

MELBOURNE & METROPOLITAN
TRAMWAYS BOARD



DRIVERS

*Important Points to Remember
for the New Bourke Street Services*



Commencing
SUNDAY, JUNE 26th, 1955

MELBOURNE and METROPOLITAN
TRAMWAYS BOARD

A FEW "DONT'S" TO REMEMBER
FOR BOURKE STREET SERVICES

In order to preserve the equipment and give the highest degree of comfort to passengers, as well as to yourself, it is necessary that the greatest care be taken when operating these new cars.

For your guidance in these matters, attention is directed to the following:—

DON'T neglect to cut off when crossing special fittings. Failure to do so causes arcing and will damage the overhead.

DON'T drive the car with a forward pointing pole, i.e. "spearing" pole.

DON'T be misled as to the speed of the new car. The reduction in noise and vibration, noticeable on W.2 cars, will reduce the sense of speed. Exercise greater care and adjust your braking distances and pressures accordingly.

DON'T notch up irregularly. A regular speed of notching ensures passenger comfort. On these cars you have a controller that, in the hands of a skilled driver, can give an acceleration as smooth as that of the more elaborate automatic type, and at any rate that you may desire. Use it to the best advantage.

DON'T under-estimate the stopping distance and thus have to make a heavy application of brakes. Cut off power as you approach a stopping place. This obviates the necessity for a too severe application of the brakes. On down grades, once the car has gained momentum, cut off power and coast, then as you approach the stop apply the air brake to make a smooth stop at the stop mark. Use your brakes strictly in accordance with the "Instructions to Drivers in Electric Car Operation," which reads — "The highest pressure application necessary should be made at the commencement of braking, that is when the wheels will be less likely to skid. As the speed of the car is reduced, so should the brake pressure be reduced in order that the car may be brought to an easy stop without a jolt." Rough braking causes loss of time as passengers remain seated or hold on to supports until the car is stationary. Stop

your car opposite the waiting passengers. This will considerably reduce the time at stopping places.

DON'T forget to operate the sliding doors in cold weather. You have a cosy cabin. Don't forget the comfort of your passengers.

DON'T neglect to take every possible precaution with regard to safety. It is of paramount importance and cannot be too strongly or too frequently stressed. Refresh your knowledge on these matters as contained in the "Instructions to Drivers on Electric Car Operation."

DON'T neglect courtesy to other road users.

DON'T neglect to keep in mind, especially at night, the exact positions of all turnouts, curves, junctions, cut-off and slow-down discs.

DON'T neglect to obey traffic signals, both manual and automatic.

DON'T neglect to watch the air pressure gauge.

DON'T neglect to remember that checking the speed of a car is obtained by checking the rotation of the wheels, not by skidding them. Use the sand as soon as you start to brake heavily.

DON'T neglect to apply the hand and air brakes before leaving a car standing on a grade in charge of the conductor.

DON'T neglect to exercise special care if, at any time, it should be necessary to get on the roof of a car. Be careful not to make contact with any steel framework of the car while handling trolley pole.

DON'T neglect to put to the "off" position the switch controlling any circuit you are going to examine.

DON'T allow your car to enter points until you are sure they are correctly set.

DON'T fail to give plenty of clearance to other cars passing on crossovers, double track turnouts, or in depot yards.

DON'T look behind when your car is in motion.

DON'T enter up journals or read papers while car is in motion.

DON'T look in the rear view mirror when the car is in motion.

DON'T approach within one car's length of a defective car.

DON'T move your hand from the controller handle while on power notches.

DON'T cut into parallel until the maximum acceleration has been gained on series notches.

DON'T dwell between series and first parallel notch.

DON'T forget you are a driver of a new type tramcar.

DON'T forget the improvements in the new car considerably reduce the sense of speed. Please accept this as a warning, do not under-estimate the speed. At 30 m.p.h. you will travel 44 feet in 1 second or 1 yard in 1/15th of a second.

DON'T forget you are driving over new rails. It will take some time before the tires and rails are worn to correctly match each other. Until the new rail has been "run in" adhesion is not as effective, consequently a longer stopping distance is required. Watch this closely until you get the "feel" of the new track.

DON'T fail to appreciate the steepness of a grade. Some are much steeper than they appear.

DON'T forget, other road users are not accustomed to trams on this new route. Accidents mean tramcars out of service and result in loss of revenue and lack of service to the travelling public.

DON'T start your car on one bell — two bells is the correct signal to start.

DON'T travel closer than three pole lengths apart, when travelling at more than half speed. There is no excuse for rear-on collisions and, furthermore, you as the driver of the rear tram will probably be the chief sufferer in such a collision.

DON'T forget to observe speed restrictions over special trackwork.

DON'T forget the grade when estimating your stopping distance.

DON'T forget to carry out the correct procedure when taking over a tramcar.

DON'T forget to periodically check that the sanding gear at each end is functioning satisfactorily.

DON'T forget your emergency brakes in an emergency. You have two very powerful emergency braking methods — the first and fourth. Practise the motion of applying these when the tramcar is stationary so that in an emergency you will instantly apply them, i.e. sand, controller off and full air in one motion and then the reversing key back in the second motion all in a fraction of a second.

DON'T forget the success of this new route will depend on your co-operation. You are expected to be ever mindful of the comfort and safety of your passengers, and the protection of the vehicle against damage and at all times practise **SAFETY FIRST**.

ALWAYS be on the lookout for intending passengers waiting on the footpath at stopping places where safety zones are not provided.

ALWAYS remember when driving on badly lighted roads or during fogs to reduce speed so that a stop may be easily made in case of emergency.

ALWAYS allow tramway breakdown cars, ambulances, fire brigade, police cars, etc., to pass by, slowing down if necessary.

ALWAYS remember that if urgent assistance is required, ring Control by P.M.G. 'phone (FJ 3279, FJ 2488) or track 'phone No. 30, if P.M.G. 'phone is not available.