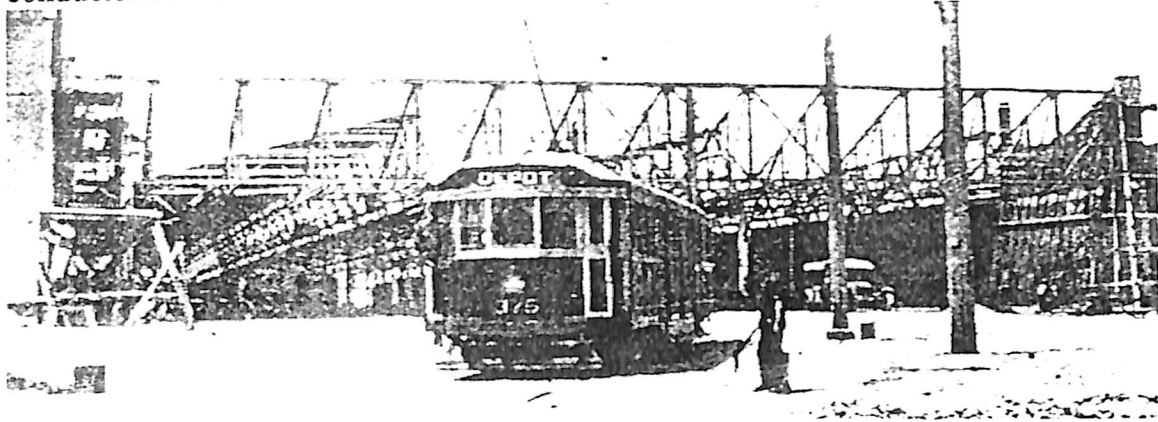


MELBOURNE TRAMWAY MEMORIES

By

RAY ROBERTS

In 1961 I went to the Employment Office of the Tramways Board Head Office building at 616 Little Collins and applied for a job as a Tram Conductor. A few days later I went to the Uniform Store at South Melbourne Depot and attended the conductor school at the corner of Gertrude and Nicholson Streets.



The new central electric tram depot at Hanna Street - now Kingsway - South Melbourne, is well under construction as "W" class 375 poses for the photographer.

The Sun, Friday 29.1.26

I began work at South Melbourne Depot and was instructed by two trainers in three weeks. Mona Philips was the best conductress I saw and Syd Spearpoint equal to the best conductor. Mona was a great trainer and retired in the late '60's and I never saw her after that, Syd became a driver.

The Tramways Board had a huge shortage of staff but discipline was very strict. The justice system was good and a man who assaulted a conductor received 6 months gaol.

During the late '70's the justice system became weak and in the '80's and '90's was a disgrace to law-abiding people. In 1988 a youth stabbed a conductor on a tram along Mount Alexander Road on 26 September 1986, on 11 March Judge O'Shea released him on a \$500 three-year good behaviour bond. The conductor was stabbed three times and was off work for two months and is still having psychiatric treatment. The youth from Ascot Vale received no penalty for his crime

The Union Secretary, Jim Harper, said Unionists and indeed the whole community must be outraged at the Court decision to give a bond to a youth who stabbed a conductor.

During the first few years I did not have a day off work and when I was late for work the second time in three years, was told by the Depot Master that if I were late again would have to see the Disciplinary Officer. We had three weeks holiday until 1964 and then it was increased to four weeks. We often had to work a six day week because of the large staff shortages.

The cap was a nuisance in hot weather and having to look after it. From Monday to Friday pensioners could not use their concession card before 9am and between 4pm and 6pm. For 8½ years I walked home after late shifts, from 1 a.m. because there was very little crime. Now it is not safe on the streets because young males commit crime every day of the year. When starting work from 5 am - 7am I caught the all night bus at 4.22am in Orrong Road and it went along Toorak Road and St. Kilda Road and

A serious accident happened at the Kew Post Office shunt in May 1968. The pole rope was still in the hand of conductress Dot Rankin, and the lights were on in the tram. The points were changed when the speeding taxi struck her in the back. She was taken to hospital and had several operations but lost a leg. In March 1968 two trams collided at Flinders and Swanston Street. Driver Middlemo was driving along Flinders Street towards Spencer Street and went through a red light at Swanston Street. His tram struck the side of the tram from Glen Iris that was crossing with a green light to the City. 31 people were slightly injured and taken to hospital. Driver Middlemo went to hospital but was not injured and was released and suspended by the Tramways Board, who said he would not continue as a driver.

In 1964 a car killed a conductress from Essendon Depot on her way home from work. When they were short of staff at North Fitzroy I sometimes worked as a bus conductor from Garden City to Bulleen. It was hard to stand on the old British Leyland buses. The Port Melbourne Depot closed in 1966. I have a Union "Tramway Record" magazine for November 1964 by "Lucky". He was driver Eric Taylor, the Canteen Manager, he wrote, "This year there will be no Xmas Dinner at the Depot. This is a pity as it was so well known and successful and this Xmas will be a dismal day for those who have to work. The main reason was the lack of finance. I have seen Bill Duncan, Joe Sires and Jack Cregan stay at the pay window and when they ask you to go in a raffle you refuse. We welcome Mr Tom Kirkup as Depot Master." A few years later his picture was in the newspaper when in the garden of his home he climbed a tree to rescue a cat but fell and injured his leg. In 1978 Eric was on No.12 route and reached the terminus at Fitzroy Street, St Kilda. He was walking back to the other end when he collapsed, an ambulance was called to take him to hospital and he died about three weeks later. He was close to retiring age and I thought he worked too long. His wife Audrey was a conductress and a fine woman. She was very upset and died soon afterwards.

