

Copy sent to
CWH

(DEPARTMENT) 9/3/8

Melbourne and Metropolitan Tramways Board

CHIEF ENGINEER'S DEPARTMENT

Please quote M/9/3/8.

11th March, 1905.

FROM THE MANAGER ENGINEER TO THE MANAGER

CHIEF ENGINEER.

SWANSTON STREET CONVERSION.

Your quote E/9761.

In view of the delay occasioned by the disagreement in connection with SWANSTON STREET CONVERSION, Victoria Parade it will be impossible to have the connection from Victoria Street Adverting to your memo. of the 6th inst: via Latrobe Street into Swanston Street completed before Swanston Street and St. Kilda Road are converted. It is not thought desirable to arrange for a siding either in Victoria Street or Latrobe Street. I presume, therefore, that there will be a balance of cars from the South to be

It is thought that the cars which will have to be short-shunted in Swanston Street can conveniently be handled at the two shunts now in position just North of Lonsdale Street, and the additional shunt at Victoria Street, in the event of cars being ahead of time.

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ADM/EH
Generally speaking the Victoria Street would appear to be the better proposal, but by getting an Order-in-Council for a siding in Latrobe Street we might later manage to connect with Victoria Street under an Order-in-Council instead of having to submit a special construction scheme and go before the Standing Committee.

We could, of course, make a connection into Lonsdale St. and shunt at St. Francis Church.
J.P. Wickham
CHIEF ENGINEER.

Copy sent Am.

(DEPARTMENTAL)

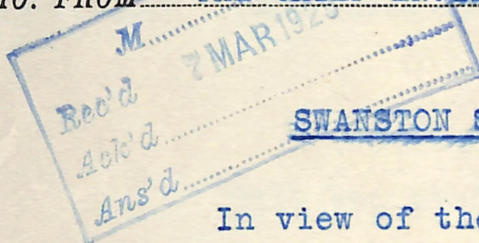
Melbourne and Metropolitan Tramways Board

CHIEF ENGINEER'S DEPARTMENT

In reply please quote E/9761

March 6th 1925.

MEMO. FROM THE CHIEF ENGINEER TO THE MANAGER



63608

SWANSTON STREET CONVERSION.

In view of the delay occasioned by the disagreement in connection with the running of trams in Victoria Parade it will be impossible to have the connection from Victoria Street via Latrobe Street into Swanston Street completed before Swanston Street and St. Kilda Road are converted. I presume, therefore, that there will be a balance of cars from the South to be turned back after passing through the City. When this question was previously raised it was thought that these cars could be shunted back at the crossovers already provided at Lonsdale Street and Victoria Street. This may lead to trouble in keeping cars in their proper order, and you may therefore prefer to have a short siding provided either from Swanston Street into Victoria Street going West, or from Swanston Street into Latrobe Street going East. If so, will you please let me know what length you require, and if so which situation you prefer. Generally speaking the Victoria Street would appear to be the better proposal, but by getting an Order-in-Council for a siding in Latrobe Street we might later manage to connect with Victoria Street under an Order-in-Council instead of having to submit a special construction scheme and go before the Standing Committee.

We could, of course, make a connection into Lonsdale St. and shunt at St. Francis Church.

J. P. Wickham
CHIEF ENGINEER.

Melbourne and Metropolitan Tramways Board

CHIEF ENGINEER'S DEPARTMENT

In reply please quote *E, 9761*

March 11th 1925.

MEMO. FROM THE CHIEF ENGINEER TO THE MANAGER

Will you kindly inform me whether when we are converting Swanston Street and running a service over the temporary tracks along St. Kilda Road to St. Kilda you could get a sufficiently satisfactory service with single line working between Flinders Street and Collins Street and between Bourke Street and Lonsdale Street, that is, with a loop extending from Bourke Street to Collins Street. This condition would probably only last two weeks, and the loop could be extended by half a block each end at the end of the first week.

Rec'd	11 MAR 1925
Ack'd
Ans'd

J. P. Strickland
CHIEF ENGINEER.

C 2652

9/3/8

Please quote 9/3/8

ADM

12th March, 1925

MANAGER.

CHIEF ENGINEER.

CONVERSION OF SWANSTON STREET.

Adverting to your memo. of the 10th March, E/9761:

It is thought that the better arrangements would be to connect the cable tracks in Lonsdale Street, so that the Carlton cars can be shunted at St. Francis Church when the Swanston Street section is shut down for conversion purposes.

ADM/CW.

MANAGER.

