

26th November, 5.

MANAGER

CHAIRMAN

*Chief Eng
Mr. Lomney*

TENDERS FOR SUPPLY OF 10 ADDITIONAL MOTOR BUSES.

With respect to the motor buses required for the Rathdown Street extension, the following points have been noticed in connection with the recently supplied Leyland Cub buses:-

1. The stream-line appearance of the bus is not quite so attractive as that of the newer type of private bus running through Swanston Street.
2. The running of the engine appears to be a little noisier than usual, but this will possibly improve when the equipment is run in.
3. A lower chassis would improve the boarding and alighting facilities of the bus and speed up the passenger movement at peaks.
4. A wider entrance would also expedite the work of loading and unloading.
5. The central position of the gear and brake levers is a disadvantage to the operator receiving cash and issuing tickets to passengers.

There is also a reduction of platform space at a point where the greatest freedom of movement should be available.

*Mr. Lomney
Proposed arrangements shown on Dg R4225
for 10 new Buses. DS 19/12/35
File BS13/4/37*

Memo. to Chairman

26th November, 1935.

6. Provision should be made so that, if needed, a door could be added to increase passengers' comfort during the winter months.
7. The bus requires some additional ventilation, especially during the hot weather. There is no seal where the brake levers and other operating gear pass through the floor to prevent the hot air from the engine finding its way into the bus to the inconvenience of the driver in particular and the passengers in general.
8. It is suggested that the stanchions at the rear end of the bus should be fixed to the seats to prevent chafing between the backs of the seats and the stanchions.
9. It would improve the lighting effects of the bus if the interior colour scheme were not so dark. For example, the roof might be enamelled in some light suitable colour.
10. The position of the emergency locks should be clearly indicated. They are, at present, covered with small metal guards, and, for those who are not in the know, there is no guide to where the locks are to be found.
11. The driver's moveable wind-screen just overlaps the fixed screen, and there is a clearance between the two. This clearance is sufficient to cause trouble in wet weather as the wind drives the rain into the bus.
12. An additional driver's mirror is required to increase the range of vision to cover vehicles overtaking buses.

Memo. to Chairman.

26th November, 1935.

13. The moveable window on the driver's right does not drop low enough to permit of effective hand signalling to oncoming traffic.

ADM/CW.

MANAGER