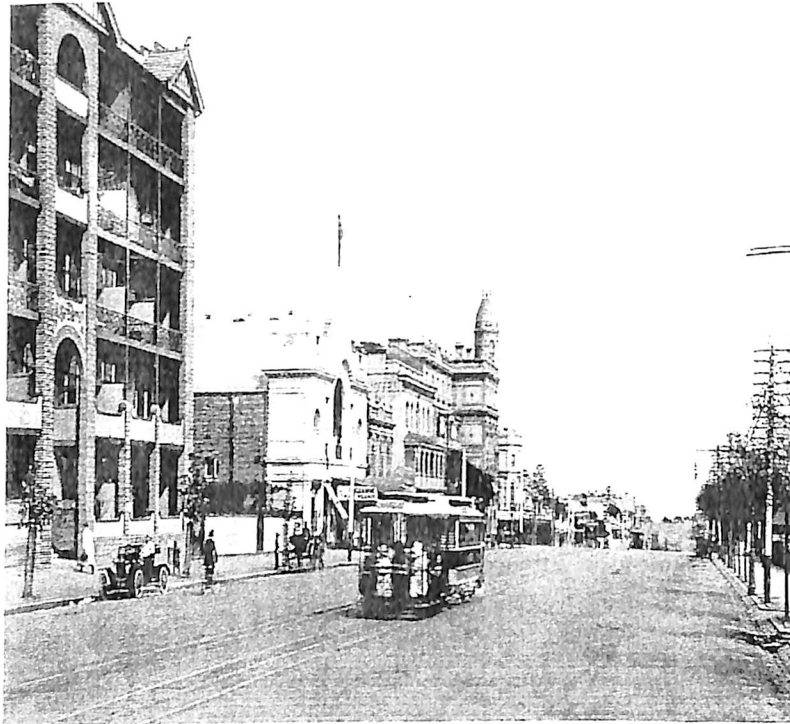
In 1964 our annual leave was increased from 3 to 4 weeks. At Camberwell in 1964 there was no hot water to wash the hands although the Depot was built in 1930. We were sometimes offered "D.O.C.'s" to work a 6th day at other Depots and I went to Brunswick, Malvern, Glenhuntly, Hawthorn, Essendon and East Preston. They were short of staff.

In 1964 at Essendon, people brought their own raincoats but one inspector told them not to wear them because he said, the Board did not issue them only a very heavy winter overcoat. The first woman driver was Joyce Barry on 5th December 1975, from Kew Depot. From Malvern Depot, Inspector Les Rundle was in the Army during World Wars 1914-18 and 1940-45. He was killed in an accident in 1964.

In April '96 I visited the Christchurch Transport Museum in New Zealand and bought two books about the history of Christchurch Trams, No. 4 The Wire Web - 1903-20 and No. 7 Tram to the Terminus - 1921 - 54, when trams finished. There were 16 routes but only 11 remained in 1950 and about 92 trams. "Tram to the Terminus" was a better book than "Melbourne's Tramways in 1974" by David Keenan.

As far back as 1932 weekly tickets were introduced in Christchurch, the only city to have them in Australia was Hobart before the 1970's. Christchurch had a 24 hour ride concession card in 1926, and 12, 14 and 24 ride concessions cards in the 1930's.

In 1965 a bus driver from Footscray Depot went for a ride by train to St. Kilda. Near to the terminus he opened the door thinking that it was a sliding one but it opened outward and he fell off the train and was unconscious for three days. In 1965 a tram driver from Brunswick was doing a late shift and noticed two Pakistan cricketers on his tram and offered to show them the finer points of driving. The next night an inspector boarded the tram and was in the cabin when he saw to his horror the same two cricketers board his tram and politely asked for another driving lesson. I have a copy of the 1975 "Rules and Regulations" book and the "Sections and Fares Book" of 1976.



Opposite: (above)
View of Fitzroy Street looking west, c. 1920: (left) the red-brick and gargoyles of the new Majestic Mansions apartments next to a picture theatre.

Courtesy La Trobe Picture Collection, State Library of Victoria

(below)
View of Fitzroy Street looking east. The Prince of Wales Hotel had taken a corner bar.

Courtesy La Trobe Picture Collection, State Library of Victoria

In 1954-55 trams and buses carried 258 million passengers. In 1960 trams carried 172 million passengers. In 1961 there were 1100 tram drivers, almost 1000 conductors and almost 600 conductresses. The age to apply for the job was 23 -40 years. In 1963 the first emergency ropes were installed on trams after driver Dan White from South Melbourne, climbed onto the roof of a tram to free the rope but touched the overhead wire and was electrocuted. I worked with Dan on No. 12 route. During the '60's I had to climb onto the roof three times to free the rope until the Union banned it.

There were 750 trams after 1963; conductors could apply for a job from 18 -50 years. In 1964 a government employment officer went to England to recruit 500 single males to work on trams. 100 were signed up in England and alone, aged between 19 - 40 years. Others were signed up in four other cities.

In 1964 no trams ran on five Malvern routes because of a roster dispute. In 1965 there was a shortage of 567 drivers and conductors. In 1965 a tram and cement truck collided at St. Kilda Road and Union Street. The tram was going to Moreland and driver, Brian Kane, was not injured but six women passengers were hurt and taken to hospital. Also in 1965 a tram to East Malvern crashed into the back of a Glen Iris tram in St. Kilda Road and seven passengers were taken to hospital.

In August 1966 the fare from St. Kilda to the city was 22c, one section was 7c. Decimal currency was introduced in 1966. In 1967 conductor Jack Bottomly reported for work wearing shorts. It was February 6th and very hot. An Inspector suspended him. Later he wore shorts, which was against the rules, and the board said he was unsuitable and fired him. It was not until 1975 that drivers and conductors were allowed to wear shorts. On 24th February 1967 drive Jim Harper from Preston Depot came to work wearing brown shoes and was suspended for not wearing black shoes. In Sydney in 1967, drivers and conductors were allowed to wear shorts. The Melbourne Tramways Board Chairman, Mr Risson, aged 65, wore shorts when he was State Chief Commissioner of Scouts 1958 to 1963.

HOME NEWS

BID TO CONTINUE Two-wheel trammie TRAM STRIKE IS BEATEN

A STRONG move late yesterday to continue the tram and bus strike today was defeated at a noisy meeting of tramway workers.



Mr. Bottomley REVOLT LEADER FIRED

CONDUCTOR Jack Bottomley, the man who started the summer uniform revolt, was dismissed from the Tramways yesterday.

The Tramways Board chairman Mr. R. J. H. Ryan said Mr. Bottomley has been dismissed as being unsuitable for tram duty.

Mr. Ryan said that Mr. Bottomley had been absent without leave for the past two days.

That, as been no indication of his return," he said, "you have to time the board's thoughts as being unsuitable."

