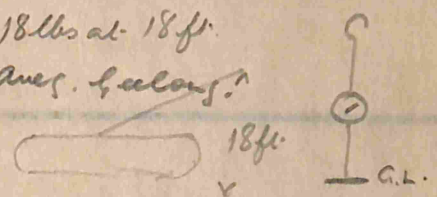


No.	Item	Raised by	Details								
1.	<p>LIST OF ITEMS DISCUSSED AT MEETING MELBOURNE</p>	Works Division	<p>A discussion of these items should only take place if members consider that the necessary does not adequately cover the matter. Some items have been brought forward for further discussion, and these, listed below, appear later in the agenda. However, any other item may be raised if desired.</p> <table border="0"> <tr> <td>(a) Profile survey.</td> <td>(e) Lightening arresters.</td> </tr> <tr> <td>(b) Availability of trans rails.</td> <td>(f) Short brake tie rods.</td> </tr> <tr> <td>(c) Hoarding of rails.</td> <td>(g) Degreasing of components.</td> </tr> <tr> <td>(d) Traction lamps.</td> <td>(h) Standard profile trolley wheels.</td> </tr> </table>	(a) Profile survey.	(e) Lightening arresters.	(b) Availability of trans rails.	(f) Short brake tie rods.	(c) Hoarding of rails.	(g) Degreasing of components.	(d) Traction lamps.	(h) Standard profile trolley wheels.
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2.	<p><u>TRACKS</u></p> <p>(a) Profile Survey.</p> <p>(b) Maintenance Tools</p> <p>(c) Fuel for Tar Boilers</p>	<p>Bellarat</p> <p>Bellarat</p> <p>Bellarat</p>	<p><u>AGENDA FOR MEETING IN MELBOURNE - MONDAY, 2ND MAY, 1955.</u></p> <p>(a) Profile Survey. Ballarat. Flange running is now 80% complete. Flange running is occurring on 7 miles of track. Wheels require to be re-flanged at approximately 40,000 miles. For previous discussion refer page 7 of 1954 minutes.</p> <p>(b) Maintenance Tools. Ballarat. The mechanical track beater packers at Ballarat are in poor condition, due largely to inability to obtain spare parts. In anticipation of having to revert to hand packers, two alternatives are suggested for consideration:-</p> <ol style="list-style-type: none"> (i) Two mechanical packers be made available on loan from other Branches during winter months when work is carried out on the open ballast track. (ii) Works Division to investigate the possibilities of the new "Warnop" paker. The unit is powered by a two-stroke engine which delivers 2,000 blows per minute and weighs 90 lb. <p>(c) Fuel for Tar Boilers. Ballarat. Possibilities of using briquettes as an alternative and more efficient fuel than 2 ft. wooden blocks.</p>								

Item No.	Item	Raised By	Details	Notes
1.	<u>RESUME OF ITEMS DISCUSSED AT PREVIOUS CONFERENCES</u> (a) Heading of rails. (f) Hot or cold mix of bitumen.	Works Division	<p>A discussion of these items should only take place if members consider that the summary does not adequately cover the matter. Some items have been brought forward for further discussion, and these, listed below, appear later in the agenda. However, any other item may be raised if desired.</p> <p>(a) Profile survey. (e) Lightning arresters. (b) Availability of tram rails. (f) Short brake tie rod. (c) Heading of rails. (g) Degreasing of components. (d) Traction lamps. (h) Standard profile trolley wheels.</p>	
2. X	<u>TRACKS</u> (a) Profile Survey. (b) Maintenance Tools (c) Fuel for Tar Boilers	Ballarat	<p>Ballarat to report on survey. The survey is now 80% complete. Flange running is occurring on 7 miles of track. Wheels require to be reflanged at approximately 40,000 miles. For previous discussion refer page 7 of 1954 minutes.</p> <p>The mechanical track beater packers at Ballarat are in poor condition, due largely to inability to obtain spare parts. In anticipation of having to revert to hand packers, two alternatives are suggested for consideration:-</p> <p>(i) Two mechanical packers be made available on loan from other Branches during winter months when work is carried out on the open ballast track.</p> <p>(ii) Works Division to investigate the possibilities of the new "Warsop" packer. The unit is powered by a two-stroke engine which delivers 2,000 blows per minute and weighs 90 lb.</p> <p>Possibilities of using briquettes as an alternative and more efficient fuel than 2 ft. wooden blocks.</p>	

