

I wanted to have a look at Australia and came to Melbourne in 1960. After a few days I took my first job (bad decision) in a truck assembly factory in South Melbourne. It lasted six weeks, then five months in the Astor TV factory in Sturt Street, South Melbourne followed by five months in the Footscray Freezing Works. That job was the best job I had had for years but the employers only wanted casual workers for a few months only. I wanted a job to last, after eleven jobs in New Zealand and three in Melbourne I went to the Tramway Board Head Office at 616 Little Collins Street and applied for a job as a Tram Conductor. I was sent to the uniform store at South Melbourne and started work in 1961.

During my 33 years as a conductor, no passenger was ever hurt and I liked the job.

I read that in 1950 no trams ran for eight weeks when drivers and conductors went on strike for more pay.

During World War II, 73 employees from South Melbourne Depot served in the armed forces and five were killed in action. The depot was called Hanna Street Depot at that time.

November spotlight

Melburn... the largest depot
Melburn is an all W Class depot...
Melburn is the largest of the TFC's depots...
Melburn will operate two vintage...
Melburn will operate two vintage...
Melburn will operate two vintage...

East Preston... not to be confused with Preston Workshops
East Preston Tram Depot was opened in June 1958...
East Preston Tram Depot was opened in June 1958...
East Preston Tram Depot was opened in June 1958...

Glenburnie... all W
Glenburnie Depot was opened on August 21 1927...
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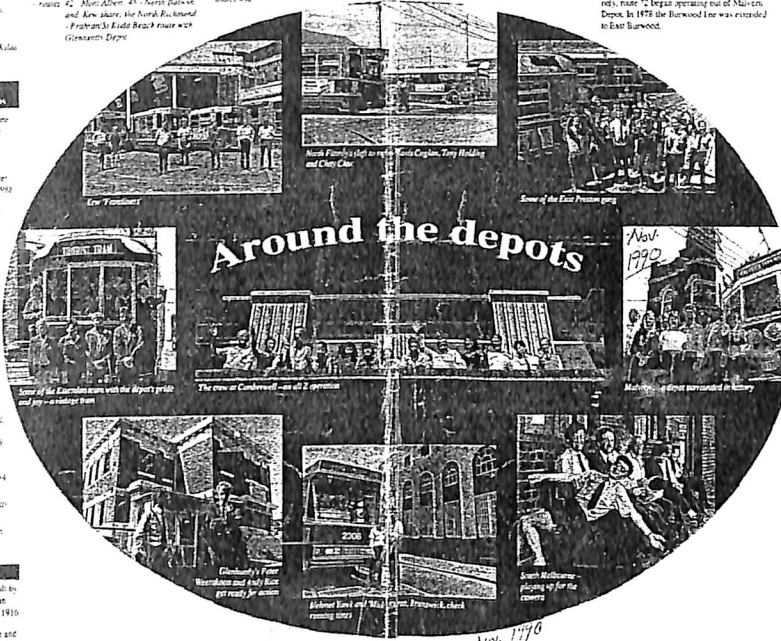
Keil... 75 years of history
Keil Depot is the second of two depots built by G. Traill and Malvern Tramways Trust in 1916...
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South Melbourne... boasts new vintage tram route
South Melbourne Depot was opened in 1929...
South Melbourne Depot was opened in 1929...
South Melbourne Depot was opened in 1929...

Camberwell... all Z6
Camberwell Tram Depot is an all Z Class tram depot...
Camberwell Tram Depot is an all Z Class tram depot...
Camberwell Tram Depot is an all Z Class tram depot...

Exhibition... the festive depot
Exhibition Depot is another all Z Class depot...
Exhibition Depot is another all Z Class depot...
Exhibition Depot is another all Z Class depot...

Bruswick... in the beginning there were horses
Bruswick Depot was originally located in Coburg...
Bruswick Depot was originally located in Coburg...
Bruswick Depot was originally located in Coburg...



In 1992 employees came from 38 countries.

I was left behind three times when my tram left the terminus. The first time was in the late 1970's at St. Kilda Beach after I had pulled the pole down. A woman asked a question and I went round the other side to speak to her, the driver thought I had got on and drove off without me. When he realised I was not on the tram he waited for me to catch up at Luna Park. During the 1980's a Brunswick driver learning the road left me behind at South Melbourne Beach and the third time was at Port Melbourne Terminus in 1991.