Mr. Bottomley, 33, of Clonmelan St., Northcote, asked the result of February 4 when he reported for duty at the East Preston depot in short-sleeved shirt and all-off-side shorts.

He was supported by an area of the board on his aims into the city.

Bottomley later asked to wear shorts again if the terms were above to do.

Bottomley said he had not been made aware of the board's decision.

He said he was wearing a pair of shorts. It is understood that the board is to wear the uniform in the tramway.

Bottomley said he would stop again on the East Preston route this morning because of a pair of pigskin shoes.

About 300 employees, mainly from East Preston depot, wanted to continue the strike until tram driver Jim Harper, 36, is reinstated.

After 1000 workers from 12 depots attended the meeting.

Two votes broke out at the meeting in City Hall. The strike vote was rejected by a 2-1 majority.

The meeting, which had 1000 tram and trolleybus workers, was called at 10.30 starting employees from the East Preston depot.

They voted to strike on Wednesday after Mr. Harper had been "suspended" for wearing brown shoes instead of black ones.

Mr. Harper, of Clonmelan Utes, East Preston, has been under suspension since reporting for duty on Wednesday wearing his old pair of shoes.

The 3000 members of the union voted to support a pair of black shoes and to return to work.

Mr. Ryan said he would accept the decision. The union members of the association.

At yesterday's meeting the Board president of the association Mr. J. R. McCallum, speaking into a microphone, said that he had and almost announced that the meeting in support of the strike had been lost.

Rushed at stage

About 28 young East Preston depot members rushed at the stage and hammered and shouted their disapproval at the decision.

Mr. Harper will report for duty at East Preston tram depot this morning.

He said yesterday during the meeting at Utes Hall: "I know they're a disgrace, but I'll wear them to be reinstated."

"I won't have enough money to buy a new pair of black shoes for a fortnight, but unless I return to work it will be longer before I have the money for them."

He said yesterday that Mr. Harper would wear the battered shoes the Tramways Board chairman, Mr. R. J. H. Ryan said: "The appropriate officer of the board will see them."

He said he was wearing a pair of shoes.

He said he was wearing a pair of shoes.

He said he was wearing a pair of shoes.

He said he was wearing a pair of shoes.

He said he was wearing a pair of shoes.



Jim Harper

ABOVE: Dress was strictly informal when tramway workers met to discuss the strike and their uniform regulations. This is how driver Mr. Carlos Jager and his wife, Lindsay, a conductress, attended the meeting.

LEFT: And here's the man whose breach of uniform regulations led to the strike. Driver Jim Harper. He was suspended when he turned up for work on Wednesday wearing brown pigskin shoes.

TRAM STRIKE OVER SHOES?

Feb. 22nd By DAVID BORNSTEIN 1967
New trouble flared today at East Preston tram depot over the summer uniform issue.

Tram driver Jim Harper turned up for duty late this morning wearing grey suede shoes instead of the regulation black.

He was told that he could not work until he got black shoes.

More than 300 tramway workers met at the depot at 3 p.m. today and passed a resolution, declaring a "no-work" day in protest at the board's decision.

Today's stop-work action brought about 50 trams to a standstill.

Mr. Harper, 36, of Clonmelan Utes, East Preston, told the board secretary, Mr. G. O'Brien, that his only pair of black shoes had worn out.

"He told me today was his last day back at work after his holidays," Mr. O'Brien said.

He had spent his holiday pay and said he told the board he would be back on Monday.



St. Kilda Road traffic tunnel

An underground City Road with Alameda Avenue under St. Kilda Road has been approved by the City Council's public works and committee.

The underground proposed city road to be built for and in the heart of the city.

The committee, headed by Councillor J. E. Doherty, would start work on the project.

He said the project would be a considerable improvement on the existing road.

City Road and Alameda Avenue would be closed to traffic to allow the construction of the road.

The road would be built on the site of the old City Road and Alameda Avenue.

The road would be built on the site of the old City Road and Alameda Avenue.

Foot sub

The foot subcommittee has been set up to investigate the problem of foot subcommittee.

The committee will be made up of representatives from the various areas of the city.

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1967

Many fares were lost on crowded trams because there were no day or weekly tickets in the '60's, yet Christchurch, New Zealand had a weekly in 1932.

In 1960 trams carried 209 million passengers but by 1970 133 million were carried. At a second bookshop in South Yarra I bought a postcard dated 1901 showing a cable tram in St Kilda Road. It was shown in the new book 'Melbourne's Grand Boulevard - The Story of St. Kilda Road'. In 1968 a tram passenger assaulted a conductress in Collins Street and was sentenced to 12 months gaol. If that happened in 1999 he would receive only a small fine because the justice system is so weak.

In Bendigo over five years to 1964 a tram driver John Hogan's tram was involved in 3 collisions with cars and all were fatal and six people killed. In 1971 in Chapel Street St. Kilda a tram crashed into the back of another tram and the front driver received a broken leg and head injuries and three passengers were injured. In 1972 sick leave was increased from 5 days per year to 8 days. In 1968 the old signal box at the start of Wellington Street, St. Kilda Junction was demolished. In 1967 the Shed Foreman at South Melbourne Depot Sheds, Roy Allen retired at age 65 after 50 years service. He started as a vehicle cleaner.

In 1970 a brewery truck crashed with great force into the side of the No. 88 tram going to East Preston. The truck driver was drunk and two passengers were killed.

In 1965 a conductress from Malvern was sent to see the Disciplinary Officer in her own time. He asked her why her money was very short on two days and for the next two days very much over. She asked the dates and then asked how could be money be short when she was on holiday in New Zealand.

At Brunswick Depot in March 1965 there were 12 trams off the road and from 124 tables they were short of 36 drivers and 41 conductors.

The Chairman of the Board from 1936 to 1949 was Hector Bell who lived in Richmond and retired to Hawthorn. In his 70's he was painting the back of his house from the top of a 40-rung ladder, he died in 1964 aged 89. The Chairman from 1940 to 1976 was former Major-General Sir Robert Risson who retired aged 69 and was instrumental in making our tram system one of the finest in the world. He spoke to me three times, first when he visited the Depot on a week-end at Christmas to speak to the staff, second when he boarded my tram in South Yarra from Toorak in the morning peak hour and finally when he boarded my crowded tram in Collins and as he was getting off at Elizabeth Street told me that there were fares in the back and there was a button missing from my tunic, but he spoke very well. He died in July 1992. Mr Dudley Snell was Chairman from 1976 to 1983 and died in Hong Kong in 1988.

