

30th June, 1959

A.C.E.

ELECTRIC POINTSETTERS - STANLEY RUSSELL AND GREY ST. STATION

1. We are in a position to commence this work soon
2. Before commencing, I would be glad to know if the safety aspects of these two proposed installations have been fully considered by the Traffic Branch.

3. I would draw attention to the following points:-

Stanley - Russell

- (a) The points are not located at a tram stop.
- (b) All motorman are in the habit of passing these points with power on. Power on with an electric pointsetter will turn cars to curve.
- (c) The points are normally set for Stanley St. and no alteration is expected by motorman at present, unless a conductor is operating the points.  
To operate points, car must stop and conductor leave the platform.
- (d) Motor vehicles travel close on the offside of trams, and any sudden unexpected movement of tram to the right could cause an accident.

Grey St - Station

- (a) Trams travel over this location at speed.
  - (b) The points are not at a tram stop
  - (c) No change in points is expected unless the point is manned.
4. The Collins pointsetter is reliable, but its reliability depends upon cars proceeding slowly over the contactors, and the motormen observing the position ~~and~~ that the points are set, as the car is about to run through the points. At points which are operated by regular services the motormen expect the points to set either to right or left, and so they remember to look at the actual points as the car is about to enter them. In the two cases in point, for long periods each day, no movement of the point is to be expected, and in such cases I consider that the Motormens' vigilance can become relaxed. Our experience with electric frogsetters on L.T.E. was that misoperation was negligible at frogs in regular operation and frequent at frogs where operation away from the straight (regular) track was the exception.

5. I am placing these facts before you because I am uneasy at the prospect of electric pointsetters operating at these locations. I consider there is a difference in conditions between these locations and the locations where pointsetters are in present operation, and that the chance of misoperation at the two proposed positions is likely to be significant. The Collins pointsetter has been the standard points turner for very many years, but it cannot be too often stated that its reliable operation depends upon the motorman observing that the points are set correctly for him as he is about to enter them, and that the speed of the car shall be such that the car can be stopped before the points, if they are not set in the required direction.

E.E.