petrol ration has thrown an added strain on the existing public service vehicles, and as the rolling stock position is deteriorating rapidly all over Britain, it looks as if the Government will be forced sooner or later to give transport undertakings a more liberal share of the production.

TRANSPORT FROM FOOTSCRAY.

Buses to the City Will Precede a Tram Route.

In 21 years' experience of deputations to the Board we cannot recall one which left so satisfied as that which, led by Mr. Shepherd, M.L.A., appeared before the Board early in the month. There

were sound reasons for their satisfaction. First of all, the members came prepared to argue their case, only to find that their requirements were thoroughly understood by the Board; secondly, they found themselves in possession of the perfectly detailed plan prepared by the Per. Way Department showing alternative schemes.

After the Per. Way Engineer (Mr. H. H. Bell, Junr.) had explained the schemes clearly, the deputation had no difficulty in deciding to recommend to the Council the adoption of the third scheme, which will provide a direct route from Footscray Railway Station to Spencer Street via Irving, Hopkins, Cowper and Napier Streets, the Melbourne-Footscray Road and Dudley Street. Buses, the Chairman stated, would be used at first, and the Council's representatives gave the assurance that the Board's application for the route would be supported by the Council before the Motor Omnibus Advisory Committee. When trams take the place of buses, the route will be one of 3.23 miles. Paved ballast construction will be adopted from Footscray Station to the Maribyrnong River, thence open ballast construction, with plantations along the north side of the Melbourne-Footscray Road to Dudley Street, after which there will be wood-blocked construction to Spencer Street. The estimated cost of £263,000 includes £10,000 for a new trestle bridge in Napier Street over the Maribyrnong River, £10,000 for a new trestle bridge on the Melbourne-Footscray Road over the Moonee Ponds Creek, and £22,000 for a new power sub-station, but does not include any necessary alterations to mains, drains and other services.

Two interesting facts that emerged from Footscray's statement were that the local station is the busiest outside Flinders Street, dealing with over 5,000,000 passengers yearly for a revenue of £89,000, and that the Council had been informed officially that the Railways find it impossible to give the Sunshine, Williamstown and Footscray areas any better service than is now in existence. The latter intimation will doubtless be of value to the Council when in due course it submits evidence before the Parliamentary Public Works Committee in support of the special scheme for the construction of the tramway from Footscray.

"PHILADELPHIANS MUST HAVE THE BEST"— SO THEY ARE GIVEN TRAMS!

Philadelphia is one of the largest and most progressive cities of the United States, and in Philadelphia Rapid Transit it possesses a concern which has attracted public attention by avowing its faith in the tram as the best vehicle for the mass trans-

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port requirements of the city. When recently it placed the first of its P.C.C. trams in service, it stationed two of the cars in prominent positions inside the inner city and invited inspection by the public.

A notice inside the vehicles read:—It is the hope of the P.R.T. management that the new streamliners will be the forerunners of many new cars for Philadelphia. Philadelphians must have the best in city transportation equipment. These cars will give P.R.T. the chance to study their operation under actual working conditions and gain experience which will be a guide in the purchase of additional cars for Philadelphia."

APPRECIATIONS.

Since our last issue the Chairman has been gratified by the receipt of several appreciative letters, extracts from which are given for the information of the staff:—

From Lieut.-General C. A. Clowes, G.O.C. Southern Command:—On the occasion of the Army Exhibition in Melbourne very valuable assistance was rendered by your Board to the Department of the Army. Personally, and on behalf of the Army, I desire to express my deep appreciation of such assistance, which contributed so much to the success of the Exhibition, and would request that this expression of appreciation be extended to those who contributed in any way to your efforts on our behalf.

Miss F. Olive Book, Combined Girls' School Sports Association:—We feel that the success of our annual sports day on the South Melbourne Cricket Ground was greatly assisted by the way in which schools arrived and left by tram, and all concerned wish to express their appreciation, not only of the organisation, but also of the courtesy and help of the Inspector, drivers and conductors in handling such a large body of girls.

Mr. L. J. Rooke, Store Manager, Foy & Gibson Ltd.:—On behalf of Foy & Gibson Ltd. I would like to thank you and your men for your co-operation in controlling the traffic on Friday during the arrival of Father Christmas.

Mr. Wm. R. Rennie, Hon. Secretary, Victorian Central Schools' Sports Association:—Please accept my Committee's greatest thanks for the magnificent arrangements you organised for the transport of school children from various suburbs to the Fitzroy Cricket Ground, and also the arrangements made for the homeward journey.

I would deem it a favour if you would convey to your Inspector in charge, also the motormen, conductors and conductresses my personal apprecia-

tion for the attention and courtesy they gave to the children and teachers while travelling to and from the ground.

APPOINTMENTS AND PROMOTIONS.

The undernoted appointments and promotions have been made during the last month:—

J. W. Hicks, Crombie Lane, Foreman, L. & P. Branch; J. W. Govans, Hawthorn, Driver Sub-Instr.; E. M. Doyle, Hanna Street, Chargeman; J. M. Glenn, Coburg, Traffic Inspector; H. S. Parris, H.O., Distribution Engineer; R. V. Hodge, Victoria Parade, Foreman; T. H. Gill, H.O., Ticket Examiner; D. W. Gray, H.O., Asst. Senior Statistical Clerk; G. King, H.O., Asst. Sub-Station Engineer; E. Nordern, Carlton Sub-Station, Senior Sub-Station Inspector.

THE MERRI CREEK BRIDGE.

As it will be the least expensive, and therefore the better, course to strengthen the Merri Creek Bridge at Clifton Hill and High Street, Northcote, before the electric tracks are laid, the representatives of the Councils of Northcote, Collingwood and Fitzroy conferred with the Chairman and discussed ways and means.

The Chairman indicated that the Board was willing to bear a proportion of the cost, just as it had done when the Victoria Street Bridge had been strengthened, and when the Board had been associated with the Councils of Hawthorn, Kew, Richmond and Collingwood, and the Government.

On the motion of Cr. Towers, M.L.A., it was agreed that the Northcote Council should arrange a joint deputation to the Minister for the purpose of securing financial assistance from the Government.

The estimated cost of the strengthening is approximately £16,000.

RETIRING AND DEATH GRATUITIES.

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

Tradesman R. Ashford (65), 18 years' service, £568; Painter E. W. Holt, resigned, £70; Depot-Starter C. W. Carter (65), 40 years, £803; Asst. Senr. Statistical Clerk W. M. T. Crosbie, resigned, £122; House Painter D. H. Ross, resigned, £70; Elec. Fitter C. McF. Scott (65), 24 years, £662; and Dvr. D. B. Hood (65), 41 years, £628.

A death gratuity in respect of the late Ticket Examiner E. O'Connor, amounting to £749, has also been paid. Mr. O'Connor served the Board for 46 years.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

Volume 5

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Number 55

THAT 4/-.

Another Aid to Inflation.

Doubts Arising Over the 5-Day Week.

That 4/- a week rise in the basic wage last week, which adds another £64,000 to the wages bill of the Board in a full year, keeps the ball of dearer living rolling along right merrily. It will be "passed on," of course, sooner or later—and, judging from past experience, sooner rather than later—with little additions creeping in here and there, so that, after we get through paying more for our milk, butter, tea, meat, bread, gas, electricity, railway travel, clothes, and so on, not forgetting that little extra donation to the Federal Treasurer, the 4/- will be as conspicuous as a snowflake in the river and of as much use to us as dust in the wind.

Since the Board made its first estimate of the cost of the 5-day week two years ago to the Arbitration Court (£298,000), the basic wage in Melbourne has increased by 15/- a week (including the 7/- and 4/-), which makes a difference to the wages bill of well over £200,000 a year. As overtime has to be paid on the higher wage, the final cost of the 5-day week compared with the 1946 estimate cannot be less than £500,000.

Mention of the 5-day week, rosters for which will be posted on the 15th April, reminds us that the proverbial second thoughts are stirring among those members of the A. T. & M. O. Employees' Association who voted so blithely some months ago in favour of that proposal. After two months' experience, the present roster is recognised generally as the best yet compiled, and doubts are being expressed freely whether the 5-day week will be any more satisfactory than the long week-end, which was going to be such a wonderful thing. It has occurred to those who have the deplorable habit, from the "Commo" point of view, of thinking

for themselves, that 40 hours spread over 5 days instead of 6 must inevitably result in a much longer working day. It is being argued that the extra day's leisure will be more than required to offset the strain of five long days, so that in the end the individual will be no better off than he is with the present 6-day week. Investigations made during recent weeks has brought us the undernoted opinions from the depots named:—

Kew.—Majority of the staff seem to favour continuing with the present rosters.

Glenhuntingly.—Outside the Depot Committee and the delegates, 60 per cent. favour the present rosters, which are considered the best ever worked at the depot.

Hanna Street.—There is a definite swing in favour of retaining the 6-day week.

Camberwell.—If another vote was taken, there would be a 2 to 1 majority in favour of the present rosters.

Malvern.—There is a big majority in favour of the 5-day week.

Essendon.—The present rosters are very satisfactory. The older men view with concern the prospect of a 5-day week with its longer hours per day.

On the Inspectorial side, the consensus of opinion, it is gathered, is also in favour of the 6-day week, so there we have, to say the least, both sections of the traffic staff far from happy over the idea of the week's work being compressed into five days.

There is the final aspect—that in connection with this 5-day week the Board will be faced with the problem of how to find the huge sum necessary not only to meet the cost of the alteration, but to catch up with the higher prices prevailing for practically everything we use. Sydney and Adelaide have already increased each fare by 1d., so that the lowest ordinary fare is now 3d., and the Minister of Transport in N.S.W. has stated publicly that that addition is not sufficient.

BUSES CARRIED PICK-A-BACK.

As the Chairman informed one of the deputations from the A. T. & M. O. Employees' Association in December, the Board is having difficulty in procuring bodies for the 67 single-deck bus chassis procured from Leyland's. To meet the emergency, a Sydney tender for 30 bodies was accepted.

Because of the time and expense involved in sending the chasses by sea, it was decided to send them under their own power by road, and expense was cut again by carrying 15 chasses pick-a-back on other chasses.

Mounted on 8" x 4" sleepers bolted to the frame of the driven vehicles, the chasses were held in position by wood blocks at the side, front and rear of each wheel, and were securely lashed in addition. By filling all tanks, enough fuel for the double journey was carried. Deliveries are expected to begin at the end of February.

SYDNEY TO LOSE £500,000 THIS YEAR.

Although the N.S.W. Government's trams and buses had an increase of £811,000 in revenue for the six months which ended on the 31st December, the Minister for Transport (Mr. O'Sullivan) has announced that the higher wages and improved conditions had absorbed it all, and that the Road Transport and Tramways Department was still likely to show a loss for the year of £500,000. The Premier (Mr. McGirr) was even more pessimistic, for he has budgeted for a loss of £547,000.

The announcement of the 2/- rise in the basic wage in February was followed promptly by the intimation that there would have to be another increase in fares.

TROLLEYBUSITIS.

An Amusing Outbreak of the Disease.

Early in January there was, thanks to the strike, a slight outbreak of what we may term trolleybusitis in a section of the Melbourne Press. Transport men found it diverting because the writers from all the evidence did not possess even slight elementary knowledge of the vehicle. One young gentleman, for instance, informed his readers that a point in favour of the trolleybus was that "they eliminated overhead gear—standards and cables in the middle of the streets," obviously in cheerful ignorance of the fact that the vehicle requires four overhead wires for a double track in place of the tram's two. He cited approvingly London's trolleybuses, unaware that there have been no trolleybus extensions in London for more than seven years, and that 15 months ago the London Transport Board intimated that it was going to abandon trolleybuses, despite a capital expenditure of £7,000,000 in five

years, and that its policy was to replace them with Diesel buses.

It may, or may not, be significant that in Australia the route mileage of trolleybuses has increased by only a few miles since the vehicles were first introduced, and certainly in the largest street transport system of the Continent, Sydney, there has been no move to add to the initial installation. Even were it desired to do so, many months would elapse before the necessary vehicles could be obtained. Transport authorities everywhere are finding it a matter of the greatest difficulty to procure buses of any kind in the numbers required for replacement purposes, let alone vehicles for new services. Steel, timber, glass, paint, are in such short supply, with small components and accessories also scarce and spasmodic in delivery, that the manufacturers of buses in Britain are utterly unable to keep pace with the demand for vehicles wanted urgently to replace rolling stock which has been worn out by the arduous demands of the war years. London Transport, for example, has had to hire 300 buses from private operators, and even with these is still a long way short of bare requirements.