Many employees used to leave the job and return later. 267 ex traffic employees returned to tramway service in 1965. Conductor Armand LeFevre, from Malvern Depot was born in France and had a happy attitude, was popular with children and did a comedy routine; he started in 1966 and received much fan mail.

It's a big laugh along the line

"Me, the best in the world, practising for the Olympic Games . . ."

Armand Le Fevre is a 35-year-old, 5-foot-10-inch, 160-pound, dark-haired, dark-eyed, smiling man with a slight limp.

Armand is dressed in a dark suit, white shirt and tie. He is sitting on a bench in a train car.

I had my mother told me to look at him. He said, "You're looking at a man who's been thinking about playing the piano."

People on train stop and wave at him. "It's a crowd, wouldn't you know?" he says.

"I should never go into . . . it's a hard world."

PLAY UP . . .

They leaning out the train door at a crowded city . . . in a crowd . . . Adelaide, Perth, Darwin, Brisbane, Sydney, King's Cross.

"Oh, I will get the sack if I play up too much."

Armand lets his legs drop from his seat and down his arm, then somehow, return again to its rightful position.

A woman is amazed as he looks suspiciously at the 200 people who hand him and take it before giving her a ticket.

A younger woman

and she, when he said, "I'm the best in the world, practising for the Olympic Games . . ."

Armand is a train conductor for more than 20 years.

"As if I people know me now, so they know my friends," he says.

"How are you today?"

"No good."

"What?"

"Because I has both no good."

Then he tells you seriously how he once saw a man have his foot run over by a train, losing all his toes.

"I wanted to call an ambulance but he said he needed a tow-truck."

When there was the body, a big woman who threw him backwards on a seat and tried to strangle him.

She tells me I should go back to Brazil — that's where all the nuts come from. I've never been to Brazil.

Armand says, "I'll play up to make people smile."

"Sometimes I think people will hit me, and they just say, 'He's stupid poor fellow.'"



"Tramme" Armand Le Fevre closes it up for the paying customers



By PAUL HEINRICHS

For Armand Le Fevre, a tram is a mobile circus, and as the French born conductor can elude his way through a daily routine to a captive audience.

And as in all circuses, it is the kids who most enjoy a crazy bag of slapstick stunts.

Last week, 10 children from the W-Birraalee experimental school in East Malvern rode Armand's green and yellow "Big Top" to the museum.

It was the best part of the trip — for they wrote to "The Age" next day saying:

"We wish there were more tram conductors like No. 820 . . . he is always laughing and joking and never seems to be cross . . . we wish he could train other conductors."

Yesterday, their teacher, Mrs. Rosemary Jacoby, took them to the Malvern Depot to meet Armand . . . and of course there was an encore.

First, there is a now out-of-uniform peaked hat, which to passengers' amazement, Armand flips in a split second and plunks back on his near bald head.

He will take a fare, bite the coin suspiciously, pretend to swallow it — then perform an hilarious gaggle-gone which moves his tie through a three-

Armand Le Fevre, live-wire tram conductor, gets a little of his own medicine as Susan Johnson, 7, tickles him on the nose with a rubber spider at Malvern depot yesterday.

Malvern Depot

By 1971 the fare for one section had increased to 10c and five sections from the City, No. 16, to St. Kilda was 30c. In June 1972, sick leave was increased from five to eight days per year and in August 400 women connies were allowed to wear slacks.

In 1949 there were 300,000 cars on Australian roads and by 1973 there were 3 million.

In 1974 a tram overshot the terminus at West Coburg and ran over a medium strip knocking over the time clock killing a 12 year old school girl standing next to the clock collecting for the Royal Melbourne Hospital. The Driver was 35 year Moanes Mohammed Elders a migrant from Europe. Police tested the brakes and found them to be effective. In 1963 a tram overshot the same terminus and crashed into the Newsagents across the road.

The first 'Z Class' tram ran in August 1973 to East Preston and cost \$120,000 to build.

On 28 September two trams collided at St. Kilda Junction and were derailed, two passengers had to be taken to hospital. In the same year a tram driver was sacked after he drank 9 glasses of beer before starting work at 3.50 pm at Malvern Depot. He left the tram in South Yarra near Domain Road and was charged by the Police and later sentenced to one month in gaol.

In 1972-73 trams carried 125 million passengers.

On 29 December a tram and bulk feeder truck collided at Danks and Wright Streets in Middle Park and seven passengers were taken to hospital with minor injuries. On 22 January 1978 tram No 12 to Brunswick Street and a tanker loaded with flammable liquid collided in Danks Street, Middle Park. The tram driver was thrown from the cabin, the tanker overturned and both drivers were taken to hospital.

In 1974 five youths stole tickets worth \$10 from a conductress from Preston Depot. She had left the tickets in a tin under a seat.

In 1974 more people were killed on Victorian roads than in 1995. In 1975 two trams collided in Northcote in a rear on collision and one driver aged 38 collapsed and died. In 1976 a youth assaulted a conductor outside the Glenhuntly Tram Depot but was only fined \$150 but most youths were better than the criminal vermin that many are today.

In 1976 I read in the Newspaper that two passengers in Brno Czechoslovakia, got off a tram and the pavement gave way, dropping both passengers into the sewer, one was never found!

In 1965 a conductress was suspended when she signed on because of money shortages at South Melbourne Depot, yet the Depot Master, Tom Kirkup, an ex-tram driver was good to deal with.

The hottest day I can remember working was on 26 January 1981 and the temperature was 41.8°c.

In 1976, conductress Denise Blewitt was involved in two rear end collisions in two days! She was collecting fares on a crowded Preston Tram in Collins and Russell Street when a Kew tram rammed it from behind and 13 people were taken to hospital. The next day her tram ran into the back of a Kew tram in Collins Street, one passenger and the tram driver were knocked unconscious but Denise was not hurt.

By March 1976 the price of a new 'Z Tram' had risen to \$200,000. In the same year there was a plan for a city tramway loop by Councillor Ross from the City Council that would cost \$350,000. The Tramways Board lost \$24 million for year ending June 1976. On 3rd August a saboteur struck Glen Huntly Depot late at night and put 15 trams out of action. There were 65 trams in the Depot 15 of which were parked in the open yard. Wires found in the driver's cabins were snipped, effectively blocking in 13 others.

