

Item No.	(Refer 1953 Conference Minutes)	By	Results	Remarks
11(a)	Bendigo to endeavour to rig up a suitable hydraulic jack so that accurate measurements of weight distribution can be made.	Bendigo	It is assumed that this action has been taken.	Nil.
	Works Division to make inquiries regarding which of the particular ratios - 60/40, 66/33, 70/30, - is correct for weight distribution of maximum traction tramcars.	Works Division	Weight ratio is $66\frac{2}{3}/33\frac{1}{3}$ as obtained from M. & M.T.B. after discussion with M. & M.T.B., steel suppliers and foundries.	Information forwarded to Branches in letter dated 20th April, 1953.
12.	Ballarat to supply Geelong, Bendigo and Works Division with copies of the standard set of oral questions used for examination of new motormen.	Ballarat	Ballarat supplied questions and the instruction book later was obtained from Departmental Tramways Superintendent.	Copies of the book were sent to all Branches with letter dated 17th Nov., 1953.
13.	Branches to investigate the position to see whether it is necessary for a tradesman's assistant to be continuously employed with the track welder.	All Branches	It is assumed that this action has been taken.	Nil. <i>Practice in M &amp; M.T.B.</i>
	<i>by W/S.</i> Man-hours allocated to tramway maintenance in each Branch to be interchanged between Branches.	All Branches	It is assumed that this action has been taken.	To be further discussed at 1954 conference under item No. 11.
14.	Works Division to make further inquiries from foundries supplying non-ferrous tramway castings as to whether they would be prepared to cast from metal supplied by the Commission.	Works Division	Inquiries have revealed that some non-ferrous foundries would be prepared to cast from metal supplied by the Commission providing no specification was stated on the order.	To be further discussed at 1954 conference under item No. 10b.



1953 Item No.	Action to be Taken (Refer 1953 Conference Minutes)	Responsible By	Results	Remarks
15(a)	Bendigo to standardise on the same type of side and top bearing wear plates as Ballarat and Geelong, that is, the one-piece type.	Bendigo	It is assumed that this action will be carried out as required.	Nil.
15(b)	Works Division to draw up a standard specification in regard to steels to be used in, and subsequent heat treatment of, spur wheels and pinions, if such a standard does not already exist.	Works Division	No standard giving the details required existed, so one was prepared after discussion with M. & M.T.B., steel suppliers and foundries.	Details forwarded to Branches in letter dated 21st December, 1953.
15(e)	If electrolysis is suspected, appropriate precautionary measures to be taken when relaying track.	All Branches	It is assumed that this action will be carried out as required.	Nil.
15(f)	All Branches to use telephone instead of car relays when replacement of tail light relays is required.	All Branches	Geelong requisitioned for 48 telephone relays on 18th February, 1954.	Nil.
15(g)	Ballarat to prepare drawing showing present position of bumper bars and the desired necessary extensions to avoid the possibility of the roof eaves coming into contact before the bumper bars.	Ballarat	It is assumed that drawings and remarks will be promulgated to Branches and Works Division when available.	Nil.



<p>1. The first item on the agenda is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>2. The second item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>3. The third item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>4. The fourth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>5. The fifth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>6. The sixth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>7. The seventh item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>8. The eighth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>9. The ninth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>10. The tenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>11. The eleventh item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>12. The twelfth item is the report of the Committee on the Progress of the Work of the Commission.</p>
<p>13. The thirteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>14. The fourteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>15. The fifteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>16. The sixteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>17. The seventeenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>18. The eighteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>19. The nineteenth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>20. The twentieth item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>21. The twenty-first item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>22. The twenty-second item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>23. The twenty-third item is the report of the Committee on the Progress of the Work of the Commission.</p>	<p>24. The twenty-fourth item is the report of the Committee on the Progress of the Work of the Commission.</p>