No transport man has any objection to trolleybuses as such. In their own sphere, outside the areas of mass loading, they can do a good transport job, though a suggestion to catapult them into the middle of an efficient, co-ordinated tramway system is just stupid, and if put into effect would be financially bad. They would complicate quite needlessly the problems of overhaul and maintenance, and they would not be available for reinforcing services elsewhere in response to some traffic emergency. With their expensive overhead gear, so susceptible to dewirements, plus the rubber tyres which limits the loading capacity, they cannot compete with the tram in moving peak crowds, and no transport authority anywhere in the world has ever attempted to use them for that purpose.

On the other hand, the tram reaches its economic best when handling dense traffic. It is unquestionably the best street transport vehicle for large cities. The last issue of the "Transit Fact Book," the official journal of the American Transit Association, says that "the reliance placed by the large cities in the street car is evident from the returns, which show that only a little more than a quarter of the bus passengers, and less than a quarter of the trolleybus passengers, originated in cities of over 500,000, whereas approximately 70 per cent. of all street car passengers came from such urban areas."

This predominance of the tram in the largest cities of the States can be shown in another way.

THE BILL FOR IT ALL.

The "unwarranted tram stoppage," as the Conciliation Commissioner (Mr. Blackburn) called it, which lasted from the last trams and buses on the evening of January 3 to the morning of January 17, caused a loss of approximately £154,000 in revenue and £60,000 in wages to those concerned. It was the longest and costliest strike in the history of the Board.

From the Board's point of view, there was at least one good feature—the stoppage enabled the Bus Superintendent and his staff to catch up a bit on the arrears of maintenance.

AN EXTRAORDINARY AWARD.

Wage Increase Nine Times the Net Income!

Even more so than in Australia, prices of everything appear to be spiralling viciously in the United States, and the cost of providing transport is no exception; in fact, it seems to be one of the leaders in the inflation race. Some recent wage increases appear to have been given without any thought at all to either the ability of the undertaking concerned to pay them or to the public re-action to the immediate rises in fares.

By a majority decision, for example, the Arbitration Panel in Washington, D.C., signed an award which gave the employees of the Capital Transit Co. an increase of 15 cents. an hour, bringing up their wage to 1 dollar 35 cents. per hour, with the overtime rate at 2 dollars 2½ cents. per hour. With other increases relating to holidays, night work, Sundays and other allowances, the award increased the Company's operating costs by 2,310,000 dollars per annum, just nine times more than the total net income of the Company for the first nine months of the year! As most of the items were made retrospective to July 1, the Company had at once to find 500,000 dollars, not an easy matter when one is already more than 1,000,000 "in the red."

As operations have been conducted at a very heavy loss, the Company had no option, pending the granting of its application for substantial increases in fares, but to cut down services during the off-peak hours, and wipe out entirely the peak hour express services.

PRISON TRAM'S LAST LOAD.

Just the other issue we told how in one town in Germany trams have to be used as hearses. Now comes the news that in Sydney the prisoner's tram, which has made four trips daily between Long Bay gaol and Darlinghurst Police Station for the last 30 years, has made its last journey.

In cities with populations of from 500,000 to 1,000,000 and upwards, the tram route mileage is 5,240 as compared with but 278 miles for the trolleybus, while the trams in such cities last year transported 6,343,000,000 passengers as against the 305,000,000 carried by the trolleybus.

RAPID TRANSIT WITH P.C.C. TRAMS.

From plans now in preparation, Cleveland Transport System hopes to be able in October next to start on the construction of a four-mile stretch of rapid transit roadway at a cost of 8,000,000 dollars. The job involves building 2,000 ft. of subway, nine bridges and underpasses and more than 1,000 ft. of deep cut with reclaiming walls.

When the change in service is made to the rapid transit route, new P.C.C. trams of the type which have been so successful on the Superior Avenue route will be put into operation.

ACKNOWLEDGMENT.

Inspector Cameron, who had the misfortune to lose his wife early this year, desires to acknowledge gratefully the many floral tributes and expressions of sympathy received from all sections of the staffs in Camberwell, Hawthorn and Kew Depots.

ANOTHER COMPLIMENT.

Perth Asks for Our Roster Expert.

Perth seems to be adopting the sensible and logical course before deciding whether the 40-hour week should be spread over six or five days.

Rosters have been prepared for both, and while the Western Australian Tramways Department would prefer to have a 6-day week the Perth Tramways Employees' Union has not come to a decision. It has been decided to hold a ballot, but before that is done the Union desires that the rosters be examined by an expert to ascertain whether they could be improved, and whether certain runs which are considered to operate harshly cannot be amended. As the Union recognised that no member in its ranks had sufficient knowledge to fit him to make such an examination, it requested the Department to procure the loan of an expert from Melbourne to examine and report upon the two rosters.

Although the Commissioner has full confidence in his rostering staff, he at once agreed to the request, and air-mailed our Chairman (Mr. H. H. Bell) asking for the loan of one of our roster experts. Appreciating the compliment paid to our staff by both the Commissioner and the Union, Mr. Bell promptly telegraphed his willingness to assist. The Assistant-Manager (Mr. Misson) flew to Perth and spent 10 profitable days in that city.

When converted to the duty, the tram was divided into six compartments and held 48 prisoners. Like all the other trams in Sydney, it deteriorated badly, so much so that one day about a year ago two men in the course of the short journey had no difficulty in sawing their way out to freedom.

DEATH AND RETIRING GRATUITIES.

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

Drvr. W. G. Gibson (61), 24 years' service, £302; Storeman T. W. Quin (65), 25 years, £668; Wheel Grinder J. J. Carter (65), 36 years, £639; Shed Labourer A. L. Edgecombe (65), 28 years, £520; Car Cleaner J. Henderson (50), 27 years, medically unfit, £326; Foreman Moulder J. E. Satchell (72), 14 years, £437; Con. C. C. Howe (48), 23 years, medically unfit, £266; Pit Labourer R. M. Thomson (46), 22 years, medically unfit, £195; Builders' Labourer F. A. Moody (65), 34 years, £558; Electric Welder C. Jonsen (55), 24 years, medically unfit, £97; Drvr. M. P. Faith (65), 34 years, £584; Signalman W. J. Manson (65), 34 years, £625; Watchman T. H. Wilson (58), 26 years, resigned, £82; Drvr. A. Fogarty (56), 21 years, resigned, £82; Drvr. A. J. Angleton (34), 11 years, resigned, £69; Rev. Clerk J. I. Bayley (29), 12 years, £104; Inspector H. McBean (65), 42 years, £870; Inspector J. H. Gillies (65), 31 years, £774; Depot Starter P. G. Blackham (65), 43 years, £729; Drvr. A. E. Milne (65), 39 years, £615; Drvr. B. H. Murdoch (48), 24 years, £82; Drvr. H. G. Wilson (55), 33 years, £266; Inspector T. Williamson (65), 28 years, £748; Drvr. W. F. McDonald (38), 11 years, £69; Car Painter W. L. Dernelley (43), 12 years, £92.

A death gratuity to the widow of the late Mr. R. J. G. Reynolds (53), 27 years' service, of £375, and another of £303 to the widow of the late Mr. E. A. Robertson (55), 25 years, have been paid.

THEY LIKE THEIR HORSE TRAMS.

They like their horse trams in Douglas, Isle of Man, while we, even after the lapse of more than 40 years, can still dip the bucket into the well of memory and draw up pleasant recollections of that leisurely ride from the pier to Onchan Point, with the lights from the three-mile Esplanade reflected in the calm waters of the bay. For sentimental reasons connected with vanished youth there will be many people even in Australia who will rejoice to know that the Douglas Town Council by 21 votes to 1 rejected a motion calling for the discontinuance of the horse trams. It is nice to think that there remains one place which has not been bitten by the craze for speed, and where the sight of people

doing their best to get nowhere in particular in a great hurry is unknown.

LORD ASHFIELD.

Story of a Lowly Lad Who Reached the Top.

The career of Lord Ashfield, who has resigned the Chairmanship of the London Transport Board following upon his appointment as a member of the British Transport Commission, illustrates once again how ability alone can take an ambitious lad from a lowly position to the top of his profession.

Albert Henry Stanley, first Baron Ashfield, was born at Derby in 1874 and while a child accompanied his parents to the United States, where his first job was that of boy messenger in the Detroit Street Railway Company. From messenger he went to odd-job man, and set himself to the task of acquiring a complete knowledge of the system, with so much success that at 18 years of age he was appointed Divisional Superintendent, the youngest man ever to hold such a position in the United States, or indeed in any other country for that matter. Two years later, and he is found in control of the whole street railway system of Detroit!

About here he took time off in order to serve in the U.S. Navy in the Spanish-American war, after which he resumed his march to the top by getting the appointment of General Manager of the Public Service Corporation of New Jersey. In 1907, at the ripe age of 32, he returned to his homeland as General Manager of the Metropolitan District Railway. Three years in that position fitted him for the Managing Directorship of the London Underground and its associated companies, in which capacity he began the work of unifying London's transport, a task which he continued when appointed Chairman of London Transport in 1933. Now he goes to a still wider sphere—one of the controllers of the whole of the transport of Britain.

A success story, if ever there was one, achieved, be it noted, despite the absence of all educational and social aids and influences.

GLASGOW'S ALL-NIGHT BUSES.

Fares on Glasgow's all-night buses have been increased. Casual travellers will pay 6d. irrespective of distance, while the normal charges are five stages (about two miles) for 3d, with 1d. for each additional two stages.

For 1946-47, the all-night buses made a loss of £20,000, the only trip to give a satisfactory return being the first about 1 a.m. But that, of course, is the experience of all-night services everywhere.

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

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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THE BOARD'S AMBASSADORS.

Conductors Should Cultivate Goodwill.

A good deal of prominence was given by the Press the other day to a case in which a passenger assaulted one of our conductors. In fining the assailant £1, Mr. Hill, P.M., said:—"Although I have a certain amount of sympathy with you for the sarcasm of the conductor, you had no right to assault him, nor did he have any right to be sarcastic to you when you handed him your fare." (The passenger had selected six halfpennies from a handful of small change, whereupon the conductor asked him if he had any more).

The incident provides the opportunity to comment generally on the attitude which should be cultivated by conductors in their dealings with the public. They have always to remember that they are salesmen; their job is to sell transport, a fact which a few appear inclined to forget. As salesmen, their obligation is to be as considerate to prospective customers as they would be were they behind the counter of a shop. The sale of transport is just as competitive a business in Melbourne to-day as that of a grocer, a fruiterer or a butcher. Even when it may be thought excusable, sarcasm is a dangerous weapon. It alienates old and steady customers, it never attracts new business, it yields no dividend in goodwill. Our prosperity as a transport undertaking depends upon the goodwill of the public, and as the Board's ambassadors our conductors have as their main task the building up and maintenance of that goodwill, without which no business can succeed.

Just let us see precisely the effect of inconsiderate action on the part of a conductor by quoting a complaint received last month from an Elsternwick resident. "This afternoon," writes the gentleman, "I travelled on tram No. 576 from Balaclava Junc-

tion to Shoobra Road. I had many pennies in my pocket, but trying to consider the conductor I tendered 1/-. When he included three pennies in the change I requested silver or the 1/- back, explaining that I could have given three pennies. "You have the coppers," he said, "and you can keep them." He appeared to be amused at my discomfiture. To this man in future I will tender coppers only, and as 2/- in coppers is legal tender I will be all right. I am annoyed. I use 14/- worth of your trams weekly for the company I represent, apart from private fares."

There you have a case of very bad salesmanship, plus incivility—a profitable customer being wilfully and needlessly antagonised to the future detriment, not only of that particular conductor, but of all conductors and the service as a whole. Had that conductor appreciated and understood what he had been told when going through the school, he would have given the change in silver in the first place, or would most certainly have, after the passenger's explanation, responded willingly to the request and would have expressed his appreciation of the thoughtfulness shown. Had he done so, he would have earned good marks for himself and for the undertaking from which he obtains his livelihood.

BRISBANE'S BUS ROUTES.

Commissioner Grants Them to City Council.

With the Queensland Commissioner for Transport granting all the Brisbane City Council's applications to acquire 21 privately-owned bus routes from May 1, Melbourne is now the only capital city whose street transport is controlled in sections by various authorities. In time that stupid state of affairs will be adjusted; after all, it is only 22 years since it was proposed that there should be one co-

ordinating authority. "Festina lente" would be an appropriate motto for Melbourne.

According to "Truck and Bus Transportation," the Brisbane Council, rather than await the date specified, is negotiating with some of the owners with the view of taking over their routes before May 1; in fact, five had been acquired at the time this paragraph was written, though why a community should buy back that which is a yearly gift to a licensee, and in which he can have no vested right or equity, is something we cannot understand. Since the acquisitions, the Council has been busy trying to dispose of some of the older vehicles taken over. Wisely, the Council through its admirably managed Transport Department is going to standardise on certain makes of British buses.

ANOTHER DEFICIT IN SIGHT.