In 1976 a conductor from Kew Depot was suspended for wearing a green tennis sun visor cap.

In September the first \$3.00 all day ticket called 'The Passmaster' was issued for trams and trains for travelling after 9am so it was not too popular. This was reduced to \$2.00 in 1977. In 1976 a Policeman on point duty at Spencer and Flinders Streets was struck by a tram and taken to hospital.

In 1977 a tram and loaded semi-trailer collided in Maidstone and the tram was badly damaged but no passengers were hurt.

In 1976-97 trams carried 123 million passengers. On January 1978 three trams were shipped to Seattle, USA to operate there. Two were built in 1927 and the other in 1928. I was in Seattle in May and saw on TV that they had arrived by ship, nos. 484 and 401.

In February 1978 the 'Day Tripper' was introduced for \$1.20 for trams and buses all hours. It was very popular. A monthly card for \$14.00 was also introduced along with a monthly concession card and a city card.

In NSW trains, buses and ferries lost a record \$334 million in 1977. In July 1978 the Burwood No. 75 tram was extended by 3.4k for \$1,000 per metre and there was free travel for four days. It was now 18 km long and it cost \$3.2 million for the extension.

In August 1978 South Melbourne Depot had 58 trams, Malvern had 99 and East Preston and North Fitzroy had 122.

TELEPHONE 39-6133

Hotels Across the Nation

1969 February

TRAMS STOP 12 lines out

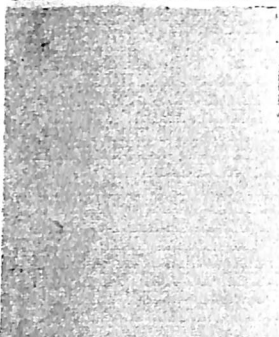
4.45: Home at last

NOT A TRAM: sight yesterday when this picture was taken in Swanston-st. at 2.31 p.m., but motorists out of force of habit kept to the left and the tram tracks were left free of traffic.

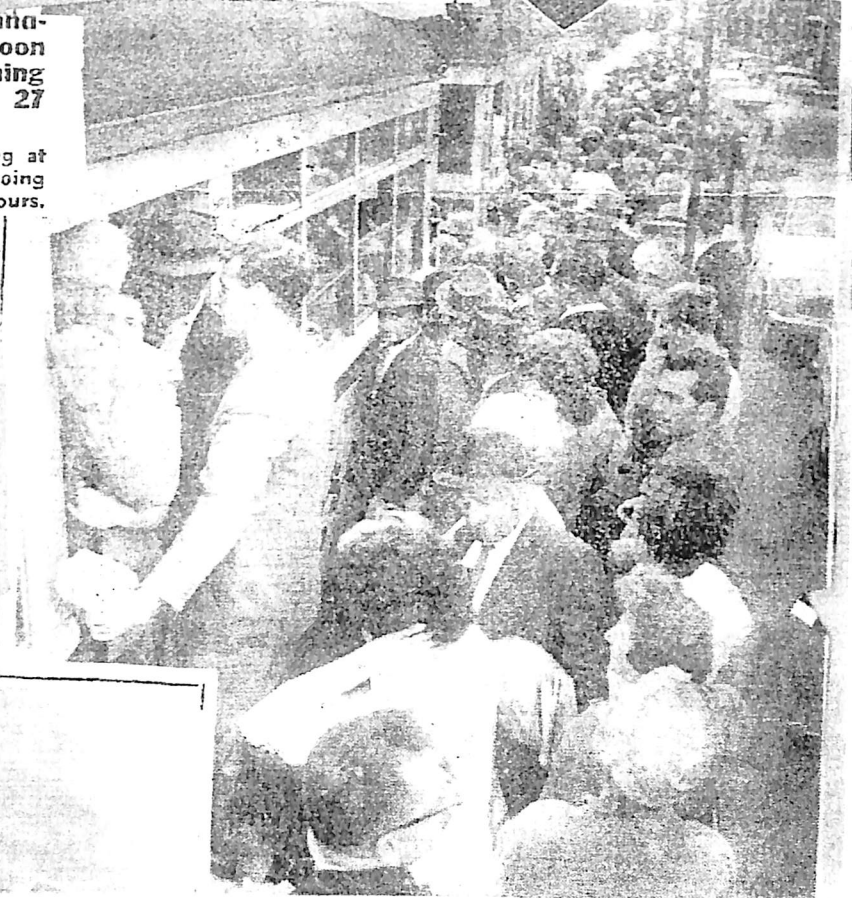
In Swanston-st., at 4.45 p.m., travellers struggled to get on to packed trams when services resumed.

THOUSANDS were stranded yesterday afternoon as trams stopped running on 2 of Melbourne's 27 urban routes.

A two-hour stopwork meeting at a depot resulted in trams going to suburban lines for three hours.



They began running again from both depots at 4.30 p.m. while first trams on "black lines" from north and south began reaching the city about 5.15 p.m. No trams ran along Swanston-st. — except to depots — between 1.30 p.m. and 4.45 p.m. Peak-hour travellers switched to trams and taxis after waiting at tram stops in Swanston and Elizabeth-sts., hoping a tram would be running their way. Schoolchildren trudged in groups along tramless roads, thumbing cabs. A police courtesy car and patrol vehicles drove through city streets from 4.30 p.m. telling people when services would re-



In September 1978 conductress Barbara Biggs from Brunswick Depot refused to join the Union and caused a vast amount of trouble for passengers who had to walk to work and conductors and drivers lost hundreds of dollars in wages when the trams stopped. The Union fee was a small amount to pay and thousands of workers paid this fee. She was a very selfish woman who did not care about others. Finally, on September 7th she accepted a clerical job with the Transport Ministry in Bourke Street although the newspaper said she had been deported for working in Japan without a permit.

In 1978 a tram driver was sacked for running into the back of another tram in Collins Street. In the same year two armed bandits stole \$2,700 from the North Fitzroy Depot, they had pistols and tied up the paymaster at 9.20 pm. A Conductor from South Melbourne was killed while leaning too far out of the doorway while the tram was travelling along Fitzroy Street, St. Kilda, he struck his head on the safety zone. He was a 20-year-old migrant from Europe.