Item No.	Item	Raised By	Details	Notes
1.	<u>RESUME OF ITEMS DISCUSSED AT PREVIOUS CONFERENCES</u>	Works Division	<p>A discussion of these items should only take place if members consider that the summary does not adequately cover the matter. It will be noted from the summary that some special items have been marked for further discussion, and these, listed below, appear later in the agenda. However, any other item may be raised if desired.</p> <p>(a) Tool for installation of piping under tracks. (e) Tyre gauges.  (b) Refresher coats. (f) Metal reclamation.  (c) Weather blinds. (g) Maintenance costs.  (d) Lamps, interior of trams. (h) Trolley wheels.</p>	
2.	<u>TRACKS</u>			
	(a) Profile survey	Ballarat	<p>In sections of the Ballarat system due to the worn condition of the rails, flange running is taking place, with the subsequent result that the life of tyres is adversely affected. To ascertain exactly where flange running is occurring, a wheel profile indicator has been converted to take rail profiles, and a survey of the entire track is in progress.</p>	<p>40% of rail in Ballarat is fairly new.</p> <p>42 12 54 - 7 yds <sup>3</sup>/<sub>4</sub>"</p> <p>42 10 - 5 yds <sup>1</sup>/<sub>2</sub>"</p> <p>How much flux to 1 yd.?</p> <p>say 8 gall flux - 1 can yd <sup>3</sup>/<sub>4</sub>"</p> <p>" 10 " " - 1 " <sup>1</sup>/<sub>4</sub>"</p>
	(b) Specification for "Cut-back" bitumen	Geelong	<p>It is desired that Works Division be requested to prepare a standard specification for the purchase of "cut-back" bitumen.</p>	
	(c) Bitumen pre-mix	Geelong	<p>Branches to report on the method of mixing, and the proportions used in the preparation of bitumen pre-mix.</p>	
	(d) Heading of rails	Bendigo	<p>Bendigo to report on the condition to date of the .9% carbon steel strip which was fitted to the rail and special work on the Eaglehawk route as detailed under item 10b, 1953 minutes page 27.</p>	<p>Special work only.</p>



Item No.	Item	Raised By	Details	Notes
2.	<u>TRACKS</u> (Cont.) (e) Installation of piping under tracks	Bendigo	Further discussion on the tool used by Ballarat for installing piping under tracks - Refer item 10d. 1953 minutes page 32.	
3.	<u>CAR RENOVATION</u> (a) Refresher coats	Ballarat	The refresher technique was applied at Ballarat to single truck car No. 31, fifteen (15) months ago, and since that time this unit has been in continuous service. Another single truck car, No. 20, has been recently similarly treated. For previous discussion refer page 17 of 1953 minutes.	W.D. to confirm re Ballarat, if same can be applied on the clear deck.
	(b) Car washing	Ballarat	The former practice of using the detergent "Car Foam" added to the cleansing water has now been discontinued at Ballarat because results obtained from the use of "stripping solution" are in every way superior. The new solution was originally evolved to remove encrusted wax from polished floors. At 12/6d. per gallon, compared with 22/6d. per gallon, it is not only more efficient but also more economical. Samples may be procured by other Branches during field inspection at the Ballarat car depot.	Samples to be supplied to B & L.
	(c) Flooring	Bendigo	Bendigo to report on the progress wear of the 1/4" rubber flooring and "Flintkote" which was installed in their maximum traction car No. 23. For previous discussion refer page 17 of 1952 minutes.	T. Dorel & Co.



No.		raised by	Details	Notes
4.	<u>FIELD INSPECTION</u>	-	<p>Inspection at Ballarat will include:-</p> <p>(a) Inspection of single truck car No. 31 which was given a "refresher" coat 15 months ago, and single truck car No. 20 which has just been similarly treated.</p> <p>(b) Demonstration of rail profile indicator which has been made from a wheel profile indicator.</p> <p>(c) Inspection of creosote-impregnated sleepers laid 17 years ago.</p> <p>(d) Inspection of trams repainted with "Dulux" and "Pearline" for comparison and discussion.</p>	
5.	<u>DISINFECTING OF TRAMCARS</u>	Ballarat Geelong	Branches to report on procedure adopted for disinfecting tramcars.	W.
6.	<u>BLINDS</u>		<p>(a) Weather blinds</p> <p>Ballarat</p> <p>The trial plastic weather blind has now been in service at Ballarat for twentyfour (24) months. It is suggested, subsequent to an examination of the blind, that some finality be reached concerning procurement of material in bulk for manufacture of replacement blinds. For previous discussion refer page 6 of 1953 minutes.</p> <p>(b) Sun blinds</p> <p>Ballarat</p> <p>In relation to sun blinds, the condition of which in Ballarat is greatly below the generally accepted standard, it is queried from other Branches: Are sun blinds fitted on saloon windows? If so, what material are they made from and how often do they require replacement?</p>	<p><i>Go ahead. with darker backing</i></p> <p><i>Remove. Blind rolled to Bendigo</i></p>



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7.	<u>PUBLICATIONS</u>	Bendigo	The English publication "Passenger Transport" is received in Bendigo for circulation and, since very little of its contents is applicable to tramways, it is desired to ascertain what publications relative to tramways are received in other Branches.	<i>Reel. traction</i>