The old dictum that it takes at least two buses to do the work of one tram is strikingly emphasised by the proposed conversion of an outer circle tram route in Liverpool to buses.

At the moment, 30 trams running on a 5-minute headway during the peaks and a 10-minute headway during the rest of the day, deal with 330,000 passengers per week. If converted to buses, the General Manager reports, it will necessitate the employment of 35 buses running on a 2½-minute headway during the whole day.

The mileage on such a headway will be at least three times that of the trams, so it is not difficult to visualise a prosperous tram route being turned into a losing bus line. But a large volume of water will flow down the Mersey before any buses in Britain are available for new services, and by that time the hard-headed Liverpoolians will in all probability have dealt with those who are proposing a change which would be so detrimental to the finances of their Transport Department.

ONE MORE COMPLIMENT.

As one of the results of the recent visit to Melbourne of the Deputy Premier of Western Australia (Mr. A. F. Watts, M.L.A.), the Minister for Railways and Transport (Mr. H. S. Seward, M.L.A.) wrote our Chairman (Mr. H. H. Bell) asking him to make available to the department the services of the Board's Per. Way Engineer (Mr. H. H. Bell, Junr.). While desirous of having his advice on tramway matters generally, the West Australian Government was anxious to have Mr. Bell's recommendations on the provision of car depots at some of the outlying points of the Perth system. The Chairman agreed at once to the request, and Mr. Bell spent the early part of this month in Perth.

This compliment, following upon the request for the help of the Assist-Manager (Mr. B. H. Misson) in the improvement of rosters, was naturally greatly appreciated by the Board.

CONTRASTS.

One day last month the Methodist Conference expressed itself in favour of increasing the stipends of its married ministers to a minimum of £360 a year.

On the same day a builder's labourer of 17½ years was fined substantially at the Prahran Court for having assaulted one of our Inspectors. In reply to the P.M., he said that his wage was £8 a week.

Proves something, doesn't it, as Gordon Williams would say.

POOR PARIS.

Paris is having every reason to regret bitterly having yielded to motor, oil and rubber interests and scrapped the trams. During the occupation the Germans stole all the buses, and the Parisians had to rely solely on the Metro, while now that buses are being procured the losses are so heavy that it is proposed to meet them by increasing the fare on the Metro to 7 francs. At present the ratepayers have to make good the deficit on the buses.

THE RESILIENT WHEEL.

What It Is and What It Does.

A visitor from Newcastle the other day evinced considerable curiosity over the resilient wheels which are such a feature of the P.C.C. trucks. What, he asked, exactly is a resilient wheel, and what are its advantages?

In reply, we informed him that the type of wheel described as resilient was designed specially for the American Transit Corporation (from whom we have obtained the patent rights for Australia), so that the load on the vehicle is transferred from the tyre to the axle through two rubber sandwiches bonded between steel plates. With this form of construction, the tyre portion of the wheel is mechanically isolated from the hub; consequently, the blow to the axle is approximately one-tenth of that experienced with solid wheels, and because the stress loads are reduced substantially the weight of the car and structure is less. Such wheels go far towards eliminating noise over crossings and points, and give smoother running over corrugated rails or old tracks with worn joints and points.

With the high braking performance it is inadvisable to use the conventional brake shoe, as the heat

generated by their employment would result in partial vulcanisation of the rubber sandwich. It is therefore P.C.C. practice to mount brake drums on the ends of each axle, an expedient which has the advantage of relieving the propellor shaft and gear from all braking loads of the air brake.

THE 5-DAY WEEK ROSTERS.

There Will Be a Reduction in Earnings.

In December last the Comrades succeeded in inflaming the minds of many of the members of the A. T. & M. O. Employees' Association by proclaiming that the 6-day rosters then in course of preparation and which they had never seen would worsen conditions for the traffic staff. The result for the Association was the disastrous strike. All concerned know now that these rosters are the best ever compiled for the staff.

Trying to induce forgetfulness of their calamitous leadership, the Comrades early this month were busy asserting that our Chairman's statement that the 5-day week rosters, which again they had never seen, would inevitably mean less money for the individual were "guesswork." But the Chairman does not guess over such matters. When speaking he had before him a table of figures taken out with the object of comparing the earnings of a 10-year service man under the present rosters with what they will be under the 5-day week rosters. Essendon and Hawthorn were taken as two depots representative of the whole service, and the actual wages received by two men for 10 successive weeks were set down in one column, while in the second were placed the amounts that will be paid to these men for the first 10 weeks of the rosters which will come into force on the 25th. Here are the totals:—

	Hawthorn		Essendon		Average of the Two Depots	
	6-Day	5-Day	6-Day	5-Day	6-Day	5-Day
Total wages for 10 weeks	£89.3.7	£84.8.5	£89.2.7	£85.13.9	£89.3.1	£85.1.1
Av. per week	£8.18.4	£8.8.10	£8.18.3	£8.11.4	£8.18.4	£8.10.1
	8/3 per week decrease					
Sundays worked	5	4	5	4	5	4
Saturdays worked	9	8	9	8	9	8
Av. rostered hours for 10 tables	42.6	39.11	41.3	39.43	41.54	39.27

The reduction of 8/3 noted above is brought about by less Saturday and Sunday work, reduction of excessive meal breaks and the reduction in the rostered hours. There is no guess work about these figures; in fact, if the Comrades, instead of indulging in loose, uninformed talk on the subject, had busied themselves with a pencil and some paper and given themselves an exercise in elementary arithmetic, they would have discovered easily that when a larger number of men have to share the available Saturday and Sunday work, with their

time and a half and double time payments, the earnings of the individual must be less.

The Association's Secretary (Mr. O'Shea) has expressed his doubt as to whether the Board will get half of its target of 600 recruits to operate the 5-day week. Without quoting figures, let us put it this way—Mr. O'Shea will be pleasantly surprised—or will he?—to find after the 25th what a very high proportion of the staff is working 40 hours per week.

A SUBWAY AND ITS COST.

Because of the prohibitive cost, Detroit has abandoned all thought of an underground rail transport system. The plan envisaged a subway system of 47 miles. The Detroit Street Railway engineers investigated the proposal and estimated that the cost would be 544,133,343 dollars, or 11,577,347 dollars per mile! Even with a 10 cent. fare it was calculated that on one section alone the operating costs would exceed the income by 4,180,000 dollars annually.

In Australian currency, the construction cost would work out at something like £2,315,000 a mile. Can anyone see a subway being constructed in Melbourne?

THE FIRST OF MANY.

The first P.C.C. tram built in Belgium under license from the American Transit Research Corporation, who own the patents, is now running in Brussels.

This is the forerunner of the P.C.C. fleet which will eventually replace all the existing rolling stock.

It looks as if Brussels has never heard of the Australian Automobile Association's assertion that all large cities are discarding trams.

SOUTH LONDON TRAMS.

No Abandonment "For Several Years."

Despite first of all the decision to convert all tram routes to trolleybuses, followed 18 months ago by the abandonment of that policy with the announcement that there would be no more trolleybus extensions, and that it was the intention to replace everything, including the extensive South London tramway system, with Diesel buses, the latest issue of the Staff Magazine of the London Transport Board to reach us reveals that actually the Board has "realised the impossibility of tramway abandonment" for "several years," and has decided to subject the existing trams (913 in all) to a programme of overhaul so that they may reach "a high standard of safety but without a high standard of finish."

That programme is now being carried out, and,

according to the writer of the article from which we quote, the Charlton Works staff is "doing a wonderful job." Possibly the public would hail it as still more wonderful if the new colour scheme of the buses, for which there seems to be plenty of the required paint, and the new upholstery of the Underground trains, of which there appears to be no lack for buses as well as trains, were also given to the trams, thus bringing them to that "high standard of finish" which in itself is an advertisement for the service.

"Gradually as conditions improve they (the trams) will become quieter and brighter" concludes the article. They would improve more quickly if the London Transport Executive, instead of sending delegates to various European countries and to the United States, despatched some of its officers to Blackpool and Glasgow, Edinburgh or Sunderland, there to learn how the Transport Departments of these cities manage to design new trams and maintain them so efficiently that they are the admiration and envy of the street transport world.

Or, if that is too cheap and obvious, let them come to Melbourne!

Incidentally, the new Transport Executive appointed under the Transport Act to take the place of the London Passenger Transport Board has caused many an eyebrow in the industry to be raised, and about several of the appointments it is plain that the main consideration, as stipulated in the Act, "wide experience" and "capacity in transport," has been ignored. The new authority consists of a Labour Peer, a trade unionist, the managing director of a store, a solicitor, a representative of local government in the Home Counties, and the inevitable director of the Co-operative Wholesale Society. Only one member has had operational and managerial transport experience. With that exception, all the former executives of the former Board have been passed over. The solicitor has been put in charge of civil and electrical engineering!

"It remains to be seen," tartly comments "The Transport World," "whether the personalities of the Executive will mould the new administration to meet their needs, or whether the multiplicity of supervisors will lead to apoplexy at the centre and anaemia at the extremities."

PROMOTIONS AND APPOINTMENTS.

The following appointments and promotions are notified:—

L. T. J. Rees, Clothing Workroom Foreman; W. Ellis, Assist. Curator, Wattle Park; F. O'Keefe, Sub-Foreman Painting; A. L. Anderson, Hanna Street, Probationary Depot Starter; J. T. Chappell, Preston,

Relg. Rev. Clerk; J. R. Hall, Kew, Relg. Rev. Clerk; J. R. Moffatt, Hanna Street, Relg. Rev. Clerk; R. Munro, Footscray, Service Foreman; C. R. C. Spencer, Kew, Relg. Rev. Clerk; C. F. Stock, Essendon, Relg. Rev. Clerk; J. R. S. Kelly, H.O., Wages Clerk.

RETIRING AND DEATH GRATUITIES.

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

Shed Labourer C. Armstrong (65), 21 years' service, £477; Builder's Lab. C. H. F. Turner (38), resigned, £55; Motor Driver M. F. T. Krone (33), resigned, £57; Con. C. F. Shalless (65), 45 years, £654; Tradesman's Assist. W. T. Gibbs (65), 39 years, £659; Parker-Cleaner H. Quick (47), 23 years, resigned, £78; Tradesman T. E. Cuthbert (65), 23 years, £656; Dvr. J. P. Morris (41), 13 years, resigned, £82; Con. J. E. Crawford (44), 20 years, resigned, £57; Bus Driver B. J. Quigley (38), 11 years, unfit, £163; Greaser H. J. Tunnecliffe (42), resigned, £83; Painter L. W. Dwyer (30), resigned, £70; Dvr. W. E. Clements (42), unfit, £301; Traffic Clerk A. G. Mullinder (53), unfit, £386; Con. W. Mitchell (54), resigned, £89; Car Painter F. R. J. King (42), resigned, £63; Dvr. D. Lamb (65), 36 years, £497; Relg. Rev. Clerk A. W. Peters, resigned, £95; Plant Attendant A. F. Drinnan (61), 27 years, unfit, £756; Dvr. G. E. Hansen (65), 32 years, £553; Dvr. F. J. Ryan (65), 31 years, £631; Builder's Labourer J. T. Wiley (65), 46 years, £834; Dvr. J. Ostler (61), Returned Soldier, 24 years, £617; Insp. J. E. Ryan (65), 41 years, £881; Shed Lab. R. J. Mickle (65), 31 years, £605; Track Repairer A. Trezise (65), 23 years, £562; Shed Lab. L. Latimer (65), 34 years, £625; Con. G. Wishart (61), resigned, £340; Dvr. F. A. Cody (51), unfit, £340; Dvr. L. N. Bride (45), resigned, £92; Dvr. W. B. Hamilton (37), resigned, £92; Miss M. Voight, £62; Shunter C. P. Buckley (68), 28 years, £476; Shed Lab. H. G. Wilson (39), resigned, £81; 1st Class Welder G. A. Sayers (45), unfit, £366; Painter's Lab. A. F. Watts (53), unfit, £402; Car Cleaner L. B. Clark (36), resigned, £62; Con. Sub-Instructor H. W. B. Topping (65), £854; Charman J. N. McGrath, resigned, £65; Blacksmith A. J. Martin (54), resigned, £89; Nightwatchman D. Allshorn (65), 24 years, £580; Track Repairer B. G. Ruddick (54), 24 years, unfit, £255; Con. J. S. Robinson (54), 29 years, unfit, £420; and Dvr. R. R. Broadby (43), 21 years, resigned, £65.

Death gratuities to the next of kin were passed as follows:—Dvr. E. L. Broadbent (48), 25 years, £317; Con. L. E. Barrass (49), 27 years, £342; Tradesman's Assist. A. Hunter (62), 18 years, £244; Builder's Lab. N. C. McKenzie (56), 31 years, £310; Chainman B. J. Thomas (48), 26 years, £278; and Insp. E. V. Phelan (55), 29 years, £397.