In 1979 Malvern Depot banned students from Xavier College, Kew, from the trams for a few days because of their bad behaviour and one of them broke a window.

On September 16th 1979 the cost of the Day Tripper increased from \$1.20 to \$1.50 and the other fares were also increased.

During the 60's it was difficult for passengers travelling from one suburb through the city to another suburb because the rules were that they had to pay twice, such as from St. Kilda to Moreland and South Melbourne to East Coburg, one ticket to the city and another to East Coburg. This was to make it easy for Inspectors to check tickets. That lasted until 1979 when Conductors were allowed to issue both tickets together.

In 1979 a young Conductor, Hoa Pham from Vietnam, living in Richmond and working at the Kew Depot, was sending parcels to Vietnam in his own hours, attacked the postmaster because he did not like the postage he had to pay. When he was sent to Court he had nothing to worry about because of the weak justice system and got off lightly.

In 1979 the new '23' Class Tram began service at a cost of \$330,000 each with an extra door at the back and 19 feet longer than the new 'M.A.N.' bus that cost \$77,000. A bus driver from Footscray said he drove trams in San Francisco that were 9 feet shorter than the '23' tram but had 16 more seats.

September
UNIFORM CAREERS
 Y. Good Inspector at STH Melb.

From Brunswick Depots



Ernest Pooley and Alan Davis spend most of their time in uniform these days.

They are tram inspectors during working hours and mayors "the rest of the time".

Cr. Pooley (left) has been with the Tramways Board for 37 years

and a councillor for 19. It is his third term as mayor of Brunswick.

Cr. Davis, 59, is the new mayor of Coburg and has worked with the Tramways Board for 25 years. He and Cr. Pooley worked together as drivers and have known each other for years.

Cr. Davis has been on Coburg Council for 14 years. Was at

STH. Melb. depot in 1978.

Very Good Inspector when at STH. Melb. 1978

In February 1980 at Kew Depot there were 229 employees, 47 were Indo-Chinese and 27 were other nationalities. During 1980 many were assaulted, mostly by Rules Football supporter louts; one Conductress from Brunswick was molested by one outside the Carlton Football ground. South Melbourne Depot held a 'Stop work Meeting' on August 17th because of violence by St. Kilda passengers on the 16 and 12 routes. In the same year the cost of a Day Tripper increased to \$2.00 and the fare from the City to St. Kilda was 60c.

In 1980 an elderly woman was killed in Riversdale Road, Hawthorn. While getting off the tram the driver closed the door on her hand, the tram started moving and dragged her along.

A monthly permit cost \$26.00 plus 10c per trip. The new 'Outer' pass was \$3.50 for trams, trains and buses. On routes 12 and 16 to St. Kilda, some conductors had moneybags stolen, it never happened to me but during the 1980's I had two ticket tins stolen on 16 route.

Depot starter Frank Reardon retired in 1981 at South Melbourne. He had 49½ years service starting on the cable trams in 1932, became a double decker bus driver in the 1940's, became a depot starter in 1954 and in 1955 started at Hanna Street Depot later renamed South Melbourne.

When I started in 1961 Australia had a population of 10½ million.

In 1985 my tram was travelling on 12 route along Spencer Street to St. Kilda when an old Holden Gemini coming from Flinders Lane, turned right across the path of the tram causing a collision. The tram cut off the engine compartment like a knife but the two male passengers were not hurt and the tram was only scratched.

In 1976 one of the first woman tram drivers at South Melbourne Depot was Margaret Debenham from Greymouth, New Zealand. In 1977 she passed the bus drivers test and became the first woman driver at Footscray Depot.

In July 1977 unemployment in Victoria was 4.7%, 78,000 unemployed. In 1996 unemployment was 9.5%, 204,000 unemployed.

In 1976 the magazine 'Modern Tramway' listed 34 countries with trams. USSR had 113 cities with trams, East Germany 27, West Germany 36, Poland 14, Italy 4 and USA 8.

At 6.45 p.m. on Friday 4th November 1988, tram W5793 to Carnegie on Route 67 and Tram W71008 from the Terminus collided 'head on' on the single track section in Truganini Road causing extensive damage to both trams. Duplication of the single had been delayed by objections by Council and residents. In 1989 it was the last section of single track in Melbourne and the double track construction was completed in 1989 to the Terminus costing \$850,000.

In 1987 there was a proposal by the Hawthorn Council to extend the No. 8 Toorak Terminus past Glenferrie Road that had been the Terminus since 8 May 1927.

During the 60's Roland Kerr worked as a cleaner at South Melbourne Depot, and on April 4th 1964 while he was a bus conductor working from North Fitzroy Depot a passenger would not pay his fare and struck Roland, left the bus at the corner of Brunswick and Johnson Streets Fitzroy, so Roland chased after him and asked him to pay. The elderly man struck Roland on the back of the neck with a lead weighted walking stick, Roland fell over and the man rained blows on him and almost broke his neck. Roland was left with a legacy of three operations, constant discomfort, lost wages and \$1000's in medical bills. He had a steel rod and a plate inserted in his head during an eight-hour operation. He had to wear a 70 lb. plaster cast from neck to stomach and later a brace. The Tramways Board told him that it did not feel liable to give him extended compensation because the main assault occurred 50 feet from the bus. Unlike most other states, Victoria had no compensation for victims of violent crime. His assailant was sentenced to 14 days gaol. When Roland left hospital his savings were gone and he had to exist on the charity of his friends. After 20 months he went back to work as a bus conductor and soon afterwards he fell against the bulkhead and blacked out. I had worked as a bus conductor only three times and it was hard to stand on those old British buses. The specialist ordered a third operation and he was off work for another 27 months and went back to work again as a cleaner at South Melbourne Depot in 1972. He had to eke out a living on Social Service payments and when he left I never saw him again.

~~Emergency rope idea,~~
overcome tram ban

This is the Tramway Board's answer to the problem of broken trolley-pole ropes on ~~trams~~ emergency rope.