The Board of Land and Works built Spencer Street Bridge during 1927-30. During the 1970's, my 12 route tram was crossing the bridge towards Fitzroy Street. Several cars were stopped in traffic close to the tramline but the young tram driver did not notice how close they were and struck the side of three cars before stopping. Each car was damaged and I had a lot of work to do filling in accident reports. Any other driver would have waited for the cars to move on.

It was a great shock when driver and former inspector Allan Lane died in 1994 he was very popular.

In 1996 I visited the tram museum in Christchurch New Zealand and bought a book '7 Tram to the Terminus' from 1921 - 54. On page 3 is a poem taken from the June 1948 issue of Tramway Board Staff Magazine Air Brake.

Hurry tram, your noisy coming fills my heart with sweet delight:
Happily I climb aboard you, rumble tramcar, through the night.
Rumble down the dim-lit highways, singing your metallic theme.
Though you're crowded to the footboard there is room, I find, to dream.
Clang your bell, it is sweet music, blending with the iron roll of your
wheels upon the tram line, and the hissing of your pole as it plucks from out the cable.
Sparks of fire that gleam and play.
Glow like fireflies above you, as you rumble on your way.

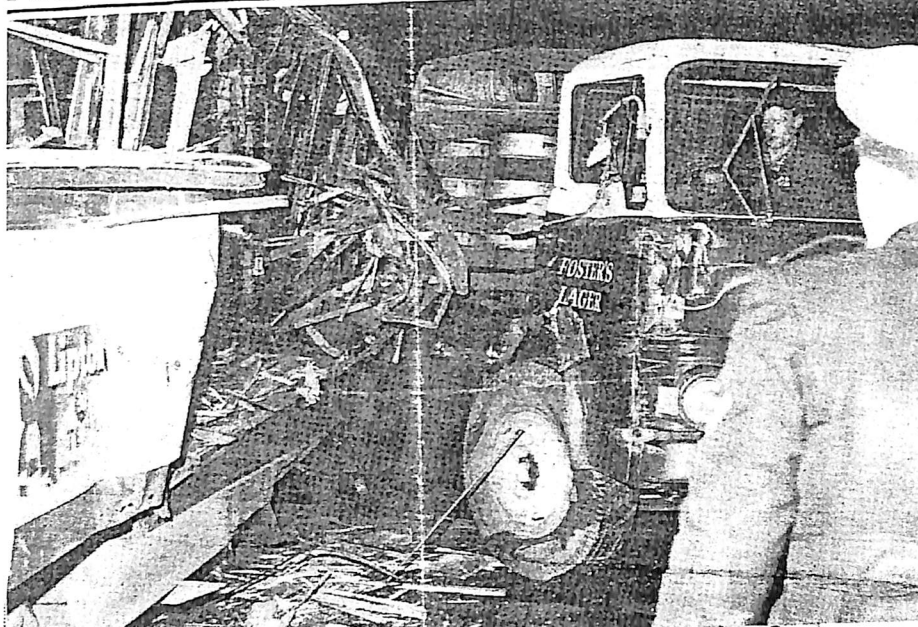
The first tram in Auckland New Zealand ran in Queen Street on November 17th 1902. On September 29th 1903 a man wrote a letter to the newspaper "Sir, I am afraid it will be a bad day for Auckland if the trams are allowed to run on Sundays. I have seen letters re: continental Sundays. May God save us from having them here. We are going quite fast enough as it is. It is only the thin edge of the wedge to open the shops. We are getting too fond of pleasure in Auckland. I am, etc."

At South Melbourne during the 1960's and 1970's was Jack Hetherington who later transferred to Glenhuntly Depot. He was ex RAAF and died on May 19 2001. *Inspector*
Another good inspector who was at South Melbourne in 1978 was Allan Davis, Former tram driver, aged 60 who started in 1952 and was the new Mayor of Coburg and on the Coburg Council for 14 years.

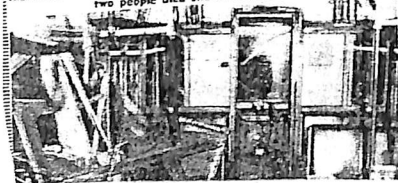
The book 'Bloody Aachen' by Charles Whiting describes how the American Army in September 1944, attacked the German city of Aachen. They suffered 8000 killed, wounded or missing and lost 200 tanks. It took six weeks to capture it on October 21. On 17th October a group of engineers stationed on the heights above the city found an abandoned tram and filled it with captured German flak ammunition triggered to be set off by a time fuse. They set the time pencil and pushed it to roll down the hill towards the German positions in Burtscheid. There was a tremendous explosion but it was far short of the target. The V-13 had exploded prematurely. They then began to use a huge 155mm-artillery gun.