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

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SPREAD OF HOURS PAYMENT.

Just Why the Alteration Has Been Made.

The latest allegation by the Secretary of the A. T. & M. O. Employees' Association (Mr. C. O'Shea), that the alteration in the payment for broken shifts has broken the "gentleman's agreement" of 1940, will not stand up to even the slightest examination by any impartial person.

After even a cursory glance, the latter would at once ask why Mr. O'Shea should, if the alteration in the payment for broken shifts is wrong, not declare that the change in the payment for overtime is breaking the agreement also, seeing that both payments are governed by precisely the same condition, viz., the reversion to a working day of 8 hours after a day of 7 hours 20 minutes. If Mr. O'Shea concurs, as he does, that the change in the overtime payment based on the altered hours is correct, how can the reversion be wrong when it is applied to spread of hours?

When the Comrades were whooping with delight over having secured a 5-day week, the Chairman uttered a word of warning. He pointed out that the

traffic staff would lose financially, as there would be less money for overtime and for spread of hours penalty rates, and less in connection with double pay for Sundays and time and a half for Saturdays, as there would be a larger number of men and women sharing in that work. With one Sunday and one Saturday less every 10 weeks, the individual payment, Mr. Bell emphasised, could not but be less. The President of the Association (Mr. Cullen) characterised that as "guesswork." Now that the staff is finding painfully that in point of fact they are earning less because of the 8-hour day and the consequential changes involved, Mr. O'Shea endeavours to distract attention from the misleading assurance given by his President by raising this equally inaccurate assertion on the spread of hours penalty rates.

So that he who reads may understand exactly what has happened, let us set out the rates provided by the Award, the concessions given by the Board to cover the reduced working week of 44 hours spread over six days of 7 hours 20 minutes, and then the natural and inevitable reversion to the Award rates following upon the arrival of the 5-day week of 8 hours:—

48-Hour Week. 8-Hour Day.	44-Hour Week. 7.20-Hour Day.	40-Hour Week. 8-Hour Day.
Spread of Hours.		
Over 9½ hours, extra ¼ rate	Over 9 hours, extra ¼ rate	Over 9½ hours, extra ¼ rate
Over 10½ hours, extra ½ rate	Over 10 hours, extra ½ rate	Over 10½ hours, extra ½ rate
Over 11½ hours, extra full rate	Over 11 hours, extra full rate	Over 11½ hours, extra full rate
Daily Overtime.		
In excess of 8.15.	In excess of 7.35.	In excess of 8.15.

Members of the Association will observe from that table that the rates being paid to-day for overtime and for spread of hours are precisely those which are contained in their Award, and that all follow upon the increase of the daily hours from 7.20 to 8 hours. Even Mr. O'Shea recognises that it would be just plain silly to try to claim overtime after 7 hours 35 minutes when the normal working day is actually 8 hours, so he concentrates on the spread of hours, ignoring the fact that the concession was, as in the case of overtime, designed to suit the 7 hours 20 min. day then prevailing, and was no more premanent than the arrangement over overtime.

Obviously, both conditions must have relation to the length of the working day, and it must be equally plain that as these are prescribed by the Award they cannot be permitted to be the subject of the sophistry of Mr. O'Shea.

This item can be concluded appropriately by informing the members of the Association that when discussing the subject with Mr. O'Shea the Chairman concluded the interview with these words:—"If you really think the Board is wrong in reverting to the rates prescribed by your Award, then go to the Conciliation Commissioner, Mr. Blackburn. If he agrees with you, then I undertake to make any payment due to the men retrospective to the 25th April."

A fair enough offer, don't you think?

"WEAK BRAKES."

Were Actually New Brake Blocks.

Long years ago, when a very young reporter on an Edinburgh newspaper, we had a Chief who never tired of reminding us that to get a story was not sufficient; we had to verify the details. If we could not secure verification, or were in any doubt as to the authenticity of the yarn, we had to leave it out. We were reminded of the dictum, "When in doubt, leave out," when we read in the April issue of "The Tramway Record" a paragraph by Mr. C. Nelson, Kew, headed "Weak Brakes." Most interesting as these Depot notes are, they would be improved on occasion if the writers took the trouble to check up on the statements made to them. This was a case in point. The only correct statement in the whole paragraph was that a car had been reported as having brakes of the nature suggested.

What actually happened, and what the writer could have learned for himself if he had tried to verify the assertions made to him, was this:—An Inspector drove a tram from Kew, and on reaching the city requested the City Inspector to have it changed over as it had weak brakes. This request

was at once agreed to, and the City Inspector put the city mechanic on the tram for the remainder of its trip to Spencer Street in case the driver required assistance. On returning, the mechanic reported that not weak brakes but new brake blocks was what the tram was suffering from, and that it would be all right for the car to remain in traffic, as things would be adjusted by the time Kew was reached. At the same time, the driver was informed that if not satisfied he could have a change over at Kew. When Kew was reached, the driver had come to the conclusion that everything was in order, and he drove the car back to the city, where he informed the City Inspector that the car was O.K., a verdict which another driver later on in the day endorsed.

The allegation that time was wasted on a busy trip was just imaginative rubbish; the only time lost on the trip was at the lights.

BUSES MULTIPLY: LOSSES EXPAND.

As the buses multiply in Manchester the losses sustained by the Transport Department enlarge, a fact which raises a doubt whether the Mancunians are so shrewd and hard-headed as they are reputed to be.

Presenting his Budget to the Corporation, the Chairman of the Finance Committee intimated a deficit of £173,000 for the Transport Department—a figure which approximates the losses sustained by both Sydney and Melbourne on their bus operations for last year—and indicated that it would be necessary to renew the Corporation's application for a further increase in fares.

When tram routes of 4d. become bus routes of 8d. and still cannot pay, what hope is there for bus routes to be operated profitably on tram fares?

STATIC ELECTRICITY.

Some time ago we referred to the subject of static electricity, generated by the movement between tyre tread and road surface, which on occasion gives very slight shocks to bus passengers when either getting on or off when the vehicles are in motion, and chronicled the belief of research workers in the United States that the trouble would be cured only when engineers made roads of non-conducting materials.

Now it is intimated that a British tyre company have developed a tyre which keeps down the generation of electricity and the building up of voltage on the bus to a degree sufficient to remove all chance of shock. Technical journals from England say that the tyre will be no dearer than those now sold, and that there will be no loss of mileage.

£750,000 DEFICIT THIS YEAR.

Sydney Blames Special Privileges for the Loss.

According to the "Sydney Morning Herald," Sydney's trams and buses, despite a gain in revenue of £1,800,000, are going to have a deficit of £750,000 for the current year because the working expenses "are rising by leaps and bounds." This will be the largest loss since the finances began to deteriorate four years ago.

"A major reason why the Sydney services do not pay and those of Melbourne do," remarks the paper, "is found in the extent of special privileges granted the employees and others," privileges which, the State Auditor-General declares, "are very frequently abused. The Government now finds itself in a dilemma as the result of its past complaisance towards employees. A further increase in fares, as Ministers well know, would be politically disastrous. Yet a financial drift of this magnitude cannot be allowed to go on. Nor can the Commonwealth Treasurer be expected to turn a sympathetic ear to requests for a bigger share in the income tax pool while such abuses and waste go unchecked. Eventually there will have to be a spring-cleaning, however distasteful this may be to some of the Unions. The sooner it is launched the less difficult it will be."

PRAISE FOR A CONDUCTRESS.

The following fine tribute to the conductress of a North Balwyn tram has been received from a correspondent:—

"The happy way she shepherded the young children on and off the tram along the route and exercised firm though pleasant supervision over them conducted not only to their safety but contributed largely to the comfort and pleasure of the older public, whose comments and mutual exchange of looks and approval showed their high commendation.

"As the conductress seemed to do the work for the work's sake, and probably was unconscious of it all, I felt that the Board should be informed, so as to let her know with what high approval such conducting as hers is regarded by the travelling public."

NO PURCHASE BY NEWCASTLE.

The Lord Mayor of Newcastle (Alderman H. D. Quinlan) has recommended to the Greater Newcastle Council that it drop the proposal to acquire the tram and bus services from the Road Transport and Tramways Department of N.S.W.

No announcement could be less surprising. As the tracks and rolling stock are alike in an advanced

stage of senile decay—the tracks alone would have to be replaced at once at a cost of £1,000,000—the Aldermen have come to the conclusion that the suggested price is grossly excessive, and that the conditions generally offered not the slightest hope of being able to operate the services except at a most substantial annual loss.

A LOSS AT ADELAIDE.

According to the Chief Engineer and General Manager (Sir William Goodman), the result of the operations of the Municipal Tramways Trust, Adelaide, for the year which ended on the 31st January last will be a loss of more than £100,000.

Sir William revealed that the 40-hour week had cost £112,000, and would for the current year mean an expense of £145,000. Reservations for special depreciation on buses and deferred power station maintenance had not been included in that deficit, which had been reached despite the fare increases which had operated for part of the year and the fact that revenue had set a new high record.

TRANSPORT IN SWITZERLAND.

Trams and Diesel Buses Predominate.

In addition to the vast number of people who have eyes but see not, there is another class which has the strange faculty of being able to see only that which squares with their preconceived ideas and opinions. Recently a returned tripper illustrated the latter point. During his tour he gave Switzerland the once over and found that he could see only trolleybuses. From his remarks, one got a picture of a country which knows not either trams or Diesel buses. Yet the fact, as any student of transport knows, is that trolleybus operation in Switzerland, although introduced as far back as 1912, is still practically confined to the smaller cities and large towns, for which, we admit cheerfully, they are admirably suited, as mass loading has not to be taken into account.

A typical transport example is the municipal undertaking of Zurich. The total route of the system is 107.745 kms., and is made up as follows:

Trams	63,483 kms.
Diesel Bus Routes	20,337 kms.
Cross-country Buses	13,460 kms.
Trolleybus Routes	10,465 kms.

At the moment, the municipality is considering the introduction of express services between the central areas of the city and the outlying districts. Will these be provided by trolleybus? They will not; Diesel buses will be used, and the vehicles will have no intermediate stops and will run on roads not served by trams.

Zurich is also building a new 100-passenger tram equipped with electro-pneumatic doors. These, it is claimed, have already been the means of reducing the boarding and alighting accidents.

DENMARK'S GIANT BUS.

It is reported by "The Transport World" that a giant articulated bus, weighing over 20 tons laden, capable of cruising at 40 m.p.h. with its full complement of 56 seated and 24 standing passengers, and 54 ft. 10 ins. long, has been put into service by the Danish State Railways on their route between Copenhagen, Greve Strand and Koge.

One wonders what sort of road will be necessary to stand up to the running of a 20-ton bus travelling at 40 m.p.h.

NEW TRAMS FOR GLASGOW.

The first of 100 new trams of the modified Coronation type is now in service at Glasgow. Built at the Transport Department's Coplawhill Workshops, the trams incorporate many of the features embodied in the single-ended tram described recently in these columns.

GRANTS FOR SPORTS.

With the object of encouraging sporting activities among the staff, the Board has decided to present the Tramway Football Association with £50 for allocation between the nine clubs. Should the Association decide to send a team to Sydney in August next, the Board will contribute £100 towards the expenses of the trip.

The Tramway Tennis Association is to receive £12/12/- for trophies for the winning teams in the three grades.

In the event of a Golf Association being formed, the Board intend to subscribe £10/10/- for a trophy.

RETIRING AND DEATH GRATUITIES.

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

Relvg-Rev. Clerk V. J. Walshe (65), 41 years' service, £905; Pitman T. G. Manderson (54), 28 years, unfit, £328; Plumber M. J. Dwyer (56), 22 years, £345; F. F. McCarthy (47), 23 years, resigned, £94; Con. F. E. Hall (45), 18 years, resigned, £94; Leading-Hand Mechanic E. Bliss (39), 11 years, resigned, £94; Motor Mechanic J. E. Carroll (50), 12 years, unfit, £194; Drvr. J. G. Snell (55), 30 years, £435; Carpenter A. F. Pascoe, resigned, £74; Con. C. I. V. Anderson, resigned, £58; Depot Foreman H. J. H. Hood, resigned, £125; Drvr. T. E. Thompson (63), returned soldier, 27 years, unfit, £616; Depot Starter

H. Radley (65), 34 years, £782; Con. H. A. Gill (65), 30 years, £558; Drvr. J. E. Motherwell (65), 42 years, £690; Nightwatchman D. Macdonald (65), 31 years, £649; Drvr. T. J. Gilbert (65), 31 years, £624; Drvr. G. A. Kuchel (65), 26 years, £529; Pitman C. J. Ratten (51), resigned, £100; Pitman E. Armstrong (65), 26 years, £651.

