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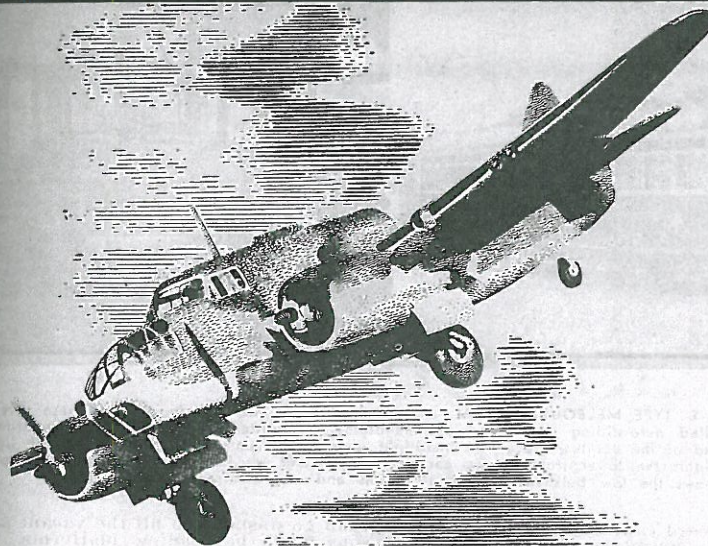
"Bus services, which substituted the cable tram routes in Melbourne, had not proved popular with public, Councils or the Board," stated a spokesman of the Melbourne and Metropolitan Tramways Board, when interviewed by the Editor of Truck and Bus Transportation. "Post war projects will include the construction of Presidents Conference Cars, which may be used for Bourke St. Tramways."

RECOGNISING that the abnormal war-time traffic was depreciating the rolling stock at an extraordinary rate, the process being assisted by the Board's inability to procure the necessary margin of spares in order to maintain the customary overhaul and maintenance programmes, and that if the large surpluses being earned were to be scattered uselessly among the municipalities in the tramway area the funds in hand at the end of the war would be insufficient to finance the programme of work necessary to bring the undertaking up to its former level. Mr. H. Bell, Chairman, placed the position frankly before the Premier (Mr. Dunstan), and requested him to amend the Tramways Act so that the Board could place 9 per cent. of the capital value of the undertaking to reserve each year.

Appreciating that the accumulation of such reserves would obviate any approach to the loan market for funds at a time when, perhaps, the demand for money would be clamant, Mr. Dunstan not only amended the Act in the direction desired, but made the provision applicable to the financial year following upon the cessation of hostilities. Presuming the war ended in October,



Note: The P.C.C. sheet for Presidents' Conference is so-called as it was evolved following the meeting of U.S.A. tramway presidents to plan a new, modern type of vehicle which could compete with the modern in comfort, speed and other factors.



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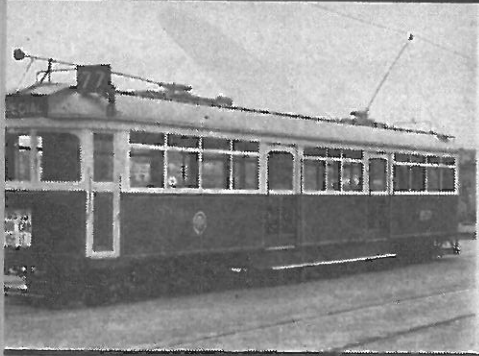
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LATEST S.W. 6 TYPE MELBOURNE TRAM, a number of which are now in service. These cars have driver-controlled auto-sliding doors and are handsomely upholstered, with four double-throw-over seats. Instead of the usual single centre headlight, these cars incorporate the canopy dash lighting which floodlights the lower front of the car and slogan and war-loan signs. The interior picture shows the low bulkheads between saloons and centre-entrance compartments.

1944 the Board can set aside 9 per cent. of the capital value for that year and that will end on the 30th June, 1946. Thanks to this foresight, the Board can now look forward with equanimity, even satisfaction, to the return to peace, secure in the knowledge that it will have all the funds necessary not only to re-employ all servicemen, but to provide work for years in the building of new trams, in overtaking the large arrears of track and overhead reconstructions and renewals, in reconstructing the streets through which the cable tramways operated, and in, probably, converting the bus routes from Bourke Street to Nicholson Street and Northcote to electric traction.



Mr. H. H. Bell

Buses Considered Unsatisfactory.