The Sun, Friday, August 7, 1970

TRAGEDY HITS ON ROUTE 88



• Above: The mangled wreck of a No. 88 tram. In the splintered debris lies one of the 18-gallon kegs thrown into the tram by the force of the crash. Below: The centre passenger section where two people died and 22 were injured.



Tram to East Preston Kegs crash into tram

By GLEN DOWER
TWO people were killed and 22 injured when a brewery truck ripped the side out of a tram in Clifton Hill early last night. The dead were: Mr. Constantinos De... of... of McKean St., North... Last night two passengers were killed and 22 injured when a brewery truck ripped the side out of a tram in Clifton Hill early last night. The driver was... and... five detained for...
1970

Two men hit, kick tram conductor

Two men assaulted a tram conductor in a tram at the corner of Alameda and... North Fitzroy, on Saturday night. The man kicked the conductor... Robert... Police...
1965

Tram runs away

RAILWAY booking clerk Lou Latta, of Carlton, was selling tickets last night near the Elizabeth St. entrance to Flinders Station when he looked up and saw a tram... The tram, which had...
1965

RUNAWAY TRAM MAN SUSPENDED

The driver of a tram that ran away at Preston on Saturday has been suspended. There will be an inquiry...
1965

I read in the 'Sydney Telegraph' newspaper about Beatrice Miles who was born in Sydney in 1902. She was at university for two years and worked in a hospital, left home in 1926 with ample allowance to rent a flat. She first came to notice by jumping onto moving trams and riding on the step near the driver's cabin or on the front bumper. It was not long before she was known as 'The Terror of the Trams'.

This game was to persist until age caught up with her and she transferred her attention to unsuspecting taxis, all drivers abused her. It was in the early 1930's that she began her Court appearances because she kept stopping trains and taxis, asking to travel free. She refused to pay fines and gave up renting in the early 1940's to live like a bag lady although she had a bath daily. The hard life caught up with her in the early 1960's and was taken in by the 'Little Sisters of the Poor' at Randwick. She died in 1973 and her will stated that a band play 'Waltzing Matilda' and 'Tie me Kangaroo Down'.

During the 1970's Prince Charles, from England, visited Bendigo and was given a tram ride by driver Jack Wirth who asked him if he would like to drive the old Birney tram. It had a dead mans handle, a safety device which meant the driver had to keep a downward pressure on the controls and if anything went wrong the tram would stop. Prince Charles started off smoothly and people on the side of the tracks waved to him. The Prince took his hand off the controls to wave back and there was a bang, a flash of sparks and the tram crunched to a halt and the Prince let out a yell.

In July 1978 a tram driver, aged 38, failed to brake in St Georges Road, Northcote and rammed a stationary tram in front. He collapsed and died, both trams were almost empty at 4pm. More than 30 trams were delayed and a conductress was x-rayed at hospital and a 16-year-old girl was treated for lacerations.

In 1978 a Union paper called 'Trammie Link' said that for the first 26 weeks of 1978 at Kew Depot, drivers were involved in 344 accidents. In September 1978 a 21-year-old conductress, Barbara Biggs from Brunswick Depot, refused to join the tramways Union. Every other worker joined. She caused a great deal of suffering to passengers who had to walk to work and conductors and drivers when they attended a stop work meeting. She could have got another job but preferred to cause trouble there were many other jobs. On September 11th the Tramways Board gave her a job in Head Office. She could afford to drive a car and appeared in Court on 15th September on seven traffic charges and was fined \$260. For 20 years after that not one person refused to join the Union because they helped hundreds of people and did a great job. That selfish woman made life hard for children who had to walk to school.

On 9th January 1979, No. 5 route tram to the city and route 15 to Moreland, collided side on at St. Kilda Junction at 7.26 am. Nine trams were banked up. \

The best passengers were children. Every few months we would do 'School Specials'. The tram reserved for children only and they were always well behaved. One trip was children from North Carlton School going to look at the Victoria Market. Even if it was cold or raining children were always smiling and happy. The schools were Albert Park, East Coburg, St Kilda, Middle Park, Brunswick, South Yarra and Toorak. They are funny people and it is not wonder there was a song by the famous French singer Maurice Chevalier who died in 1972 'Thank heaven for little girls, they grow up in the most delightful way, thank heaven for little girls, growing bigger and bigger every day'. He also sang 'April in Paris' and 'Louise'.