Item No.	Item	Raised By	Details	Notes
2.	<p><u>TRACKS (CONT'D.)</u></p> <p>(d) Availability of tram rails.</p> <p>(e) Heading of rails.</p> <p>(f) Hot or cold mix of bitumen.</p> <p>(g) Council assistance in maintenance of roadways.</p>	<p>Geelong</p> <p>Bendigo</p> <p>Geelong</p> <p>Geelong</p>	<p>Geelong rail stocks are low. What are the opinions of the other Branches on the necessity of special joggle plates for use with 102 lb. rail? Also, what rails are used on curves?</p> <p>With reference to Item 2(d) of 1954, Bendigo would like further discussion on grinding in the groove of tram rails.</p> <p>A common definition of what is meant by "Hot or Cold Mix" is desirable because of possibility of different rates of pay for this work under the new Tramway Award.</p> <p>Recent experience with Geelong Municipalities.</p>	
3.	<p><u>ELECTRICAL SYSTEM</u></p> <p>(a) Traction lamps.</p> <p>(b) Traction motor armature coils.</p> <p>(c) Lightning arresters.</p>	<p>Geelong Bendigo</p> <p>Bendigo</p> <p>Bendigo</p>	<p>Difficulties are still being experienced in obtaining deliveries. (For previous discussion refer page 16 of 1954 minutes.)</p> <p>Information requested from other Branches regarding deterioration in armature mileages since coils have been received in an unvarnished condition.</p> <p>With reference to item 3(a) of 1954 conference minutes it is desired to ascertain if other Branches have any stocks of replacement elements for Westinghouse lightning arresters and, if not, are such available.</p>	

Item No.	Item	Raised By	Details	Notes
4.	<u>GENERAL</u> (a) Employees' Duties (b) Availability Duty	Bendigo Bendigo Bendigo	<p>Discussion of a confliction of duties in respect of shedmen, which has been experienced with regard to "Trucks - dismantling/re-assembling of parts" as indicated on Schedule 'C' of duty schedules, and the "Removal/replacement of brake gear, brake cylinder" etc. on Schedule 'A'.</p> <p>Information desired concerning which staff and wages employees are paid an allowance for availability duty pertaining to tramways operation of both traffic, rolling stock and permanent way, and the respective allowances in other Branches.</p>	
5.	<u>TRUCK MAINTENANCE</u> (a) Short brake tie rod (b) Degreasing of components. (c) Oversize suspension bearings. (d) Brake valves.	Geelong Ballarat Bendigo Bendigo Bendigo	<p>Information is desired in other branches have they issued this gear and their method of rectification.</p> <p>Geelong to report on their experience with a new straight tie rod between the brake cylinder lever and brake bridle on maximum traction trams. For previous discussion refer to page 12 of 1953 minutes.</p> <p>Information requested from Geelong Branch on the performance of the "Anderson-Kerrick" portable degreaser on undercarriages in service, and upon the cleaning down of trucks at the commencement of overhauls. For previous discussion refer to page 18 of 1954 minutes.</p> <p>Information desired from other Branches as to their experience with or need for these bearings on maximum traction bogie cars.</p> <p>Information desired from other Branches on their method of reconditioning G.E. type S (rotor) valves and the availability of replacement parts.</p>	

Item No.	Item	Raised By	Details	Notes
5.	<u>TRUCK MAINTENANCE (CONT'D)</u> (e) Air Compressors (f) Governors (g) Pony Axles	Bendigo Bendigo Bendigo	<p>Availability of replacement parts for G.E. and Westinghouse traction air compressors.</p> <p>Difficulty is being experienced in obtaining consistent adjustments of Westinghouse type S.6A governors. Information on the experience of other Branches in the reconditioning of these units and the availability of replacement parts is required.</p> <p>Some pony axles on maximum traction bogie cars are worn longitudinally in reduced portion of axle under the axle box brass, making it possible for the wheel hubs to foul the inward exterior of axle boxes. Information is desired if other Branches have experienced this wear and their method of rectification.</p>	
6.	<u>TROLLEY WHEELS</u> (a) Standard profile (b) Trolley wheel pressures.	Geelong Geelong	<p>Geelong to report on further experience with "U" profile trolley wheels. For previous discussion refer page 25 of 1954 minutes.</p> <p>Comparison between the deadweight method and a spring balance method of testing trolley wheel pressures.</p>	<p>18lbs at 18ft. 15,000 Aveq. Geelong?</p> 

Item No.	Item	Raised By	Details	Notes
7.	<u>CAR RENOVATION</u> (a) Paint Remover (b) Exterior Paint	Geelong Bendigo	Discussion on the types of paint remover being used by Branches with particular reference to comparison between "Solvat" and "Stripit". D.T.S. has had experience with "Riddit", a product of Tip Top Paints, Ltd. As stocks of Taubman's "Pearline" ^{are} /almost exhausted at Bendigo, a decision is desired as to whether Dulux enamel is permanently to supersede "Pearline".	<i>Hughes & Whittell.</i>
8.	<u>STATISTICS</u>	Bendigo	It is desired to determine whether it is intended to standardize on the type of forms and records pertaining to tramway maintenance in the three Branches.	
9.	<u>GENERAL DISCUSSION</u>	Works Division	Members are invited to raise any question or other matter that may be of general interest and which has not been included in the agenda.	