Albion and Metropolitan Tramways Board

CHIEF ENGINEER'S DEPARTMENT

reply please quote *E/9761*

March 10th 1925.

MEMO. FROM THE CHIEF ENGINEER *M* TO

THE MANAGER

Rec'd	10 MAR 1925
Acc'd	3632
Ans'd	

Upon the conversion of Swanston Street it has been proposed that the Carlton service should be shunted in Russell Street at the existing shunt. If, however, Lonsdale Street is not to be occupied by an electric track you may prefer to bring the cars down to the front of the hospital. If so, I should like to be advised as early as possible in order that the necessary gear may be prepared.

J. P. Amick
CHIEF ENGINEER

9/3/8
C/1 36/17

Please quote 9/3/8

C/1 36/1

4th January,

6.

MANAGER.

CHAIRMAN.

← Please returned to ADM

When the Swanston Street conversion is completed, it is proposed to amalgamate the following lines:-

Coburg - Esplanade.

Preston - Sth Melbourne.

For effective amalgamation, the single line section in Preston should be duplicated, but this is not warranted by the present earnings. It is suggested, however, that the following work should be done:-

- (1) The single track in Pilkington Street should go. It is understood same will be possible when a section of the workshops at Fitzroy is transferred to Preston.
- (2) The Bell Street loop in Plenty Road should be extended north towards Tyler Street approximately 30 chains.
- (3) The line from St. Georges Road and Dundas Street should be duplicated.

I suggest that these alterations be put in hand at an early date, with a view to making the amalgamation of the South Melbourne and Preston lines as successful as practicable.

ADM/CW.

MANAGER.

It would be helpful considerably to have the line duplicated from Holden St to ...

9/17/26

Melbourne and Metropolitan Tramways Board

673 Bourke Street, Melbourne

Sec - 1
ADM - 1

SECRETARY TO THE BOARD

copy sent

LETTER, CHIEF COMMISSIONER OF POLICE, MELBOURNE, 13th INST. 1926.
This letter was referred to the Manager
Will the Manager kindly reply to the Chief Commissioner of Police

19th January, 1926.

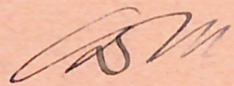
T. A. Blamey, Esq.,
Chief Commissioner of Police,
Police Department,
Russell Street,
MELBOURNE.

Dear Sir,

I am directed to acknowledge receipt of your letter of the 13th inst., and have to inform you that it is proposed to open the Swanston Street electric line on Sunday next, the 24th instant.

It is expected by then that paving and other work will be complete, and I have asked the Traffic Officers to keep in touch with Inspector Porter of your Department so that there may be no misunderstanding in the matter.

Yours faithfully,



ADM/CW.

MANAGER.

VICTORIA POLICE.

Police Department,

Chief Commissioner's Office,

6453
18 JAN 1926 MELBOURNE, 13th January, 1926.

Acc.
Ans.

Dear Sir,

I have noted the very rapid progress of the work of converting the cable tram lines to electric in Swanston Street and no doubt it is your desire to commence the electric service at the earliest possible date.

After consultation with the police traffic officers, I would urge that the service should not be commenced until such time as the whole work has reached a point when all barriers can be dispensed with and the roadway is completely filled in.

As soon as the trams commence running it will be necessary to permit the buses to run down Swanston Street.

Unless the whole of the street is ready for the complete renewal of traffic, great difficulty will be encountered in securing proper traffic control and the danger of accidents will be greatly increased.

I would be glad of your concurrence with my suggestion.

Yours faithfully,

(sgd.) T. A. Blamey,

CHIEF COMMISSIONER OF POLICE.

The Secretary,
Melbourne Tramways Board,
Melbourne.

Please quote 9/3/8

*Copy sent. Sec - 1
ADM - 1*

21st January,

6.

MANAGER.

CHAIRMAN.

OPENING SWANSTON STREET LINE.

All arrangements have been made for opening the Swanston Street line and through-routing the Northern and Southern cars on Sunday afternoon next, the 24th instant.

The following through-routing arrangements and services are proposed:-

East Preston and Albert Park - slack hours 11½ mins.
West Preston to Barkly Street- " " " "

Barkly Street to Depot - Average headway, 5 to 6 mins.

East & West Preston and Albert Park. - "peak" hours, 5 to 6 mins.

...
Nth Coburg & Coburg Cem.,
to St. Kilda Beach - - slack hours 5½ mins.