In 1978 two 'W' Class trams were sold for \$5,000 each to Seattle, U.S.A. plus transport costs \$20,000 each. They would run along a 2.1 km line along the water front. The Extension to the Burwood line in July 1978 for 3.4 km cost \$1,000 for every metre of track.

In May 1978 a tram ran down Collins Street from Russell Street and ran into the back of another tram at the Swanston Street lights. 16 passengers were taken to hospital and the 34 year old driver Markovich suffered shock. He had been driving for four years and was sacked in September.

In 1998 Melbourne had a population of 3,367,005. The density of 16 people per hectare, in contrast to Paris with 48 people per hectare and London with 56 people per hectare.

In 1999 a woman aged 86 was asked to leave a National Bus Company bus in Montmorency, because she could not produce her Senior Citizens Card and the driver would not accept her pension card for a 60 plus ticket to go to hospital. The bus company later apologised to her.

In 1978 two males aged about 23 years robbed the Paymaster at North Fitzroy Tram and Bus Depot of \$2,700. They had pistols.

I bought a book by mail through M.D.S. book sales in Glossop, England, called 'Clippie' The autobiography of a wartime conductress in England during World War II. Her name was Zelma Katin. In 1944 aged 44 she became a tram conductress in Sheffield on double decker trams with 24 seated passengers downstairs and 37 upstairs with 8 steps to the upper deck. She was given a mental test to work out 193 tickets at 7½, 75 at Ha'penny and 845 at 2½. Early training in her fathers' shop made her good at figures. She was given a medical examination. In peacetime male trainees had six weeks to learn conducting and now in war, women were given four weeks but now the period was dropped to two weeks. She was issued with a navy blue uniform, a punch, a ticket holder, a massive money bag with six shillings worth of change and a battery lamp to read tickets at night. On her first day she was given twenty minutes to prepare her tickets. At South Melbourne Tram Depot we were given ten minutes during the 1960's and 1970's. She remembered a music hall joke 'A man should never worry about losing a women because women are like trams, there will always be another one along in a minute'.

At the City Terminus there was a mobile canteen with tea and cakes. During World War I, women secured the concession of special staff cars to go home. When the tram was full she had to put a chain across the doorway. Children up to 18 travelled at half fare. In Melbourne children up to 15 were half fare. On her final day she worked an eight-hour day spread over twelve or thirteen hours. They paid 2d per week to a canteen open from 6.30 am to 9.30 pm. There was a billiards room and other games rooms and a ladies lounge. A large dinner cost 11d. There was a two to five minute tram service for a population of half a million in Sheffield and they had reserve conductors when one became ill. Smoking was allowed on the top deck. On her first day she started at 7am and collected fares from 824 passengers. Trams were mostly yellow and blue double deckers. An Inspector told her that women on Moscow trams did not work nearly as hard as you girls do. Her pay for the first fortnight was ten pence an hour and then increased. After two years they wore one stripe on the arm, two stripes after four years and three stripes for seven years. Drivers only received 1d an hour pay more than conductors did. Each tram carried a load of sand under a seat to brake better in icy weather. There were regulators whose job was to time trams. One conductor was sent to prison for cheating over fare checking. There were 4,600 uniformed employees of the department. There were 1,300 conductresses; about 55% joined the Union. Friday was pay day. Zelma went to a photo studio to have her picture taken but was told it would take two months. In Newcastle, tram and bus conductresses were holding protest meetings against hooliganism. In Sheffield a conductress was hurled from the platform onto the road at night and sustained a broken jaw after being punched. She received no compensation. One girl was thrown off the tram when it swung at speed round a bend. One drunk hurled Zelma Katin against an iron dividing bar causing a mass of bruises just because Hotels closed at 10pm.