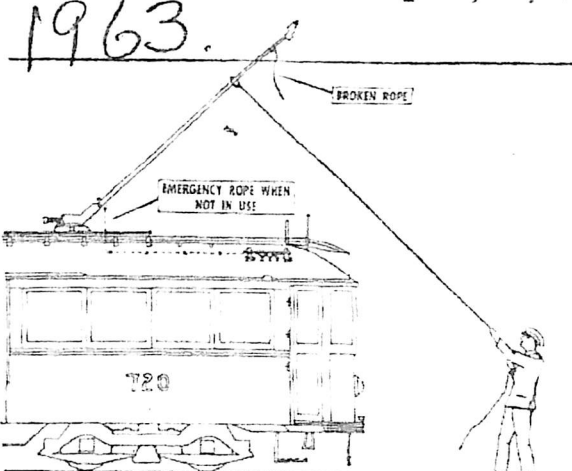
Tram drivers have declared they will not get on tram roofs to adjust trolley poles when the control ropes break.

The ban followed the death of a driver who fell from the roof of his tram.

The emergency rope enables the driver to adjust the pole while standing on the ground. It is tied to a ring which can slide up and down the pole.

When not in use it is coiled around a bracket on the tram roof.

To use it, the driver uncoils the rope and pulls it up the pole, enabling him to pull the trolley pole down.



On 20th August 1969 a Tramways bus careered down a hill in Darebin Street, Ivanhoe when a tyre blew out, and the tram crashed into a bridge. One passenger was killed and five injured. The bus driver, Phillip Ayres aged 40, had his right leg impaled by a piece of fence railing.

In June 1975 two passengers who were later arrested beat a black London Bus conductor to death. The conductor was aged 40 from Jamaica. The buses stopped later for 24 hours in protest. In 1974 there were 473 London Busmen who needed medical leave after attacks.

In November 1965 Malvern Depot was short of 45 drivers and 31 conductors yet discipline was strict. In 1975 a Malvern driver missed the points at St. Kilda and Commercial Roads and struck a car, he was suspended and ordered to see the Discipline Officer. He had been booked to work on the Saturday and Sunday but was still suspended on Tuesday and started work on Wednesday having lost four days pay. He had gone to the Discipline Officer without a Union Officer. Another driver from Malvern Depot had his car stolen from the Depot but it was recovered later.

Writing in the 'Union Record' in November 1965 Jim Harper for 'Preston Plottings' said that 'double time' for Sunday and 'Time and a half' for Saturday was won in 1946 and a five-day week in 1948. He said that sick leave for five days came in 1942. He mentioned how many things the Union had won for members.


Union Record November 1964 *South Melb. Depot*

Last year of Christmas Dinner at Depot was 1963

Eric Taylor - driver - content manager - lot year of 4 weeks holiday there was 3 weeks in 1963

HANNA ST. HAPPENINGS

By "LUCKY"



You will no doubt find this a bit hard to take when you see by whom this is written, but as you have no regular scribe I am just filling in. I know when I used to be the scribe here there were threats of getting me arrested on the charge of being drunk in charge of a biro pen, but there is no need to get downhearted as the next copy I am sure will be compiled by a good scribe.

NEWS BRIEFS

The rise in wages was welcome and moved the wolf from the kitchen door out into the yard, but unless the government puts a stop to the price rises we will be right back with the same hungry look. The rise does not do much to attract more to the industry or to encourage the 1st year member to stay. We wonder how much longer the 6-day week will go on. With our members spending little time at home they have a feeling they are not too popular as lately they have been getting their lunch wrapped up in road maps.

A dinner was given to retired members at the Hotel Elizabeth. It was certainly not one of those take your own glass affairs as it had all the class and sincerity to make R. McPherson (Shorty) Clarrie Stone and Bill Rabling feel that although they had left the job they were not forgotten and this means a lot to a person after spending so much of their life in one depot. To make a real success the Committee held the Cricket Presentation Night at the same time. This made it one of the best evenings put on by the Depot that I can remember.

Members to receive presentations for being the leading sportsmen were E. Huxtable, bowling, who was also made a life member. K.

try a wrong-un and you will get hit to leg.

The cutting out of a lot of compulsory stops in the suburbs is a good idea, as this stopping and starting along the road for no reason is not the trend of modern transport for us to survive we must move people in the quickest time. But cutting them out in the City is hard to reason and only adds confusion between public and tram crews, and for anyone conducting a tram who has not been along William St. lately you are in for a bigger shock than the girl in the topless bikini when someone called her sir, when you find the tram does not stop at places like Longdale St., Bourke St., and even Filanders and William St. where the City section starts, unless the bell is pulled. It makes one wonder if this is a move to remove ALL compulsaries in the future. If this is so, I would lay a bet on which one would be the last one to go and I would give the best odds on the one at Bleak House terminus because I do not think the fence along the beach front is strong enough to stop a tram should the driver not receive a bell.

PROBLEM CORNER

Over the past few months you have been receiving another booklet. This, I can assure you, is not put out by the same publisher as the "Record". I am not knocking it, even though it has not yet got a name. It has got a nice lot of shiny pictures of staff and members. It also makes suggestions and problems. But we will go one better—our Union will solve problems without you having to write in and we will also help everybody.

The Immigration Department often wonders why someone settles in our city, becomes employed, makes good friends and then all of a sudden packs up and catches the first boat back to his own country. One case we solved happened this way. One southern Italian chap was entering our gates one spring morning with not a care in the world, when a car was coming out driven by one of our conductresses. She had only just recently bought the car and what she knew about driving at the time would fill a hospital. She accidentally put her foot on the wrong pedal

(Continued on page 21)

The writer Eric Taylor on Page 13/04

In November 1965 a conductor from Kew Depot with over 20 years service was collecting fares and was assaulted by two passengers. He defended himself and got the better of the exchange. On returning to the Depot the Depot Master ordered him to see the Disciplinary Officer in Head Office. The Disciplinary Officer told him that as he had no witnesses he could either resign or work in the sheds. He was given until the next day to decide. On his return to the Depot the next day, the Depot Master told him that one of the passengers on his tram had gone to Head Office and verified his statement. He was exonerated and resumed work.

The Sun 1961 - 13

Trams are their line

1961.

By JACK WILKINSON

IN many cities throughout the world trams have been, or are being, scrapped. But not so in Melbourne.

Here there are almost 800 of them running on 142 miles of track. They travel about 19 million miles each year.

Last year they carried just on 172 million passengers and tramways buses carried more than 30 million.