Nth Coburg, Coburg Cem.,
Coburg (Bell St)
and Albion St., to Esplanade - "peak hours, 2½ minutes.

The above combinations are experimental, and it is proposed to alter as experience may indicate to be necessary. When the Malvern cars are brought into the city, the whole scheme may require revision.

It will be noted in the above arrangements that instead of all the East and West Preston cars being brought through Swanston Street at slack hours, it is proposed to short-shunt the West Preston service which is the lightly loaded branch of the two at Barkly Street. It may subsequently be found that the West Preston cars will have to go through to the city, if not to Albert Park, but as an experiment it is proposed they should terminate at Barkly Street with a view to cutting mileage and improving the earnings per car mile.

ADM/CW.

MANAGER.

Melbourne and Metropolitan Tramways Board

CHIEF ENGINEER'S DEPARTMENT

*Copy sent to
Staff Office
22/1/26
E 9761*

January 22nd 1926.

MEMO FROM THE CHIEF ENGINEER TO THE MANAGER

MC 6500
Rec'd 22 JAN 1926

TRIAL TRIP SWANSTON STREET.

Subject to its suiting your arrangements I propose that a trial trip should be run on the Swanston Street line at about 9.30 a.m. on Sunday next.

R.S.
CHIEF ENGINEER.

Melbourne and Metropolitan Tramways Board

(Manager)

At last Board Meeting-

MEMO TO MANAGER

SWANSTON STREET CONVERSION

9/13/19

Rec	29 JAN 1926
Del'd	
Ans'd	

Your memo. of 28th inst., M/9/3/8, was noted.

W. J. W.
Secretary.

28. 1.26.

On Monday, very heavy traffic obtained, It was noticed that at the evening peak, shoppers and a large number of children helped to intensify the loading, and there were gaps in the service. There was an accident at Preston on Tuesday afternoon, which disorganised the Preston-South Melbourne road, and the service was not straightened out until after the peak. Again, on the Southern section about 5.30 p.m. on the same day, a loaded waggon stalled on the track, blocking both up and down lines at Bowen Avenue. Apart from these troubles which are always with us, the single line and loop working on the Preston end makes it extremely difficult to maintain an even headway through the City. There is the railway level crossing at Park Street to be watched. Any delay at the crossing is reflected along St. Kilda Road. If the delay is a serious one, a gap must obtain. It could not be closed up before the cars reach the City. It will be advisable to get rid of this level crossing as soon as convenient to do so.

Based on Monday's experience, additional cars were put into service on Tuesday, during the peak, and the service gaps experienced on Monday were not repeated.

Adjustments are being made from day to day, as experience indicates the need thereof. It will, however, be some time before the service corresponds exactly with the traffic movement which has changed considerably as a result of electrification.

Copy sent - See - 1
Am - 1

Please quote N/9/3/8.

28th January,

6.

MANAGER

CHAIRMAN.

OPENING OF SWANSTON STREET AND THROUGH ROUTING OF THE NORTHERN
AND SOUTHERN ELECTRIC LINES

I have to report that on Sunday last, Swanston Street was opened for traffic, and the Northern and Southern electric lines were operated in the order referred to in my memo. of the 21st inst.

Good loading has been experienced, the weather being favourable to beach traffic. The men are not yet thoroughly used to the arrangement, but difficulties in this connection will smooth themselves out.

On Monday, very heavy traffic obtained. It was noticed that at the evening peak, shoppers and a large number of children helped to intensify the loading, and there were gaps in the service. There was an accident at Preston on Tuesday afternoon, which disorganised the Preston-South Melbourne road, and the service was not straightened out until after the peak. Again, on the Southern section about 5.30 p.m. on the same day, a loaded waggon stalled on the track, blocking both up and down lines at Bowen Avenue. Apart from these troubles which are always with us, the single line and loop working on the Preston end makes it extremely difficult to maintain an even headway through the City. There is the railway level crossing at Park Street to be watched. Any delay at the crossing is reflected along St. Kilda Road. If the delay is a serious one, a gap must obtain. It could not be closed up before the cars reach the City. It will be advisable to get rid of this level crossing as soon as convenient to do so.

Based on Monday's experience, additional cars were put into service on Tuesday, during the peak, and the service gaps experienced on Monday were not repeated.

Adjustments are being made from day to day, as experience indicates the need thereof. It will, however, be some time before the service corresponds exactly with the traffic movement which has changed considerably as a result of electrification.

Opening Swanston Street (ctd.)