Death gratuities to the next of kin were voted as follows:—Storeman W. W. McAlpine (56), 22 years' service, £326; and P. R. Davies (57), 30 years, £484.

SINGLE-DECKERS OUT OF FAVOUR.

Details on the bus fleets operated by British municipalities during 1947 reveal that single-deck buses are going rapidly out of favour; they have, in fact, declined from 2,365 in 1939 to 1,556 last year. On the other hand, double-deckers have increased to 10,162. The total number of buses in use during the year was thus 11,718.

Manchester's lead in pioneering the use of Diesel-engined buses for passenger work has been followed generally; so much so that out of the 94 bus-operating municipalities 91 have this type of engine. It will not be long now before the petrol-driven vehicle, whether for road haulage or passenger work, is extinct. And then, probably, it will be the turn of the Diesel engine to commence to disappear either by a gas turbine or jet-propelled engine.

APPOINTMENTS AND PROMOTIONS.

The following appointments are notified for information:—D. S. Anderson, H.O., wages clerk; Marion W. E. Jamison, architectural draftswoman; R. M. O'Connell, H.O., traffic clerk.

TRANSPORT BY WATER.

The announcement that there is going to be better control over passenger transport on the Yarra coincides with the news that the London Transport Executive is going to make an effort to lessen congestion in the streets by the operation of steamers on the Thames.

It is curious how the Londoner has never taken in recent times to water transport, though a glance at the map shows how advantageous to scores of thousands of people such a facility would be daily. The London County Council tried it for years, unsuccessfully from a financial point of view, while the late London Passenger Transport Board operated Thames services during the war. For the latest attempt the authorities might try out a poster quoting Pepys on the delight of an outing on the river after the labours of the day.

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STIRRING UP STRIFE.

Association Leaders Once More On The Job.

Emerging from that seclusion forced upon them by the disastrous non-success of their leadership in the January strike, the State President and State Secretary of the A. T. and M. O. Employees' Association assisted for the occasion by the State President and State Secretary of the A.R.U., have issued a leaflet, the statements in the opening paragraph of which 95 per cent. of the employees of the Tramways Board will know to be untrue.

"The tramways strike on the 40-hour 5-day week issue was engineered by the Tramways Board at the instigation of the Hollway-McDonald Government of Big Business men," they aver.

In actual fact, the 40-hour 5-day week agitation was put under weigh by the Association when the Cain Government was in office, and it was intimated by the Chairman of the Board (Mr. H. H. Bell) then that, in conformity with the judgment of the Court, which provided in awarding the 40-hour week that until ordered otherwise existing practices for the working week would be continued, work on the rosters for a week of 40 hours spread over six days was in progress. Mr. Bell added that these would be ready for January 4, and immediately thereafter rosters for a 40-hour 5-day week would be commenced.

Not once but repeatedly, both when Mr. Cain was Premier and when he had been succeeded by Mr.

Hollway, the Chairman reiterated that statement, ending always with the plea to the Association to work the 6-day rosters until the 5-day rosters could be compiled and examined by the Association's officials. "It might be," he said, "that after three months' trial of the 6-day tables, and after comparing them with the 5-day rosters, that we would find it would be better for both the Board and the Association to have a 5-day week." That statement was first made in October, with the Cain Government functioning, so the assertion that a non-existent Hollway-McDonald Government engineered the strike can only be a fiction born of warped and malicious minds.

To take the story a bit further, mention can be made of the fact that on the 2nd January the Board "offered to compile 5-day week rosters within three months and to submit them immediately on completion to a conference with Association officials." ("The Age," 3/1/48). An extraordinary way of "engineering" a strike, surely. The Hollway-McDonald Government was brought into the matter on the same day (2/1/48) through the officials of the Association waiting upon the Minister of Public Works (Mr. Kennedy), by whom they were assured, according to the report in "The Age," "that tram men would be given a 5-day roster within two or three months"—again an offer which is the direct antithesis of engineering a strike and one which was practically identical with Mr. O'Shea's stipulation of the 22nd December ("The Age," 23/12/47), a 5-day week "within two or three months."

Far from engineering the strike, then, it is plain to all who can read that it was actually the Hollway-McDonald Government which, through the Minister of Public Works, offered the Association, without any contact either with the Board or the Arbitration Court (although the latter is the only body with the necessary power to give the requisite order) to give the 5-day week within the period specified by Mr. O'Shea.

Why, then, the strike? Let Mr. O'Shea answer the question. He was good enough to do so in "The Herald" of the 3rd January. "Letters from all depots," he said, "proved that all tramwaymen wanted to work under the old roster conditions, with penalty rates for the sixth day, until the Board compiled a 5-day roster." (The italics are ours). What Mr. O'Shea had omitted, doubtless inadvertently, to mention was that these so-called "spontaneous" letters and resolutions had all been framed on the one model drawn up in an office in Elizabeth Street, and that the minds of his members at the various depots had been inflamed by stories of the hardships they were going to endure with the 6-day rosters—statements which owed all they contained to malicious imagination, a fact which became apparent when the traffic staff commenced to work them and found that they were the best set of tables they had ever been called upon to operate.

If confirmation as to the origin and cause of the strike is desired, then the judgment of the Conciliation Commissioner (Mr. Blackburn, V.C.) can be quoted. "The ridiculous position, therefore," he said, "is that the Board desires to adhere to and endeavour strictly to comply with the order of the Full Court obtained on the action of the employees, but one group of the employees, who obtained that order, now reject it except on their own conditions as to its incidence. Having obtained an order for a 40-hour week, they now strike for the right to have a 44-hour week with its consequent overtime."

It is abundantly plain who engineered the strike. Not the Board, not the Hollway-McDonald Government, but the Communists who, chagrined because the Government and the Board had accepted Mr. O'Shea's stipulation of the 22nd December, and determined to have a trial of strength, induced by bare-faced misrepresentations, thousands of decent

employees to refuse, as it was put by Kew, "under any conditions to work the proposed 6-day rosters."

NO PROFIT; NO SHARING.

Kansas City Public Service Company has a profit-sharing scheme; but for 1947 there was, alas! no profit and therefore there was no sharing. As certified by the public accountants, the operations for the year resulted:—

Traffic Revenue	12,477,956.72
Traffic Expenses	12,429,815.86
Balance	48,140.86
Other Income	25,690.08
	73,830.94
Fixed Charges (Interest, etc.)	188,767.36
Loss	114,936.42
Obsolescence & Depreciation	405,860.41
Total Loss for 1947	520,796.82

Still, Kansas should not be discouraged; Sydney's loss last year was over £600,000 (pounds, not dollars).

JUST WHY.

A pictorial poster has been used by the American Transit Association to explain to the public just why so many of the constituent members of the Association have found it necessary to increase the flat fare from 6 cents of 10 cents and over. Seated on a table, a charming young lady exhibits two sets of prices, those of 1941 with those now prevailing. They are most interesting.

	1941	1947
¼ lb. butter	14 cents.	24 cents.
Can beer	10 cents.	16 cents.
Pint milk	10 cents.	12 cents.
Bread	11 cents.	16 cents.
Local Transport	7 cents.	7½ cents.

That table of prices would have been still more illuminating had it included figures showing how the cost of providing transport had risen far higher than any of the other items. Our operating costs, for instance, rose from £1,701,794 in 1941 to £2,764,263 last year. From figures we have seen, we believe that generally the operating costs in the United States are much above that figure. Just recently we pointed out that in the case of one company, the rise in wages alone were greater than the net revenue of the concern for nine months.

THE 5-DAY WEEK.

Board's Estimate of Staff Required Was Too Conservative.

When the staff position was reviewed in October last in view of the coming of the 40-hour week in January, and the conviction that later in 1948 a 5-day week would be in operation, the conclusion was reached that 611 additional employees would be required. Certain members of the Tramways Association howled their derision. Being, of course, so much better informed than those officers responsible for the provision of the required man power, they did not hesitate to proclaim that the Board's estimate was a gross exaggeration, and that an extra 250 employees would be ample for all requirements. The actual position on the 29th May last is illuminating, as it shows not only how far those people were astray, but that the Board's calculation is actually much short of what is necessary. Here are the details:—

Traffic Staff in October, 1947	3,501
Traffic Staff at 29th May, 1948	4,002
Net gain	501
Week ending 29th May:	
No. of staff working 6 days	95
Assistants short	30
Total short of bare requirements	125

In addition, out of the 50 men whose applications for "long service leave"—to use the unfortunate phrase employed to describe what is actually recreational or recuperative leave—had been granted, only 16 had been able to get away, so that in point of fact we were really 159 short of the establishment required on that particular date.

Nor does the story end there. From September onwards the new members of the staff will begin to

qualify for leave. If all are, together with the older employees whose vacations will also be due then, to go off on their proper dates, with provision for those who take recuperative leave, and with reserves for those who may fall sick or have to absent themselves from duty for valid reasons, then the staff will, the Chairman believes, have to receive between the 29th May last and the end of September another 300 recruits, bring the total increase to 800 as compared with the original estimate of 611 and the Comrades' guess of 250.

SECTION FARES IN UNITED STATES.

Increases Fail to Produce Required Revenue.

Street transport concerns in the United States are beginning to recognise belatedly that the general increase in the flat fare to 10 cents, and even higher in some instances, is not going to produce the revenue necessary to meet the stiff rise in wage rates and the advancing costs of rolling stock and all other materials. In an article contributed more than a year ago to "Mass Transportation," Chicago, it was pointed out that the undertakings were ignoring the short-distance passenger and thereby depriving themselves of a large income, because while people might be prepared to pay 6 cents for a four-block journey, it was highly unlikely that they would continue their patronage with the fare raised to 10 cents. Melbourne's figures were quoted to show that the financial strength of the system comes from the short-haul passenger.

Whether that article had any influence on the fare outlook of managers is not known; but within the last nine months several cities and large towns have scrapped their flat fares, whose sole advantage seemed to us to lie in the direction of enabling the concerns to have one-man operation, and adopted the sectional—known as the zone in the States—fare system. Now the Capital Transit Company of Washington, D.C., shocked, doubtless, by an award which gave the employees wage increases which amounted to more than the net revenue of the concern for nine months, has filed an application with the Public Service Commission for authority to establish 1½-mile 5-cent fare zones in place of the 10-cent. fare.

7,000,000 PASSENGERS A DAY.

Moscow's Huge Transport System.

Trams, autobuses, trolleybuses and the underground—each of the first three types being given traffic routes for which they are best suited, with the trams sharing with the underground in the mass traffic movement—deal daily with 7,000,000 passengers in Moscow.

There are 350 miles of tram tracks, and extensions totalling another 50 miles are under construction. A look at the latest type of tram shows that the Soviet designers got their inspiration of it from the P.C.C. trams of the United States. Externally, at all events, the car is almost an exact replica of the P.C.C.

Seated for 34 passengers and with standing room for 26, the Diesel-electric autobuses are 32 ft. long, 8 ft. wide and 9 ft. 6 ins. high. Gear changing and breaking are done by two right-foot pedals, thus leaving the driver's hands free for steering. All doors are pneumatically operated, and the single entrance is at the front. There are now 64 urban bus routes totalling 625 miles, and if the present 5-year plan is completed according to schedule at the end of 1950 there will then be over 100 routes covering 1,185 miles.

The first of the new design in trolleybuses was put into service in September last year, and is a vehicle with a body constructed as closely as possible in the lines of the city's comfortable tram. There are large four-sectioned pneumatically-controlled doors, footboards electrically lit at night, 40 plush upholstered seats, room for 25 standees, and 14 lamps with frosted glass shades. It is hoped within the next three years all the old models will be replaced by this new bus, known as the MTB-82.

Throughout Russia generally, according to official information supplied by the Academy of Municipal Economy, the aim of the five-year plan is to provide tramway services for all cities with populations of 50,000 and over, with either autobuses or trolleybus fleets for the smaller cities and large towns. To

do so, 22,000 autobuses are being built, fitted with both electric motors and Diesel engines to enable them to run by electricity where there is a trolleybus service or by the Diesel engine where there is no such facility.

NO TROLLEYBUSES, THANK YOU!

While the trams of Brussels made a profit of 4,417,797 Belgian francs last year, the eight trolleybuses ran at a loss of 2,139,185 francs.

In its annual report, the Brussels Board estimated that if all the trams were replaced by trolleybuses, there would be an annual loss of 200,000,000 francs, assuming fares remained on their present scale. After considering motorbuses, it was resolved to continue with tram modernisation.

THANKS TO THE TRAFFIC STAFF.

Early this month the Chairman was gratified to receive two letters paying tribute to our traffic staff. The first was from His Honour the Chief Justice (Sir Edmund Herring, and the second came from the Rev. A. J. Martin on the instruction of His Grace the Roman Catholic Archbishop of Melbourne.