This means plenty of work for the 8600 employees of the Melbourne and Metropolitan Tramways Board.

The traffic section, with more than 3500 members, is the largest department.

There are over 1100 tram drivers, nearly 1000 conductors, almost 600 conductresses and more than 350 bus drivers.

The remainder are mostly in administrative or supervisory positions.

The first rung in the traffic department is conductor.

All traffic employees, except office workers, must serve as conductors first.

To become a conductor it is not necessary to have any particular educational standard.

But there is a qualifying test in English and arithmetic and the following physical standards are required:

Height: Minimum, 5ft 6in; maximum, 5ft 11½ in.
Weight: Minimum, 9 st.; maximum, 25½ st.

It is also necessary to

be between the ages of 23 and 40.

Rates of pay for a 40-hour week are £15 16 6 for the first year and £16 15 after that.

All conductors are on shifts. Penalties for work on Saturdays, Sundays and public holidays increase their wages considerably.

The uniform is provided free and so is travel on all the tram and bus routes operated by the board.

Three weeks' annual leave, cumulative sick leave and long service leave are other benefits.

Today the board is only engaging male staff, but at one stage there were more than 1000 conductresses employed by the board.

Their wages and conditions are the same as for the men.

Drivers

After completing three months as a conductor an employee can apply for a driving job.

A tram driver receives £17 4 6 a week. A bus driver receives £18 10 0 or £19 9 0 if he is operating a one-man bus.

Tram Drivers must do a three-week training course. The first two days are spent in the classroom and the next

12 days are spent on the road under supervision.

On the last day there is a written examination and a final practical test in an empty tram.

Once a driver has qualified he goes on the road on six months' probation.

He is instructed and checked regularly during that time.

The checks continue for another five years and a detailed record card is kept on each driver.

His accidents, if any, are listed and should there be too many his job comes under review.

Even after that first five years tram drivers are still checked periodically.

Bus Drivers also have to do a training course. If a trainee has an ordinary licence he spends 12 hours in the classroom before going for a police heavy vehicle test.

If he gets that endorsement to his licence he spends another three or four days driving an empty bus under instruction.

He is thoroughly tested around the city.

As with tram drivers, bus drivers go on six months' probation and are checked regularly.

All traffic staff undergo periodic medical examination.

For further promotion

in the traffic department to such jobs as staff signaller, ticket examiner, traffic inspector or depot master, employees must pass a qualifying examination and wait for a vacancy.

Apart from the traffic department the Tramways Board offers opportunities to young men in the professional, technical, training and administrative fields.

Engineers

There are positions for qualified engineers, architects, accountants, draughtsmen and chemists.

Junior Technical standard is the minimum qualification for apprenticeship to the following trades with the board: Motor mechanics, body-making, fitting and turning, welding, painting, carpentry, panel beating, plumbing, electrical fitting, electrical mechanics, sheet metal work, trimming, boilermaking, blacksmithing, bricklaying, moulding, instrument making and pattern-making.

On the administrative and clerical side the minimum standard is intermediate.

For further information about jobs contact the staff manager, 616 Lt. Collins-st. (2 7721).



THERE are almost 600 conductresses in the Tramways Board. All employees in the traffic department, except office workers, must be conductors before they become anything else.

Three Virtues of Public Transport 1961

"The three great virtues of public transport are punctuality, efficiency and courtesy. And the greatest of these is courtesy."

The chairman of the Tramways Board (Mr. R. J. H. Risson) said this in a luncheon address to the Australian Society of Accountants yesterday.

"These are not my words, much as I should like to claim credit for them," he said. "They were written by a London bus conductress."

Mr. Risson said he believed the tramway service had regained the position of the best transport service in the Commonwealth and the best uniformed, which it had held in 1939.

The choice of trams was not the result of blind prejudice. A tram cost £16,000 and lasted three times as long as a bus that cost £12,000.

In December 1965 the Board decided to abolish bus conductors on the Fishermans Bend and Bulleen-Garden City routes from 27th December but the Union refused. Port Melbourne and North Fitzroy Depots had 220 members and Port Melbourne was to close in 1966. The Union said that all tram and bus members would pay a levy to help the bus members who went on strike to 14 weeks. I think it was £5. At least 15 Unions gave money to our tram Union to help in the 14 week bus strike.

There were 50 conductors at Port Melbourne and 60 at North Fitzroy. Mr Risson said that with no conductors the board would save £150,000 per year. This was in January 1966. When the strike was over they resumed work – with conductors. Before that Essendon lost the Footscray route on Saturday afternoons and Sundays along with the West Maribyrnong route on Sundays to one-man buses.

In February 1966 several drivers and conductors were suspended for not wearing regulation shirts. Driver Wild from Brunswick Depot was suspended by the Traffic Manager when his pole came off at Ivor Street. It was found that he had a perfect record.

Conductress Joan Potger was working at Glenhuntly Depot in March 1966 and took long service leave to visit England for the wedding of her son Keith who was a member of the famous singing group 'The Seekers'.

Once during the 60's on a Public Holiday I had to bring my lunch to the very old Thornbury Depot in Miller Street. It had old wooden seats and tables.

In October 1966 a tram was stolen from Malvern Depot and in the same month a Driver from Preston Depot locked himself in a terminus toilet. After 20 minutes a conductor used a point bar to break the lock and let him out.

In January 1967 the tramways board told the Union that there was no likelihood of night watchmen being reemployed at Depots. During the same month a Camberwell tram driver was assaulted by hooligans while on his way home leaving him in a serious condition, which put him in hospital.

When conductors and drivers retired they had to pay their own fares.

In December 1966 a conductor from Kew was replacing the pole and received serious head injuries from a brawling mob in Church Street but the mob ran off when the driver went to help him.

In January 1967 a tram driver from North Fitzroy had an accident in the sheds, causing a broken leg and a long spell in hospital.

In May 1967 there was a shortage of 300 drivers and conductors according to Union Secretary Charles O'Shea.

Former South Melbourne driver Syd Edwards became Union industrial officer in April 1967. He was in the Army in New Guinea in World War II. In the 60's drivers had to punch time clocks and one driver was struck by a car and badly injured in Elizabeth Street in March 1967. This was tough as there was only 5 days sick leave per year. Four weeks holiday per year had commenced in 1964.