In 1940 German bombing destroyed twelve trams. For an early shift she had to get up at 3.30 am to start at 4.4.5 am. At 9.30 she had a forty eight minute break and returned to the Depot at 2.45 pm having sold 1051 tickets and was home at 2.45 pm. The depot canteen served 2,400 daily. A Union meeting was held in a cinema to talk about asking for a pay rise. The meeting started at 11 pm and finished at 2.15 am. Zelma went to a restaurant and at 3.45 am caught a tram home. Often a tram team would have to work 5 to 5½ hours without a break. Once she rolled her sleeves up and a passenger said "Do you want a fight then?" and another said "You do look cool Miss". One tram journey lasted an hour and there were seventy two stops. Once a Policeman helped her by pressing the bell to start the tram until an Inspector boarded the tram and ordered him to sit down. Once a woman ignored her request to pay and went upstairs. When an Inspector boarded the tram and reported her for not going upstairs to collect the fare she wrote in her report that she was too tired and would try to see that it would not happen again. She was so exhausted with the hard work she was granted permission to work a four day week.

There was a shortage of alarm clocks and almost impossible to have one repaired. On London trams no passenger was allowed to stand downstairs when there were seats upstairs. After eight months Zelma began work as a bus conductress. Buses had twenty six seats downstairs and thirty up with eight steps to the upper deck. The Inner Circle was the hardest route. Her average taking for the day was £8 as compared with £6 on trams. Once she was called into the office where a supervisor wanted an explanation concerning her bus that was four minutes early setting off. She replied that neither the driver or herself possessed a watch and the transport department did not supply clocks. She was allowed to leave in peace. Once a passenger said "You are one minute late". A passenger was fined for standing downstairs when there were seats upstairs but that was rare. One bus driver hated driving after two years and refused to cut short a food snack at a mobile van, he told the inspector to "drive the bloody bus yourself". At the depot the driver wrote out a report but was ignored. "He said why do so many passengers have to use buses, where do they all go to?" At the end of the day buses were parked in places at the outskirts of the city instead of a central garage because German bombing could have destroyed the lot. Driver and conductors had two weeks holiday with pay for those employed for one year.

When I was working as a telephone operator in Christchurch Post Office, New Zealand from 1950 to 1952 we only had two weeks holiday. I was not able to get a job as a tram conductor and the last tram ran in 1954. In Sheffield they continued until 1960 and returned in 1994. More women became recruits to trams in Sheffield in 1944. A 49-year-old woman who conducted trams in World War One returned after twenty-five years absence. When the war began in 1939 a recruit was considered too old at 31. An average of six women per week came before the Absentee Committee for being away from work. A trade Union official told Zelma that no woman would be employed after the war but they may continue until 1947. Zelma Katins book concludes on page 124. Zelma and her husband Louis died years later in South Africa.

I have a copy of "Modern Tramway" magazine for March 1972 and it says that the Moscow Public Transport Authority claims to have saved £10 million per year by dispensing with conductors on trams, buses and trolley buses. 19,300 conductors found other jobs since 1962 and passenger pay 5-Kopeck flat fare without supervision.

In World War II there were 2,000 conductresses but because of too many passengers, 960 remained after the war. Physical and nervous breakdowns were common.
Melbourne.

HANNA ST. HAPPENINGS

By J. TAYLOR

Monday when final acceptance were declared those three prominent letters—C.D.O.—which most of us here are beginning to loathe were in abundance again. When will we get back to a normal week? Your guess is as good as mine!

I am happy to say that quite a few ex-employees have rejoined our Depot after a look at the outside world—and in my case I am very pleased. They are all ex-drivers and are now looking at the world through glass windows again. On the debit side we have lost Driver Walker to Camberwell and look like losing Driver Way-wood who is anxious to have a go at the diesel-operated conveyances.

Two functions at our Depot which anyone who has been associated with (and most of us who have been terribly thrilled and pleased about them) look as if they have had their Madam Meiba. Last year on Christmas Day our Depot looked like a tram depot—entirely different to Xmas Day in the past few years. Our Christmas Day effort was abandoned. I believe only temporarily, but once you give anything away it is hard to pick up the threads again.

And now I have been informed that the special effort for the kiddies at Christmas time looks like being abandoned too!

What are the reasons for dropping two traditions which we at Hanna St. have been terribly proud of and people at other depots very envious of?

Well, Josie, after my usual whinge, a few items on the bright side.

Our "B" Shift cricket team is on top of the world. I believe it is about eighteen years since they won a cricket premiership, but the way things are going this season it could be the breaking of the drought. Everyone here has their fingers crossed for you chaps, so please do not let us down!