REPORT FOR MEETING AT MELBOURNE - MONDAY, 10th MAY, 1924



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Item No.	Item	Raised By	Details	Notes
8.	<u>ELECTRICAL SYSTEM</u>			
	(a) Lightning arresters	Ballarat	Two types of arresters are fitted in the Ballarat trams, namely "Air Gap G.E." and "Vickers Carborundum Arrester". During the recent annual inspection, the tapping from current collector to arrester which passes under trolley base board, was found by test to be fractured. Information is requested from other Branches whether lightning arresters are inspected and tested periodically, or only after severe storms.	
	(b) Lamps - Interior of trams	Works Division	Discussion as to the suitability to Ballarat and Geelong of Bendigo's suggestion that 110V 60W E.S. inside frosted globes be held for both interior and headlight purposes for maximum traction and single truck cars. From the 1953 minutes page 10 it would appear that Geelong use 100 volt in some maximum traction cars.	
	(c) Contacts for governor switches	Bendigo	As the result of a visit to Bendigo last June by a representative of The Morgan Crucible Co.(Australia) Pty. Ltd., a difficulty which was then being experienced in regard to the burning and sticking of contacts of "G.E. type ML" governor switches was discussed. Two sample carbon contacts were prepared by the above firm and were placed in service in July, 1953. For the information of the other Branches these contacts will be available for inspection at the conference.	
	(d) Side bearing wear plate clearance	Bendigo		

Division

in use at Geelong.



Item No.	Item	Raised By	Details	Notes
9.	<u>TRUCK MAINTENANCE</u>			
	(a) Degreasing of components	Ballarat	Ballarat consider that during the overhaul of cars, considerable time is lost due to cleaning down of trucks by hand. Also, when in operation, the appearance of grease and sand covered wheels on trucks does not compare favourably with the well-kept coach work. The opinion of other Branches is sought regarding the merits or otherwise of a suitable type of portable degreaser such as the "Anderson-Kerrick" unit, for depot operations.	
	(b) Brake blocks	Bendigo	In an endeavour to improve the life of brake blocks a comparison was made recently in Bendigo from the last tramway annual report, of the average mileage being obtained in all Branches. Considerable discrepancies were noticed and an improvement may be possible as the result of a discussion on the condition of castings as received from the foundries, method of inspection for acceptance in accordance with specification, condition of castings when discarded and air pressure on the braking systems.	
	(c) Side bearing wear plate clearance	Bendigo	The opinion of Branches is sought for their considered optimum clearance which is made between the gunmetal side bearing wear plate casting and the tram body mild steel angle wear plate. This clearance is important in regard to the riding of the tramcars and the life of wearing parts, including the track.	
	(d) Tyre gauges	Works Division	Comments on proposed gauges as based on those in use at Geelong.	

oil and grease which are bought under contract, instead of using the various non-contract items as at present.



Item No.	Item	Raised By	Details
10.	<u>CASTINGS</u> (a) The economics of "patching" old castings to fitting new ones  (b) Metal reclamation	Works Division  Works Division	<p>During visits to the Branches it has been noted that a considerable amount of "patching" and reconditioning of castings is carried out, and it is queried whether or not it may be more economical, in some instances, to obtain a new casting.</p> <p>It is desired to ascertain if it is considered that the quantity of non-ferrous scrap would justify it being returned to particular foundries for use in new castings. For previous discussion, refer page 39 of 1953 minutes.</p>
11.	<u>MAINTENANCE COSTS</u>	Bendigo	<p>With reference to item 13, 1953, it is Bendigo's desire that the manhours allocated to the maintenance of rolling stock and permanent way in all Branches be made available for comparison. For previous discussion refer page 37 of 1953 minutes.</p>
12.	<u>TROLLEY WHEELS</u> (a) Standard profile  (b) Effect of balancing	Geelong  Works Division, Bendigo	<p>Geelong to report on the change-over in that Branch to the standard profile trolley wheel.</p> <p>Further discussion on trolley wheels, mainly in respect to life and results of experiments with the two balanced wheels supplied to each Branch. For previous discussion refer page 18 of 1953 minutes.</p>
13.	<u>OILS AND GREASES</u>	Geelong	<p>It is suggested that for tramway purposes standardisation should be made where possible on automotive oils and greases which are bought under contract, instead of using the various non-contract items as at present.</p>



Item No.	Item	Raised By	Details
14.	<u>ALTERATION TO MAXIMUM TRACTION TRAMS</u>	Ballarat	It is suggested that the Conference discuss and reach a decision, for submission to the Engineer & Manager if in the affirmative, on the desirability of converting the centre section of all the three-door type of maximum traction cars in a similar manner to that effected to car No. 38 in Ballarat Branch when it was modified for dual operation.
15.	<u>SPARE PARTS FOR MAXIMUM TRACTION TRAMS</u>	Geelong	It is suggested that purchase be made of one or more maximum traction tramcars from the Melbourne & Metropolitan Tramways Board. These tramcars, could be wrecked for spare parts. Body frames, etc., could be used as replacements for unrecoverable accidents. Body fitments could be used as replacements and practically all parts of the trucks could be used as replacements for the maintenance of existing maximum traction tramcars in the three Branches.
16.	<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.



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