Sir Edmund assured Mr. Bell that the co-operation and spirit of service shown by the staff had done much to ensure the success of the inaugural celebrations on Empire Youth Sunday, and that he had been directed by His Excellency the Governor to return thanks to all who had assisted.

Through the Rev. Mr. Martin, Dr. Mannix expressed his deep appreciation of the generous co-operation of the Board in providing additional transport for the various functions during the Diocesan centenary, "a big job which was handled very efficiently."

THE LATE INSPECTOR BOARDMAN.

"But be he slow or be he fast,
It is but Death who comes at last."

wrote Sir Walter Scott, and while it is easy to recognise the truth in the words it is not so easy to accept with fatalistic resignation death which comes as the result of a simple accident and which cuts a man off in his prime, as in the case of the late Inspector G. S. Boardman.

Probably one of the two best known Inspectors in the service, due to his position on the instructing staff for the last 26 years, during which period he passed out many thousands of conductors, and deservedly popular with all sections, Inspector Boardman combined geniality with efficiency and tact in a marked degree; he was as keen on his job as he was on his play, for he had similar zest for each. It is tragically said that he "heard the sunset gun too soon," and that a trifling mishap, as it was thought to be at first, while on annual leave, should have culminated in his untimely passing. The day before he died he completed 37 years of loyal and efficient service.

24,000 IRREGULARITIES.

During the period between the 7th June, 1947, and the 29th May last, the trips checked numbered 175,160. Out of that total, 24,094 irregularities were reported, these including:—

Fares Uncollected	6,980
Passengers Over-riding	9,424
Journal irregularities	4,355
Ticket Irregularities	1,272
Miscellaneous	2,063
	<hr/>
	24,094

As the trips checked were only a fraction of the whole, a little exercise in arithmetic, on the basis that each uncollected fare and passenger over-riding means a loss of but 2d., will indicate how costly these irregularities are to the revenue of the Board.

SOUTH LONDON TRAMS.

Suggested 18 months ago, and hailed with such joy by bus advocates, though not by the people most directly concerned, that South London tram conversion continues to fade into the far distance.

The latest development is that the London Transport Executive has decided to renew this summer 15 miles of the tracks, and the work is now in progress.

APPOINTMENTS AND PROMOTIONS.

The under-noted appointments and promotions are published for information:—

J. C. W. Clark, Plant Attendant, Victoria Parade; D. A. Dimond, Wages Clerk, H.O.; G. T. Gazeley, Depot Foreman, Coburg; E. G. E. Stephens, Relief Depot Foreman, Glenhuntly; and J. Hague, Storeman, Central Bus Garage.

RETIRING AND DEATH GRATUITIES.

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

Drvr. H. B. Ward, resigned, £70; Drvr. C. B. Mather (61), 26 years' service, medically unfit, £382; Senr. Rev. Clerk E. I. Bell (65), 40 years, £955; Drvr. R. T. Hede (53), 27 years, resigned, £65; L.-H. Electrical Fitter J. Holmes (65), 24 years, £709; Drvr. A. G. Duckmanton, resigned, £94; Curator R. T. Hjorth (65), 13 years, £494; Con. A. D. Dart (46), resigned, £80; and Waggon Driver N. W. Fyfe (60), Returned Soldier, 27 years, £610.

Death gratuities to the respective next of kin have been made in relation to: Blacksmith J. S. McManus (58), 21 years, £343; Drvr. W. J. Reeves (64), 27 years, £380; Inspector N. R. Hamilton (60), 42 years, £756; and Scrubber Car Operator W. A. Allan (55), 24 years, £360.

MELBOURNE SYSTEM "AMAZING."

Perth Superintendent's Impressions.

"Amazing" is the only word the Chief Traffic Superintendent of the Perth Tramways (Mr. H. Ritchie) thinks appropriate to describe the organisation and equipment of the Melbourne Tramways Board. It is the intention of the West Australian Government to separate the tramways from the railways, and to appoint a Tramways Board and give it the task of modernising the Perth system. The comprehensive report prepared for the Government by the Per. Way Engineer of the Melbourne Tramways (Mr. H. H. Bell, Junr.) is now under consideration by Cabinet, which thought it well that Mr. Ritchie should be sent to Melbourne to study at first hand the methods which have proved so efficient and successful.

Mr. Ritchie spent nearly a fortnight acquainting himself with all the administrative and maintenance practices of the Board, and gave particular attention to the details of through routing and the training of tram and bus drivers, with the object of applying the knowledge to the reorganisation of the Perth undertaking. "This is my first visit to Melbourne," Mr. Ritchie said before leaving, "and I can only say that while I have long known by repute of the leadership and enterprise of the Tramways Board, I have found the whole undertaking and its working simply amazing. The ease and speed with which the trams dealt with the huge football crowds, the convenience provided by through re-routing, the meticulous maintenance schedules which results in the trams and buses presenting such an attractive appearance, the facilities provided for the training of drivers and which sends them out armed with both theoretical and practical knowledge, and the well-equipped workshops and garages, astounded me and gave me much valu-

able information which I am confident I shall be able to apply to the great benefit of the Perth system."

WINNIPEG'S TRANSPORT GROWTH.

The growth of Winnipeg's transport system in seven years is illustrated by the following tables:—

	1939	1945
Tram Passengers	33,103,397	60,108,825
Motorbus	9,744,391	28,681,475
Trolleybus	1,733,523	9,657,927

The Winnipeg Electric Company has 215 trams and 30 trolleybuses, while there are 26 motorbus routes. There is a flat fare of 10 cents, with tickets available in books of 20 for 1½ dollars.

STANDING PASSENGERS.

Bus and coach crews and the members of the maintenance staff of the London Transport Executive—the successors of the London Passenger Transport Board—have got their Sunday pay increased from time and a quarter to time and a half, the rate our men enjoyed for almost a generation until increased 19 months ago to double time.

Following upon that increase, the Minister of Transport has been asked to permit the number of standing passengers in public service vehicles to be altered from five to eight during permitted hours—the peaks—as a gesture by the Transport and General Workers' Union to co-operate in improving the services!

The crews and staff have also agreed to work unscheduled overtime, when required, to cover sporting, social and other special events.

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THE RED LIGHT.

R.A.C.V. President Sees It Only For Trams.

The President of the Royal Automobile Club of Victoria (Sir Thomas Nettlefold) wants rear red lights on trams, and makes the nonsensical statement that "the number of tram accidents prove the necessity of this."

Well, the motor cars which occupy so high a place in the affections of Sir Thomas carry anything from one to three red rear lights, but these didn't prevent motorists killing 155 people and injuring another 3,391 during the six months which ended on the 31st March last.

In short, motor cars killed more people in six months than accidents in which trams were involved did in many years—and be it remembered that 95 per cent. of our accidents occur in the hours of daylight when rear red lights, or the lack of them, do not come into the picture. As for those which occur at night, all that can be said is that if a motorist has such bad eyesight, or is so negligent, that he cannot see a tram, which is 47 feet long and is lit brilliantly, then he ought not to have a licence to drive. Why, some of them can't even see level crossing gates in daylight, for on the average 10 motorists per month run into these closed railway gates.

Finally, collisions between our trams and buses and all other sorts of motor vehicles numbered but 316 last year, of which only 20 odd concerned the rear of trams. Most were head-on collisions, and not even whole stacks of Roman candles at the rear of the trams concerned could have prevented these or stopped the inefficiency and recklessness of the drivers concerned.

A REQUEST FROM ARGENTINA.

Argentina is the latest country to exhibit interest in our undertaking. Writing from Rosario, Senor Ramon Farrero Gou's letter to the Chairman is as follows:—

"Sir President of the Melbourne Tramways Company, Australia.

Dear Sir,

Being my intention to form a "Graphical Historical Archive of Transportation" direct you to solicit have the amability to send me a photographs of latest view of the vehicles of that enterprise possess in circulation.

It is a indispensable condition that the photographs contains to the car laterally seeing in his totality."

As requested, the "Sir President" has forwarded photographs of our S.W. 6 tram in their "totality."

WHERE OUR S.W. 6's ARE.

The curiosity of the public over details of our management and rolling stock is a constant source of surprise. So far as the latter is concerned, quite a number of people seem to hold the older types in affectionate regard, and appear to miss them when they go off to Geelong, Bendigo or Ballarat.

Another section keep a jealous eye on the allocation of our S.W. 6's. An East Brighton man wrote, grumbling that "Toorak got them all," while another was equally certain that the St. Kilda line was being favoured unduly. As a matter of fact, when the Rolling Stock Department intimates that a new tram is ready for service, the Traffic Department instructs it to be sent to the Depot where at the moment the need for additional cars is greatest.

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Under this system the S.W. 6's have since their introduction been fairly equally distributed between the Depots. About 90 are now in service, and the last return shows they are situated as follows:—

Malvern	8	Camberwell	14
Hanna Street	7	Coburg	8
Preston	8	Hawthorn	10
Glenhuntly	8	Kew	7
Brunswick	7	Essendon	9

In addition, No. 891 (Kew) and No. 923 (Camberwell) are in the Workshops for repairs.

THE LAST 5 CENT. FARE.

New York has at last lost its 5 cent. fare on the subway, the Mayor having in May last recognised the impossibility of continuing a charge which bore no relation to the cost of the ride. He doubled the fare.

Introduced in 1904, the 5-cent. fare has cost the New York City Council scores of millions of dollars. In recent years, it was stated that what between the rise in the cost of materials and the increased wages, each passenger journey was costing the Corporation 10 cents!

WORK IN THE FOG.

One strange feature of the fogs which were such a nuisance to traffic last month was that the mist increased in density the further south one proceeded. This was the case particularly on the evenings of the 14th and 16th, when the fogs were the worst experienced for many years.

Under the prevailing conditions, the work of the men of the Glenhuntly and Malvern Depots was splendid. Their ready and willing co-operation, as the Inspectors on duty have testified, kept the services running, and the Chairman would like all concerned to know how much he appreciates the work of the crews on these occasions.

TRAFFIC HEADACHES IN THE UNITED STATES.

A writer in "The American Mercury" discusses America's traffic headaches, which are, apparently, just the same as our own, and comes to the conclusion that private motor cars and their parking in the business areas of cities are the sole cause. He points out that parking facilities can never take care of anything but than a microscopical fraction of the cars coming into a city, in proof of which he mentions that San Francisco, with 175,000 registered

cars, has provided parking space for but 1,700; Detroit, with 408,000 cars, is talking about an underground garage for 1,000; Los Angeles, with 500,000 cars, is planning space for 2,700; while Cleveland, with 250,000 cars, accommodates 700 in an underground exhibition hall—when the hall is not otherwise occupied!

After studying the traffic problems, the Pittsburgh Regional Planning Association came to the conclusion that:

"Mass carriers can transport people in and out of the Triangle (the main business district) more efficiently than the private automobile, both with respect to street space usage and requirements of terminal facilities. In the huge increase in automobiles anticipated by 1960 every additional customer that can be won by mass transportation will ease the traffic problem of the motorist and will tend to give economic stability to the area as a central business and shopping district."

That last sentence is true of the central area of all large cities, for it is a fact that on the average the private car deals only with 1.7 passengers, while only from 7 to 9 per cent. of shoppers arrive in the shopping area by other than public transport vehicles.

BRISBANE'S STREAMLINED TRAM.

Attractive Job Provides Favourable Comment.

Many admiring and favourable comments have reached the General Manager of the Brisbane Corporation Transport Department (Mr. S. L. Quinn) over the streamlined tram which has been designed and constructed by the Department's engineering staff, headed by the Chief Engineer (Mr. J. M. Grant). The following are the main dimensions contrasted with those of our S.W. 6:—

	Brisbane	Melbourne
Length over bumpers	49'	46' 6"
Width over body	7' 8"	8'
Truck pivotal centres	22' 6"	
Truck wheel base	5' 2"	5' 2"
Wheel diameter	28"	28"
Height, rail to roof	10' 2"	
Seating capacity	60	48
Crush capacity	—	150
Weight	15½ tons	16.9 tons
Step heights—1st	12"	14"
2nd	12¾"	13¼"

The frame of the tram is of integral construction, there being no separate underframe, all members of which are standard rolled steel sections. Fabricated steel angles and plates go into the body bolster, and welded construction is used throughout. Timber is used only for the floor, framing for

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internal lining and roof sheeting. The interior lining and ceiling is of tempered masonite or bondwood. Exterior panels are 14 gauge steel plate below the waist rail and 16 gauge above. Door openings are finished off with extruded aluminium alloy moulding.

There are four sliding doors on each side of the tram running on ball bearings and manually operated. Quarter-inch plate glass is used for the windows, which are sashless and are operated by full drop spring balances. In the motorman's cabin, the windows are of armour plate glass, the front window being fixed and fitted with an air-operated screen wiper, while the side windows may be lowered on "Young" balances.