My old mate, Jackie Jamieson, running a tram into our depot daily one week. During his one visit to the mess room even people who didn't know him put their cigarettes away. I wonder why? (Never tramway record—18)

Our Depot Master, Mr. Kirkup, during the recent Australia Day holiday period. He did the roster for the following week on the Monday which incidentally was the holiday and wonder of wonders for nearly twenty-four hours there were no cancellations!

What a shock we all got on the

the conductor for another fare. Quite a heated argument followed. Was anxious to see the outcome. If both could have fought as well as they talked it would have been quite an interesting encounter. Even though traffic lights will stop you six times out of ten, unless you are color blind, it seems stupid and silly to have non-compulsory stops at end of sections.

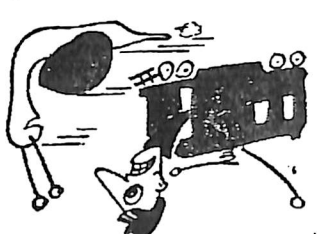
The recent suspension of a conductor at our Depot for being on the shorts I believe, and his aftermath, left a nasty taste in a lot of our mouths. Why she was not told before she left work the previous day, I do not know. How would you feel if you reported for duty the following day and find your work covered and yourself suspended. The excuse, I imagine, is we had no one to inform her. Let this same conductor stay away from work without informing the Depot! I guarantee you they would find someone to go and see where she was!

Also a conductor from here being sent to Essendon to complete a shift and being neglected by the authorities who should have been responsible for seeing she was returned to her home depot. Our thanks to the Depot Starter at Essendon for kindly obliging. These two instances along with many others make you wonder whether the people who employ us are really interested in us as human beings or in the numbers we wear on our caps. After all it is the numbers that count and our service is sadly lacking in them at the moment. Isn't it?

Two places where these rules are sadly neglected are the Spencer and Finders St. intersection going into the City and the Spencer St. and Collins St. intersection going the same way. Once it was a must to have safety zone standards at both of these tram stops but not now. Quite an interesting thought if someone stepped off a tram at either of these stops and was hit by a car while the policeman on duty was merrily waving the traffic through.

Well, it has happened at last! A passenger being over-carried at the provincial stop at Brunswick Rd. and Lygon St. (which is the end of the section) was asked by

I believe the law states that all traffic must stop for stationary trams. I also believe that at tram stops which have safety zone standards the traffic must keep moving. Once those standards are removed it is a different matter. Two places where these rules are sadly neglected are the Spencer and Finders St. intersection going into the City and the Spencer St. and Collins St. intersection going the same way. Once it was a must to have safety zone standards at both of these tram stops but not now. Quite an interesting thought if someone stepped off a tram at either of these stops and was hit by a car while the policeman on duty was merrily waving the traffic through.



All efforts to obtain a scribe from here have failed. Missing the last issue is a sin in my book. We have a great reputation here at South Melbourne. People with less when it comes to putting anything down on paper, except of course signing their names to their pay dockets each Thursday. Your favourite scribe "Lucky" filled in for one issue—I wondered why—until I noticed him smiling and waving to the chaps in the Ag office when he drives past. He is looking for a job as a journalist! My sole reader, Josie, will be happy to know that I am doing the job to the best of my ability. P.S., Clarrie—Only send one issue to Hanna St.

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What a shock we all got on the

Jack Taylor - driver - letter forwarded to Brunswick March 1965

From Scotland in Army in 1940 at Dunkirk - France
 (Bill) Duncan - Driver Worked in canteen in Meal Break

1969

HANNA ST. HAPPENINGS



I reckon our Secretary must have won another battle in the Courts for the number of days in the month to be reduced because I just seem to have finished one article when the next one is due, so here goes:

THE GOINGS

I was very surprised to know that H.O. Assistant Ctress Werske had to give the job away owing to ill health. The Depot wishes her all the best and we hope her health improves.

Young Driver Herron has resigned—I believe he has gone to Pentridge Gaol. It's not as bad as it sounds—he hopes to take up duties as a Warden.

I know there have been others resign but they were not long enough in the job to be known to me, but to you all, may you make a success of your new jobs.

THE COMINGS

This is one phase of the Depot I can't keep up with. Everytime I go into the Depot there are always new faces, so to those lads and lassies I wish all the best and hope your stay is long.

SPORT

I think we should be proud of our cricket team as they reached the Grand Final only to go down to Malvern, but they had good fun. Congratulations Malvern!