It will be remembered that in 1938 the Board had to order a large number of buses preparatory to starting the conversion of the Bourke Street cable routes. Before that work could be commenced, however, the Board adopted the suggestion of the Chairman to order a few more buses and try the experiment of servicing those heavy traffic routes by such vehicles. After nearly three years it cannot be said that the experiment has been a success, either from the point of view of the public or the Board. So far as the public is concerned, much of the discomfort and inconvenience suffered is entirely its own fault. Passengers have, since the novelty of the double-decker bus wore off, shown a pronounced and persistent dislike of the upper deck, and have, rather

than go upstairs to fill the vacant seats, congested the loading platforms, thus subjecting themselves to delays, inconvenience and discomfort, and adding seriously to the strain thrown on the conductresses. While capable of higher speeds, the buses in actual service conditions thus proved much slower than the trams, seconds being lost at each stop. Due to the abnormal stresses thrown on the buses, and the lack of spares and spare parts making the original programme of overhaul and maintenance impossible of fulfilment, breakdowns were frequent.

In addition to Bourke Street, buses operate the services to Port Melbourne, the Fisherman's Bend and Maribyrnong areas, and to Kew, Brunswick, Collingwood and Point Ormond. With a daily maximum of 228 buses in service, the number withdrawn owing to the development of defects amounted during the year which ended on June 30 last to no less than 6,115. Although the daily maximum of trams was 582, and naturally they carried far heavier loads than the buses, only 3,181 were withdrawn for defects. Such figures indicate beyond doubt that for the mass traffic conditions of Bourke Street, with its enormous short-haul traffic, the tram is easily the superior vehicle. On the mileage basis, there was a bus withdrawal every 1,408 miles as against one every 7,207 miles for the tram. From the financial point of view, the comparison is equally in favour of the tram. The traffic receipts per mile of single route were £11,939 per tram and £5,733 per bus.

Councils To Decide.

In response to a request from the Board, the Councils of Melbourne, Port Melbourne, Fitzroy and Collingwood have intimated that they would prefer to see trams take the place of buses on the routes mentioned, and it is expected that a similar opinion will be expressed by the South Melbourne and Northcote Councils. The Acting Manager (Mr. W. Simpson), in a report

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which earned for him the official thanks of the Board, examined and analysed the merits of trolley buses, compressed ignition buses and trams, and concluded with a strong recommendation in favour of trams. Mr Simpson rejected trolley buses because of their inability to run schedules at the speed of the trams through slow loading and unloading, and the inability to use them except on their special routes. He was against the continuance of compression ignition buses in Bourke Street because of their slow running due to loading and unloading delays, their less dependability through being subject to withdrawal through the development of defects, and because of their 40 per cent. less carrying capacity.

In the matter of speed, Mr. Simpson pointed out that the round trip to Northcote took 72 minutes by bus as compared with 66 minutes by tram. The time factor, allied to the greater capacity of the tram, meant that the routes from Bourke Street could be operated with 55 trams instead of 74 buses, all of which would lead to a substantial reduction in operating costs.

"Electric tramways still appear to be superior for mass transportation where the higher cost of their installation," concluded Mr. Simpson, "and as the Board has carried out the principle of converting the majority of the cable routes to electric traction, it seems only logical to continue this practice."

With war work at the Preston Workshops much less in volume, the Board hopes this current year to build a larger number of SW6 trams (photographs of which we publish) while as soon as the war ends the intention is to conclude the agreement negotiated by Mr. Bell and the Transit Research Corporation of New York for the acquisition of the patents embodied in the P.C.C. tram, which has met with such great success in the States through its silence, speed, comfort and economy in operation, and to import a complete model with its thousands of blue prints to serve as a guide for its construction at Preston.

BURNLEY RAIL FLY-OVER IN SERVICE

The new fly-over at Burnley, Melbourne, which cost £45,000, went into service on Aug. 15. This bridge carries the down East Malvern track over the two main-line Box Hill tracks and will enable greater traffic to be handled in peak hours.

FURTHER 'H' CLASS LOCO. FOR V.R. Victorian Railways will probably proceed with construction of further 'H' class engines.



Sir Harold Clapp

COAL SHORTAGE BRINGS RAIL CUTS

Drastic reductions in country passenger and goods services on Victorian railways were introduced this month because of the coal shortage.

Main and branch line passenger services have been reduced by about 50 per cent. daily. Trains on some main lines have been cancelled, and most of the principal morning and evening country trains reduced to three and four days a week.

Conference of States rail representatives, called by Director-General of Land Transport, Sir Harold Clapp, was held on Sept. 6 on the problem. Believed other States may have to also reduce services.

Victorian country branch line engines will burn wood until the coal situation improves. Question of spark arrestors still under discussion. Special grates have already been installed on many A and D3 classes of engines to enable the use of Lithgow coal.