Seats are upholstered in brown leather on rubber latex cushions fitted with tubular steel frames. A vertical tubular grab stanchion goes from each panel seat to the ceiling, while new type internal grab handles are fitted to each doorway with a row of grab straps along each side of the aisle. When available, the floor is covered with rubber.

The trucks are of the Melbourne and Metropolitan Tramways Board design, on wheels 28 ins. in diameter, and are equipped with G.E. 247 motors and air brakes. There is also an emergency hand brake. Under each end of the car is an automatic trip life-guard. With the exception of the roof, which is grey, the whole of the exterior of the tram is painted aluminium.

Interior lighting consists of two rows of 40-watt lamps recessed into the ceiling and covered with frosted glass bowls. The interior is in brown up to the waist rail and biscuit from the waist rail to the ceiling, while the ceiling itself is in white.

SAFETY GLASS.

Supply Position Begins To Improve.

Some misapprehension appears to prevail over the use of safety glass in our trams and buses; in fact, various people seem to be under the impression that safety glass, so far as the Tramways Board is concerned, is non-existent. Actually, for many years, we have been using glass of the wired or laminated class, which splinters when broken but is not liable to fly about as is ordinary glass, in the sliding doors and centre bulkheads of all the S.W. trams and in the front windows of the buses.

But for the war, armour plate glass, which is of the type which breaks down into small pellets without splintering when smashed, would have been used exclusively, even though it was much dearer. During the war, and afterwards, however, it was impossible to procure supplies of this kind of glass. Supplies are still very limited; but the position shows

signs of improving, and it is hoped to obtain sufficient to ensure that every new tram leaving the Workshops will have wind-shields, side doors and rear bulkheads of this glass.

In addition, at the moment the Board's officers are investigating the practicability of re-glazing the windshields and side doors of motormen's cabins in the older trams as they arrive at the Workshops for overhaul with this type of glass.

APPOINTMENTS AND PROMOTIONS.

The following appointments and promotions are published for information:—

C. A. Brown, Kew, Probationary Traffic Inspector; J. J. Felstead, Preston Workshops, Sub-Foreman—Foundry Section; A. J. Goodall, H.O., Purchasing Clerk; V. B. Parlett, Kew, Probationary Ticket Examiner; A. E. Williams, Hawthorn, Engineering Asst.; G. B. Banks, H.O., General Clerk; D. D'Alton, Coburg, Probationary Staff Signalman; G. J. Drummond, Carlton Sub-Station, Ass. Control Supervisor, A. Quedsted, H.O., Wages Clerk; and G. F. Stone, Victoria Parade, Special Ganger.

NOW FOR LA TROBE STREET.

The Parliamentary Public Works Committee having recommended the construction of a tramway from Gisborne Street to Spencer Street via Victoria Parade and La Trobe Street, all that is required now to enable a start to be made is the passing of the necessary Bill through Parliament.

When completed, this extension will, it is hoped relieve Collins Street, and it will also provide another direct route to the beach for the people of northern and eastern suburbs. Another advantage is that people from those areas working in the La Trobe Street area will be conveyed to points close to their labour and will thus be saved the necessity of changing trams either at Swanston Street or Elizabeth Street.

THE TRAMWAYS BAND.

Appearance in the South Street Competitions.

There is no doubt that the entry of the Tramways Band in the South Street competitions in October is due to the perseverance, enthusiasm and personal sacrifices of its personnel sustained since the formation of the organisation nine years ago.

On an April Sunday of 1939 eight players, led by the first President, formed the Band at a meeting in the Hanna Street Depot, with Mr. A. Davidson as Secretary and Messrs. R. Broadby and P. O'Rourke as Vice-Presidents. With seven instruments on loan

from Allan's, this small band of enthusiasts struggled along under Bandmaster R. Green, helped considerably by the late Mr. A. Paxton, at that time Bandmaster of the Hawthorn City Band. Assisted by nine of his players, the Tramways Band made its first public appearance in February, 1940, at the Athletic Club's picnic at Wattle Glen. When appointed Secretary a month later, Inspector C. Chamier set about organising a campaign for funds for the purchase of the instruments. The Board assisted with a donation of £50, and a year later gave £100, as well as supplying smart and distinctive uniforms. Thus encouraged, the Band felt capable of giving its first recital at Wattle Park in February, 1941. Two months later Mr. W. Howell took over the Presidency. Mr. L. Hoffman became Bandmaster, and he proved himself an able tutor until he resigned last December.

Bandmaster W. May was appointed to the position in January last, and since then he has been unsparing in his efforts to bring the Band to the state of perfected efficiency necessary before an entry could be lodged for the Ballarat competition with any confidence. The appearance and talent of the Band was obvious in the Anzac march. Thanks to the voluntary efforts of the Band, the crippled children's ward at the Austin Hospital has received £350, while other charitable institutions have been helped to a lesser degree. The five seasons at Wattle Park have been appreciated by the public, many letters testifying to the enjoyment derived from the recitals. Representing as it does all branches of the service, the Band acknowledges gratefully the sustained and practical interest taken by the Chairman and members of the Board in its affairs, and recognises that the £375 spent by the Board in the purchase of the instruments was the foundation upon which the success of the Band has been built.

At the moment Mr. B. Cunningham is working very hard indeed over the task of raising funds for the visit to Ballarat. It is estimated that £250 will be required. Tickets for the 14 valuable prizes which have been secured will be available at all Depots shortly. All can help our own Band by supporting this competition.

RETIRING AND DEATH GRATUITIES.

During the last month, the under-noted retiring gratuities have been passed by the Board:—

Con. J. G. Crowle (43), 18 years' service, resigned, £95; Con. J. Streater (60), Ret. Soldier, medically unfit, £595; Drvr. J. R. P. Shearer (48), 23 years, £249; Drvr. G. Millar (49), 22 years, £225; Con. C. H. Bolger (65), 37 years, £610; Sig. F. Tolson (65), 39 years, £766; Drvr. O. B. Seddon (57), 34 years, £499; Staff

Sig. F. Dainty (65), 43 years, £727; Car Cleaner A. M. Burton (57), 34 years, £479; Pitman C. W. Smith (65), 27 years, £658; Drvr. H. E. Elmslie (60), 24 years, £352; Charman E. Starford (65), 26 years, £554; Drvr. P. L. Pata (49), 29 years, £396; Drvr. J. W. Cooke (51), £95; Pitman H. A. Chatfield (65), 46 years, £787; Draftsman A. F. Bowey (65), 23 years, £911; Roller Drvr. W. E. Barnett (65), 22 years, £576; Con. E. E. Blumfield (65), 39 years, £712; and Starter V. Cocking (65), 42 years, £850.

Death gratuities to the respective next of kin have been paid in relation to:—Scrubber Car Operator W. A. Fee (55), 26 years, £360; Con.-Instructor G. S. Boardman (62), 37 years, £740; and Con. J. E. Longstaff (58), 36 years, £529.

TRANSPORT LOSSES.

Sydney's Accumulated Deficit Nears £1,700,000.

According to the "Sydney Morning Herald," the Department of Road Transport and Tramways ran at a loss of £675,000 for the year which ended on the 30th June last, despite the substantial increases in tram and bus fares, bringing the accumulated deficit to nearly £1,700,000.

Losses, added the paper, seem certain to continue unless the Government again raises the fares or writes off some of the capital indebtedness. Our comment would be that it doesn't seem to matter which way the ledger is squared—the taxpayers will still have to find the money.

While the same paper intimated that Sydney's new trams are to be of the 1933 vintage, although costing over £8,000 each, we are informed that no contract has yet been placed.

FROM VARIOUS SOURCES WE LEARN

That Pittsburgh is in process of taking delivery of another 100 P.C.C. trams.

That after the unsuccessful experiment during the war Rotterdam will never again introduce trolley-buses.

That Amsterdam's new trams are 39 feet long, with seats for 28 passengers and standing room for 50.

That only 15 per cent. of Tokyo's tramway system of 285 miles (operated with 1,713 trams), is out of action; and

That Brisbane's transport workshops are turning out new trams at the rate of two every five weeks. Incidentally, the General Manager (Mr. S. L. Quinn) informs us that the fare increase of 1d. does not apply to one-section passengers, the change there being that a book of tickets for 1/- consists now of nine tickets instead of 12.

Tramway Topics

The Official Bulletin of The Melbourne & Metropolitan Tramways Board

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FROM PRETORIA.

Transport Expert Praises Melbourne's Trams.

Mr. F. W. Pettifer, Asst.-Manager of the Pretoria Corporation Transport Department, is spending a few months in Australia on a mixed holiday-business tour, and in due course on his eastward journey he reached Melbourne and enjoyed thoroughly a "busman's vacation" by spending the best part of a fortnight inspecting and studying our system and our methods. An efficient, up-to-date money-making tramway system was something new in Mr. Pettifer's experience, and so he was more than curious to find out just exactly what it is that makes it tick so prosperously.

Pretoria's last trams, old, out-of-date, went in 1939, and trolleybuses took their place. We did not suggest that a judicious use of the amount of money which went ultimately into the purchase of such vehicles would, over the years, have maintained the tramway undertaking in good order and even supplied it with modern vehicles; but we did ask what the result of the conversion had been. "I think we would go back to-morrow to trams if we could get trams as good as you have here," Mr. Pettifer said. "Our trolleybuses gave us plenty headaches last year when the main streets had to be sealed off during the Royal visit, and the buses had to be towed by tractors to the feeder routes."

"My impression of your system?" Mr. Pettifer went on; "well, it is, as I see it, one of extreme efficiency in all departments, and one which is well adapted to the traffic needs of the area it serves. Another feature is this—I have found the people whom I have met very transport conscious, and most anxious to know what a visiting transport man, whom they think must know much more about the transport business than some layman who has made

a hurried trip overseas, thinks about the tram system of their city as against other places which have a mixture of trams and buses or even buses alone. My reply, in particular, is that in my opinion trams are easily the best medium for Melbourne, and, in general, that the type of transport to be adopted by any particular city should be that which is best suited to its own needs and to its physical characteristics, and should not be governed in the slightest by any vehicle preference shown elsewhere.

"There is to me no substance in the argument that the trams take up a lot of the street and hold up the smooth, even flow of traffic generally. On the contrary, I think they preserve that flow by compelling traffic to keep to well-defined lines. We in South Africa have found that despite the vaunted flexibility of the Diesel bus, street traffic conditions are not improved by their use. I shudder to think what Swanston Street would be like if you attempted to handle the abnormal heavy traffic at present dealt with so expeditiously and efficiently by the trams with buses of either the Diesel or trolley type. The moment you throw large numbers of buses—and bear in mind that it takes from two to three buses to do the work of one tram—on to the streets you add to the difficulties of traffic flow, and these are increased again by the kerb-side parking of private motor cars. The extent of the parking permitted in such main thoroughfares as Chapel Street, High Street (St. Kilda), Sydney Road and parts of Glenferrie Road and Burke Road astounded me. I have gleaned much interesting and valuable information, and I am most grateful to all those who have given so much of their time to me."

To prevent us becoming too self-satisfied, however, and too pleased over the tributes paid to our system, let it be recorded that one named H. Dudley

Ingram disagrees with Mr. Pettifer. It is true that in the world of transport Mr. Ingram is unknown; but "as a student" he has weighed us in the balance and found us wanting—he has, in fact, "formed the opinion that the Melbourne tramways are inefficient."

BUSES WITH SLIDING DOORS.

Approval has been given by the Board for the construction of single-seater bus bodies which will have the permitted maximum length of 33 feet, will have 41 seats instead of 31, and will have a crush-load capacity of 80 as compared with the 60 in the bodies of the OPS1 buses now under construction at our Preston Workshops and in Sydney.

Eight of the latter—the first of the 40 from Sydney—are now in service. Loading and unloading has been facilitated by the provision of two sliding doors, operated by vacuum engines controlled by the driver, who can open or close either or both by simply touching a switch.

P.C.C. TRAMS.

In the 25 largest cities of the United States and Canada, more than 4,000 P.C.C. trams are now in service—quite an imposing total when it is remembered that they were introduced only 12 years ago and that production was interfered with by the war. Orders for 600 more have been accepted, while negotiations for the purchase of more than 500 are, it is stated by the Transit Research Corporation of New York, in progress.

P.C.C. trams are now being constructed under license by the A.C.E.C. for tramway systems in Belgium, Holland, France and Luxemburg. Italy, Spain and Portugal are also using this tram, which has been copied in Russia, as we told the other month.

TRAMS OF THE FUTURE.

Glasgow's General Manager Outlines a Transport Plan.