ENTERTAINMENT

It's getting to be a habit (after a few years when the Depot was stagnant) for now we have a burst of nights out. There is another night out on the 17th May at the King's Hotel, Russel St. If it's

By BILL DUNCAN

half as good as the previous ones it will be a rip snorter, so roll up!

SICKNESS

Sorry to see one of our old young girls is still off work—the Red Ace Queen, Ctress Phillips. Mona suffered a leg injury by being hit by a pram and had a long spell in hospital. We hope it's not too long until she is back with us. Also we had Smokey Dvr. Wilkins who had a spell in Vimy House, but looks as good as new.

GENERAL

Have been quite peturbed at the number of complaints I have received about our turn back men in green, not because they turn back trams that are late, but because they just turn their backs. Normally I take these complaints with a pinch of salt, but lately most of the complaints come from old drivers who go out to do their best, and most have long years of service. To these men in green it's no joke to find your meal break cut by almost a third.

I don't know how many times lately I have watched drivers get out of their cabin to speak to motor drivers who stop to do a right hand turn in front of them. Forget it, lads! They have the right by law and all you will get is ulcers! Same applies to the fool drivers who arrive at an intermediate clock well ahead of time—not only your ulcers will suffer, but you force your mates to get them! When the Roster Room cuts the running time play the game!

What is happening to this world of ours? Riots, wars, strikes and unrest in almost every country! Are people awakening to the fact there are too many petty dictators who think it's right to take away freedoms of the people. We unfortunately have a part of it here with the vicious Crimes Act where the worker has no rights to sell his labour. We see the outcome even in our own union with our Secretary being hounded

by every Tom, Dick and Harry. All he is doing is fighting for the rights of his mates—us! Like men everywhere, I hate strikes or any type of violence, but like all workers we need a little more of the cream we produce. If this was given freely by the employing class, strike or unrest would never take place and there would be no need for the Crimes Act, the most vicious piece of legislation ever to pass any Government.

Best Conductor I ever saw—was a great

JORDAN
T.H.C.
 Trainers

So Mr. Jordan, Secretary of the Trades Hall Council says — "Trade Unionists should not just be led by Communist pressure." "Sun" 21.5.69.

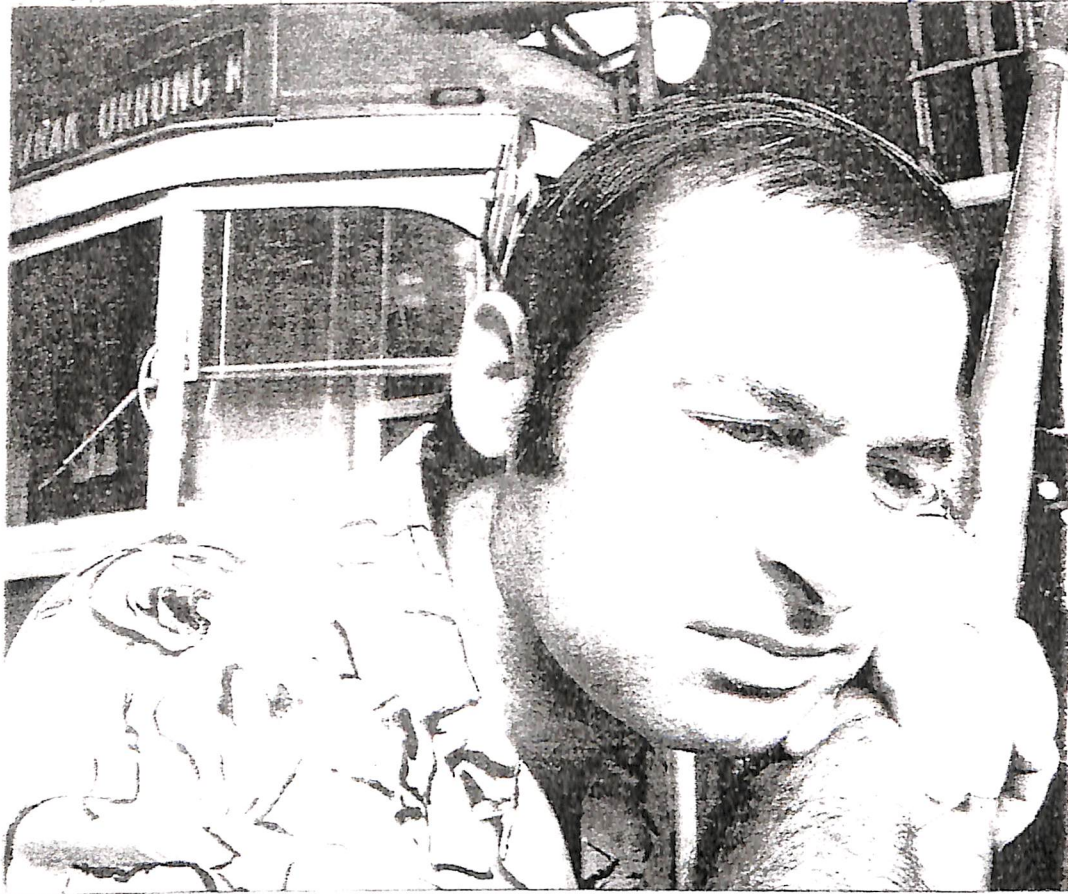
Well, Mr. Jordan has in this sentence proved to all unionists and others, just where he stands, that instead, as he claims to be, a working class leader, his statement brands him an anti-working class reactionary, ranking him along with the Nazi's, the Fascists, the D.L.P., the Gorton, the Bolte and other reactionary governments, the employers federations, of all lands, the big world wide official religions, Christian, Islam, Hindu and so on, all of whom have either tortured, imprisoned and smashed the workers and their organizations, or as in Australia, used anti-worker Courts, Parliaments, and laws and many officers of Trade Unions to keep the workers from asserting their rights through strike action, and they ALL used the same excuse — Communist pressure.

