
From: Alan Bradley <alanbradley4@msn.com>
To: Warren Doubleday <warren.doubleday@btm.org.au>
Date: Friday, May 14, 2021 11:32:37 PM
Subject: Documents ex Bob Prentice
Folder: Inbox/warren.doubleday@btm.org.au

Warren,

Looking in my notes, I saw from the Ballarat Union to the General Secretary of the Union on 11/8/1947, which is around the same time as the letter with the automatic brake equipment.

The letter stated: Our members are dissatisfied with the installation of automatic (dead man) controls on the trams. 8 trams have been fitted with them. These are not a safety device, if pressure drops below 40 lb. per square inch they are useless and the motormen have to use the hand brake. They inflict a great burden and responsibility on motormen, and are unnecessary for use here. All the trams fitted with them have been run in defective on several occasions.

Nothing else seen,

regards,

Alan

From: Warren Doubleday <warren.doubleday@btm.org.au>
Sent: Thursday, 13 May 2021 9:01 AM
To: Alan Bradley <alanbradley4@msn.com>
Subject: Documents ex Bob Prentice

Alan,

I am working through a folder of documents ex Bob Prentice's house - came to Hawthorn a couple of years ago. There is also the missing SEC Managers meeting - yet to scan.

Do you know the equipment that was referred to in the automatic brake equipment - this is the first reference I have seen to it other than in Kings and I think your work.

The ESCo instruction is a retyped version - quite interesting stuff - Motormen were real "Motorman" - had to care for their motors, not just wreck them.

The other two - Head Office speaking notes.

More to come I think.

thanks

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Best regards,
Warren Doubleday

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