NEW LOCOMOTIVES FOR QUEENSLAND RAILWAYS

The U.S. type 2-8-2 engines, Class A.C. 16 (illustrated August issue), going into service have 16 x 24 in. cylinders, 48 in. drivers, 185 lbs. boiler pressure and tractive effort of about 19,000 lbs. They were built by Baldwin.

The 4-8-2 x 2-8-4 Garratt engines for 3' 6" lines being built by the Commonwealth Land Transport Board have 14 1/2 x 24 in. cylinders, 48 in. coupled wheels, overall length of 85 ft. 9 1/2 in.; total heating surface of 2,013 sq. ft.; working pressure of 200 lbs.; tractive effort at 85 p.c. is 34,520 lbs. Total weight is 119 tons. First and third wheels of each unit are flangeless and a new arrangement of Walschaert valve gear is used.

Grate area, 35 sq. ft. Capacity of tanks is 4,200 gals., 6 tons of coal.

★ Reports

N.S.W. RAILWAYS EARN £34 MILLION IN 1942-3.

Record rail traffic on N.S.W. Railways resulted from the year's operations ending June 30. Revenue was £34 million, an increase of £6,400,000 over the previous year and £14 million above 1940-41. Passengers carried totalled 237,500,000, an increase of 18,500,000, and goods tonnage carried was 18,846,000, about one million tons more than the previous year. About 700 new rail trucks were built during year 1942-3 and the first of a large number of 38 class engines went into service (complete specifications and picture appear in our Feb. 1943 issue).

LAUNCESTON TRAMS AND BUSES

Report of the City of Launceston Tramways Dept. for year ended June 30 1943, shows a total revenue of £66,474 (an increase of £4,819); working expenses, £53,112 (increase of £5,054); interest, etc., £12,750 (increase of £946); and a surplus of £612 (decrease of £1,180). Tram fares increased by £5,913 but bus takings fell by £1,248 owing to curtailment of services. Concession tickets were introduced on July 1. Trams ran 581,742 buses 58,357 miles and carried 5,943,103 and 520,080 passengers using 29 trams and 8 buses. Route mileage of trams was 13,787, buses 7,281.

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Banner, J. Pty. Ltd., 10 Bouvardia Street, Five Dock. Phone WA 2448.

Bowden, H. C., 10 Golden Grove St., Darlington. Phone LA1676.

Brightwell, H. & Sons, 230 Sussex St., Sydney. Phone M4054.

Burton, G. H., Reiby Place, Sydney B 1361. Res. MU 1777.

Campbell, W., 214 Sussex St., Sydney. Phone MA5723.

Cavanough, H., 469 Wattle St., Broadway, Sydney. Phone MA2801.

Chambers & Co. Pty. Ltd., 16 Spring St., Sydney. Phones B6481, B6482. Customs, Shipping and Transport Agents, Contractors.

Cleary, E. W., 36a Park Rd., Hunters Hill. Phone Hunter 722. Cartage Contractor.

Clarke, A. J. and W. H., 144 Catherine Street, Leichhardt. Cartage Contractors. Phone LM 2700, Private WA 2640.

Close, S. B. & Co., 181 Clarence St., Sydney. Phone M3495.

Coady, John, Arbitration Street, Sydney Phone B 1437.

Collins, M., 121 Sydenham Rd., Marrickville. Phone LM4692, LM4886.

Cooper, W., Reiby Place, Sydney. Phone B 1440.

Cox, F. & W., 12 Russell St., Burwood.

Cridland Pty. Ltd., Frank, 151 Sussex St., Sydney. Phone MA 9021.

Dunphy, M. K., See Lane, Sydney. Phone B 5052.

Field, J. J., 15 Ultimo P.J., Sydney. Phone MA1929.

Globe Carrying Co. (W. Milling & Son), 33 Clarence St., Sydney. Phone BW1151. General Carriers & Contractors.

Inder, G. F. & Co., 59 Belgrave Street, Manly. Phone XU 2840.

Jackaman & Co., C. W., 54 Kilbride St., Hurlstone Park, Sydney. Phone Petersham 394.

Lawler, L., 130 Alice Street, Newtown. LA 1242.

Lette, J., 34 Kensington St., Sydney. Phone MA 4603.

Mason & Moat, 395 Sussex Street, Sydney. MA6123.

McFarland, J. Transport Service, 174 Sussex St., Sydney. Phone M4075.

McKeown, Wm. Pty. Ltd., 38 Clarence Street, Sydney. Phone BW 1741.

McLelland, W. Pty. Ltd., 364 Princes Highway, St. Peters. Phone LA3775 (3 lines). Sydney and Country Service.

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Russell, H., 151a George St., Sydney. Phone BW 6534.

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Sydney War Road Transport Pool (General Cartage Division), 216 Sussex Street, Sydney. Phone M6081.