It is noticed that there has been a further loss of passengers on the Rathdown Street cable line, to the Coburg Electric lines, and the exchanges of passengers between the Fitzroy cable and Preston electric cars at Barkly Street North Fitzroy, is not now so marked as it was.

Complaints are coming chiefly from Toorak. The Prahran and Toorak cable lines now terminate at Domain Road, and it is the first time, since the opening of the lines 39 years ago, on which passengers have been inconvenienced as they are to-day. Toorak has had, for a number of years, a service materially in excess of that required, even at peak load times. The earnings have been below operating expenses. The position is naturally disagreeable to them. It is expected, however, that the new service of buses between Toorak and City will give some relief, and arrangements are being made to operate an auxiliary bus service between the terminal point of the cable lines in Domain Road, and the City. As soon as the Brighton Road is electrified, then buses can be made available for the Toorak line, and the cable service withdrawn entirely.

Observation at peak load times shows that the loading both North and South is spread along Swanston Street, and at each of the City intersections passengers are waiting to board the cars. The peak conditions in Swanston Street, especially when full cars from the North are unloading at the City intersections whilst passengers are waiting to board the cars, indicates that the new type of car is not as convenient as it might be. It is impossible to keep the gangways clear, and impracticable to provide for the boarding and alighting streams to be separated. Passengers are showing a disinclination to use the saloons. Complaint has been received that the ventilation is not good, and this point is receiving attention. It will, however, be necessary, in new cars ordered by the Board, to improve the boarding and alighting facilities - to separate if possible the two streams and get rid of gangway crowding. The running board along the car projects beyond the sides, and it was noted that this projection is dangerous when the

Opening Swanston Street (ctd.)

safety zones are crowded with intending passengers. The safety zones themselves have been cut down in width, and the standing room available is now a very narrow strip. Waiting passengers have to adjust themselves carefully between the cars and the stream of moving vehicles.

The following points are receiving attention:-

1. Additional loops on the East and West Preston lines.
2. Duplication of track in Pilkington Street.
3. A loop for standing cars near Victoria Street, in Swanston Street.
4. Crossovers by Fitzgibbon's Monument are being completed so that short-shunted cars to the North can be dealt with at this point. The crossovers are part of the Conversion Scheme.
5. A bus service between Domain Road and the City for the exclusive use of the Prahran and Toorak passengers.
6. Wider safety zones.

MANAGER.

AIM/EH

Please quote 9/3/8

MANAGER.

4th February,

6.

CHAIRMAN.

ELECTRIC SERVICES THROUGH SWANSTON STREET.

During the past week, the service through Swanston Street has been steadily improving. The men are gaining confidence and are becoming more used to their new districts. Additional cars are being run at the peaks. As discussed with you, economical operating is being subordinated to the work of removing grounds for complaint until the service can be adjusted to the changed traffic movement. The travelling habits of the people are being materially altered by the through-routing of the several services and when the conversion work is further advanced, the subject of short-shunting will have to be gone into. The St. Kilda Road service is more than sufficient to meet the requirements, except that at peak load times, it is impracticable to prevent concentrated loading on a few cars. The Preston and South Melbourne amalgamation is not yet satisfactory. The single line working at the Preston end is making for gaps in the headway. Alterations and additions to the loops as approved by the Board are now receiving attention and within the next few days will be sufficiently advanced to improve the working. The Coburg loading is increasing and adjustments in the service will be necessary to meet the altered conditions.

Whilst the Northern people have the most to complain of, it is from Toorak that we receive the most criticism, and this is due to the fact that for the first time in so many years, passengers on these lines have to face a peak loading with a break in journey which has not hitherto been their lot.

Neither the cable nor the bus service on this route pays. The earnings are less than the operating expenses with no allowance for standing charges. The following record of earnings per car mile and per bus mile indicate the position quite clearly:-

MEMO. TO CHAIRMAN.

4th February, 1926.

ELECTRIC SERVICES THROUGH SWANSTON STREET (Contd).

FOR WEEK ENDED 30/2/26.

Toorak Cable Line	...	Revenue per car mile	..	11.81d.
Toorak Bus Service	...	" " bus "	..	10.66d.

Buses were put on to meet the convenience of passengers between Irving Road and Elizabeth Street, but passengers along the tram route are availing themselves of the buses and in this respect there is a duplication of service, but whilst there is a loss, the service, as discussed with you, is being maintained until such time as the conversion work is further advanced and the disabilities now facing the Toorak passengers are not so great as they are to-day.

ADM/CW.

MANAGER.