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28th November,

MANAGER

CHAIRMAN

A plebiscite was taken on Monday, 25th November, of the through passengers to the City from Maribyrnong River, Essendon, West Brunswick and West Coburg for the purpose of ascertaining which city route would prove the more convenient to passengers, and the probable effect of issuing transfers at the intersection of Flemington Road and Abbotsford Street.

Voting cards were supplied by conductors to each passenger paying a through fare to the City of 4d. 5d. or 6d., i.e. all local passenger movement was eliminated. Ticket Examiners boarded the trams at the intersection of Abbotsford Street and Flemington Road and collected the cards. The results are set out in the table annexed. Briefly, 1,328 through passengers travelling to the City from Maribyrnong River voted. Of this number, 1,058 preferred Elizabeth Street and 270 William Street. On the Essendon line, of the 2,088 through passengers who voted, 1,717 were in favour of Elizabeth Street and 371 for William Street, and on the West Coburg line, 1,818 of the total passengers voting amounting to 2,486, preferred Elizabeth Street and the remainder 668 showed a preference for William Street. Of the total through passengers, the proportion is approximately four to one in favour of Elizabeth Street.

On these figures, it is clear that if transfers were made available at the intersection of Flemington Road and Abbotsford Street, the Coburg passengers could travel to Elizabeth Street via the Essendon and Maribyrnong River cars and the William Street passengers on the Maribyrnong River and Essendon cars could transfer to the Coburg cars. If they availed themselves of these transfers to the extent of the preference expressed in the plebiscite, there would be unbalanced loading which, at peaks, would necessitate an auxiliary service of tram

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from Abbotsford Street to the City, whilst it would be impracticable to decrease the tramway service in William Street. Apart from the loss in revenue which the transfer would entail, there would be an increase in mileage and operating costs. Unbalanced loading was the experience at Peel Street when transfers were temporarily given at this point. The North Melbourne service became inadequate. Although the trams between Victoria Street and Collins Street via William Street were correspondingly relieved of passengers, no reduction in service was practicable.

With the re-routing of the services, it is recommended that transfers be not issued either at Abbotsford Street, Peel Street or the Haymarket. The West Coburg and West Brunswick passengers now have a transfer at William Street and Bourke Street which carries them to Elizabeth Street.

If the whole of the passengers on the northern lines who desire Elizabeth Street as the city terminal were brought into Elizabeth Street, there would be congestion, and the service in William Street would become a skeleton service as compared with that which now obtains. The routing of the Maribyrnong and Essendon lines into Elizabeth Street still appears to be the best. If the congestion does become too great, one of these would have to revert to its present route in William Street. This can only be determined in the light of experience.

ADM/CW.

MANAGER