Those people who are forever with a magnificent disregard for truth telling us that the largest cities all over the world are replacing their trams with buses—the allegation is always general, never particular—will be horrified with the brilliant, illuminating report which the General Manager of the Glasgow Corporation Transport Department (Mr. E. R. L. Fitzpayne) has prepared and presented to the Transport Committee on the future develop-

ment of public passenger transport facilities in that city.

It is, naturally, with a scheme of the magnitude envisaged by the author, embracing the combined operation of railways, tramways, buses and underground, a very long range plan indeed; and it is highly unlikely that even were a beginning to be made to-morrow that those responsible for the work will live to see its completion. Perhaps such a comprehensive plan will never be adopted; that will, we suppose, depend upon the fate of the undertaking when the intentions of the British Transport Commission in relation to Glasgow and similar municipal transport concerns are made known. Leaving that aspect aside, Mr. Fitzpayne urges the early construction of a number of rapid transit electric street railways, burrowing underground as they approach the city centre and connected by interchange stations with selected suburban lines of the British Railways, which would be electrified to bring them into harmony with the general plan.

Of course buses come into the scheme, and Mr. Fitzpayne leaves the question as to whether they should be Diesel or trolleybuses to the future. He proposes to use them on what he terms feeder, local, ring and radial services, purposes for which they are suited admirably. So far as the underground is concerned, the small gauge compared with the standard railway gauge, the small diameter of the tunnels and the sharp radii of the curves make it impracticable to include it as an integral part of the scheme. Mr. Fitzpayne, however, proposes the construction of another underground which would link up with both the street and electric lines.

A number of plates makes it easy to follow the text of the author's plan. In one he shows the tram routes he has selected for the development he describes, in a second the proposed new electric railways, in a third the suggested new surface and underground railways in relation to the contemplated new arterial and sub-arterial roads with the proposed bus routes avoiding the congested inner city area.

"Glasgow for many years," Mr. Fitzpayne concludes, "has depended on its tramway system, which is still regarded with pride by the citizens. This system has efficiently and cheaply met the problem of mass transportation, and it cannot be thrown aside lightly unless there is something better to take its place. Its main disadvantages are its contribution to street congestion—often exaggerated—and the loading and unloading of passengers some distance from the pavements. These weaknesses are overcome by the scheme outlined in this report, in which an electric system is described possessing all the advantages of tramways and none of the disadvantages."

NEW TRAMS IN ROME.

Twenty of the new streamlined bogie trams ordered early last year by the Rome Municipal Tramways are now in service, and the remainder are following at the rate of two per month.

Eighteen metres long, the trams are seated for 32 passengers, with ample standing room for another 100.

CLEARING UP THE PARKING PROBLEM.

Fifty-seven downtown merchants have made a deal with the Sacramento City Lines in an effort to clear up the business district parking problem and ease morning and evening traffic congestion, reports "Mass Transportation."

Drivers furnish pink token exchange tickets to passengers on request between 10 a.m. and 4 p.m. The tickets are exchanged for bus fare tokens at the participating stores. The shoppers can only get a ticket en route downtown. At each store where she, or he, buys goods to the value of one dollar two bus token tickets are given, and so the trip to and from the city is paid for.

Store proprietors say that the plan, which is to operate for a trial period of two months, has been well received.

FANTASTIC FIGURES.

Self-Appointed "Expert" Confutes Himself.

It was Job who wished in a moment of bitterness that his adversary had written a book; the general idea, presumably, being that if the gentleman had done so he would have laid himself open to a devastating rejoinder. In the case of Mr. T. G. Paterson, who at the moment of writing was President of the National Safety Council—he changes his jobs so frequently that it might well happen that he is something else by the time these lines are in print—and his tram statistics, it is not necessary to indulge in such a wish; just let him alone to write a few letters to the Press or make a couple of statements and he is obliging enough to "make hay" of his own figures and demonstrate that their only basis is his vivid imagination.

A few samples are both amusing and interesting. In "The Argus" of the 31st August, 1946, he set out the total number of trams in the world for two years as follows:—

Year	No. of Trams
1907	65,000
1941	25,000

Mr. Peter Duckett, Caulfield, rejoined promptly

that the total given for 1941 was actually 2,000 less than the number in the United States alone. Having to his dismay, after frantic research in the Public Library, confirmed that statement, Mr. Paterson discreetly ceased to mention these totals and concentrated on the generalisation that trams had been vanishing from the world at the rate of 1,000 a year for the past 40 years.

You see the hash that still made of his figures? Forty thousand from 65,000 still left but 25,000 in the world, although at the date of his letter there were 26,680 being operated by the members of the American Transit Association.

Most of us had forgotten those stupid figures until Mr. Paterson burst into song again in "The Argus" of the 28th July last. This time he asserted that in the last 20 years trams had been vanishing at the rate of 2,500 a year, so that if we combine his statement of 1946 with that for July we can get this nice little table:—

1,000 per year 1907-27	20,000
2,500 per year 1927-47	50,000
	70,000

With joyous abandon, it will be seen, Mr. Paterson destroyed 5,000 more trams than, according to himself, were in existence in 1907. And there are still a few score thousand running in every country in the world with, possibly, the exception of Patagonia. How many there are we confess frankly we don't know; nor does anybody else, for that matter, for the simple reason that no figures have been available for Russia, Japan and Germany for nearly 10 years.

Mr. Paterson gave another example of his irresponsible methods of conducting a controversy when, in reply to the Chairman's observation that Mr. Paterson's accident figures were as inaccurate as his tram statistics in 1946, he retorted that his figures had been based on extracts from the Transit Fact Book of 1947. Clever, clever Mr. Paterson! His gifts in August, 1946, were such that he could peer into the future and quote from a book which was not published until eight months later (April, 1947) and which contained figures which were not completed until four months after he had made his assertions, for the book was "the annual summary of basic data and trends in the Transit industry of the United States" for the year which ended on the 30th December, 1946.

No wonder one commentator dubbed his figures "fantastic."

Tramway Topics

APPOINTMENTS AND PROMOTIONS.

Recent appointments and promotions—Official and Clerical Staff—are:—

F. J. Hutchison, Victoria Parade, Sub-Foreman; J. N. Cavanagh, Head Office, Conductor-Instructor; W. Ellis, Wattle Park, Curator; K. F. Lynch, Preston Workshops, Storeman (on probation).

TRAINER DRIVERS.

Good Results Are Expected From New System.

Advertised throughout the service, the notice calling for applications for Trainer Drivers has brought a very large response, and the task of selection will therefore take a few weeks. In the near future, however, all the Depots, with the exception of Footscray (two), will have four permanent Trainer Drivers.

This departure, together with the new training syllabus, is the fruit of investigations and discussions over the last 18 months between the Chairman and his chief Traffic officers, and proceeded from the conviction that 99 per cent. of our driving difficulties were the result of inexperience. Under the new training syllabus, the trainee will have 96 hours' platform training under the one instructor, as against 72 hours, an alteration which should be of great benefit to the student and which should produce satisfactory results. Immediately after he qualifies, the trainee will be allotted three weeks' continuous driving—all Depot Masters will be instructed to adhere rigidly to this order, as continuity is the essential part of the plan—during which period he will come under the direct observation of his local Road Inspector on six occasions. For the following 23 weeks of his probationary period he will be reported on 12 times by the Inspector. From this careful nursing and from the 18 reports in six months, then, it should be known beyond doubt whether the trainee has the temperament and has acquired the qualifications necessary for good and safe driving.

The extended period of training, tuition by the one instructor throughout the training period, careful nursing and follow-up during the six months' probation—all these things combined will, it is expected confidently, eliminate a very high percentage of those accidents which have been so costly to, and wasteful of, our rolling stock.

RETIRING AND DEATH GRATUITIES.

During the last month, the undernoted retiring gratuities have been approved by the Board:—

Elec. Fitter S. Thomas (65), 23 years' service, £688; Special Ganger F. A. Croxford (65), 28 years, £645;

Con. A. R. Prince (65), 36 years, £676; Shed Lab. E. N. Parsonage (61), Ret. Sol., 29 years, £528; Drvr. W. C. Newman (65), 29 years, £610; Tradesman W. G. Trafford (56); 31 years, med. unfit, £410; Drvr. L. H. Hellings (56), 30 years, med. unfit, £447; Con. L. Williams (46), 24 years, resigned, £95.

Death gratuities to the respective next of kin have been paid in relation to:—Track Repairer F. A. Rielly (60), 27 years' service, £302; Drvr. L. G. Alexander (58), 25 years, £367.

THE RAILWAY TRAMS.

Alternatives Before the Sandringham City Council

Transport people generally were surprised when they learned that the Minister of Transport (Colonel W. S. Kent Hughes, M.V.O., M.C., M.L.A.) had advised the Sandringham City Council that three proposals relating to the future of the Sandringham-Black Rock tramway would be considered, viz.:—

- (1) Replacement by buses, as suggested by the Railway Commissioners;
- (2) Purchase by the Council; and
- (3) Purchase by the Melbourne and Metropolitan Tramways Board of both the Black Rock line and the St. Kilda-Brighton Beach route on the basis of present assets, the Board to reconstruct both routes at its own expense, with provision for through routing between the two lines.

Since then the Board has been invited by the Railway Commissioners to express its views on the latter proposal, and will in due course do so.

DISASTER TO LIVERPOOL TRAMS.

No fewer than 69 trams, most of them of the latest type, belonging to the Liverpool Corporation Transport Department, were destroyed recently by fire at the Green Land Depot.

There were 80 trams in the depot when one burst into flames. Only 11 had been run out of danger when a derailment occurred which blocked effectively the exit for the others.

MONTE VIDEO TRAMS PURCHASED

Approval of the purchase of the British-owned Sociedad Comercial de Montevideo tramway undertaking at the price fixed when the agreement was signed last February, 11,700,000 Uruguayan pesos (£1,814,000), plus about 2,800,000 pesos (£434,000) for other items, has been given by the Uruguayan Senate.

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

Tramway Topics

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THE YEAR'S WORK.

Working Expenses Soar to Over £3,000,000.

From a traffic point of view, the fact that the revenue for the year which ended on the 30th June last declined by only £3,628—£3,839,016 as compared with £3,847,644 the previous year—shows that but for the 13-day strike in January last the record total of £4,004,000 for 1945-46 would have been exceeded. While tram revenue decreased by £108,106, the bus receipts went up by £99,478. The latter figure seems strange until it is remembered that the buses operated for 43 additional days during the year, as compared with 1946-47, when the buses were off the roads for nine days in October, 1946, and again for 47 days from the 23rd March, 1947, as against the 13 days from the 4th to the 16th January last.

Operating expenses reached a new "high" at £3,099,061, or no less than £335,798 above the 1946-47 total. The 40-hour week from January 4, the 5-day 40 hour week (from April 25, and rises in C.O.L. in August, November, February and May, together with the increases in marginal rates accounted for that huge jump. With the cost of the 5-day 40-hour week to be met continually, it is inevitable that there will be another substantial increase in working costs for the current year.

Despite the January stoppage, the mileage run increased by 1,005,145 and the passengers by 2,631,307 to 322,984,876. That number, however, is a long way below our record of 354,803,116 for 1944-45. If an increase of 2,500,000 passengers appears contradictory in view of the decline in revenue, it can be explained by pointing out that the stoppage of trains from the 14th April to the 8th May, 1947, was responsible for a marked increase in the

sale of 3d., 4d., 5d., 6d. and 7d. fares and a considerable decrease in the lower-priced fares. For the corresponding period in 1948, the lower fares increased to normal, while those of the higher denominations were back to their usual, the result naturally being that while the passenger total increased the revenue as a whole decreased.

The difference in the respective reliability as between the trams and buses was again in evidence. Defects caused the withdrawals from service of 4,083 trams and a loss of 194 miles; but 8,481 buses had to be withdrawn at a loss of 10,243 miles. Tram mileage loss per 1,000 miles was but .009, whereas for the buses it was 1.446. Included in the tram defect total was 177 for flat wheels. These figures indicate beyond any doubt that the handling of mass transport does not come within the scope of buses.

There was a big influx of both men and women to meet the new conditions imposed by the 40-hour 5-day week. On the 30th June, the traffic staff numbered 4,003, a net gain of over 500 compared with the previous year, and recruiting since that date has caused a further net increase. The advance meant a lot of work at the instruction schools of Hawthorn and the Central Bus Garage. At the former, 386 conductors took up the driving course, of whom 374 passed, while at the latter 153 out of 161 were successful. Initial tests were given to 173 applicants, and of these 147 were considered suitable for further training. At the Conductors' Training School, no fewer than 1,488, comprising 894 conductors, 310 conductresses, 63 ex-conductors and 221 ex-conductresses passed through the School. Of that total, 25 conductors and 13 conductresses retired during the training period, while 30 conductors and four conductresses failed. At the 30th June last our conductresses numbered 425.