In this the Melbourne Trades Hall Council has fulfilled its part, for it now and over many years has condemned any workers job committees or organization unless it comes under their dictates, which power enables them, as they have previously done with Tramwaymen and others to split them from uniting with other Unions in a fight with the employers and drive them back to work, under unsatisfactory conditions.

Knowing this Mr. Jordan we'll accept Carrie O'Shea leadership and still regard you as a sell-out.

tramway record - 15

From 154 Melb. Daily 99 5 98.



Out of a job: Ken Walker says Mercaud won't work. Picture: JON HARGEST

We'll be back - connie

KEN Walker's big prediction is that Melbourne hasn't seen the last of train conductors.

"Meters just won't work," he said. "Nobody likes it. Nobody wants it. But the biggest problem nobody uses it."

Mr Walker, 36, of Thornbury, a 17-year veteran, was among the last group of conductors who were laid off on Saturday.

Machines can't help us find the right one, he said.

Nobody can help us find the right one, he said. "Nobody can help us find the right one, he said."

"I don't know what the right one is, but I know it's out there."

By BRUCE BRAMMALL
transport reporter

"They can take money when it's offered to them, but they can't ask for it, like a conductor can."

Mr Walker said he'd experienced almost everything during his 17 years on the rails — the pity of watching a unkie meet the joy of meeting special people, the mental scars of death.

He remembers the fat and the person is his particular favorite. A woman passenger on the No. 1 train was sitting in the aisle, she was in 1981.

She said she was going to the hospital and she was in 1981.

piano — and she just found out that her music teacher had died.

I sat down and tried to cheer her up and I asked if she'd like to go out for a coffee and we went to Lygon St.

A year later, Ken and his 15-year-old passenger, Christine, married.

Until his prediction of the future of conductors comes true, Mr Walker swears he will have to find other work, he hopes at another job where he gets to meet people.

"I've had conductors 1981 and I've had to come back and work on the rails," he said.

STH Melb. Driver Dan White died when he climbed onto the roof

for From my Scrapbook - Ray ROBERTS

1963

WON'T GET ON ROOF, SAY TRAM CREWS

A meeting of off-duty tram crews at the South Melbourne depot today decided that in future no driver or conductor should get on the top of a tram in any circumstances.

The meeting also decided to ask other depots to support this decision.

Yesterday a tram driver died from injuries he suffered when he fell from a tram roof, on to which he had climbed to replace a pole on the overhead wire.

Today another driver got a shock from the pole of his tram.

The secretary of the Tramways Employees' Association, Mr C. O'Shea, said this afternoon that the driver, Mr Ian Sheppard, had climbed on to the roof of his Glenhuntly line tram when the pole slipped off the overhead wire.

He received a severe jolt, but was able to continue work.

Earlier at the South Melbourne depot meeting, Mr O'Shea said that over the years a number of men had got electric shocks from the poles.

Only experts should try to get on to tram roofs when trams were under live electric wires, he said.

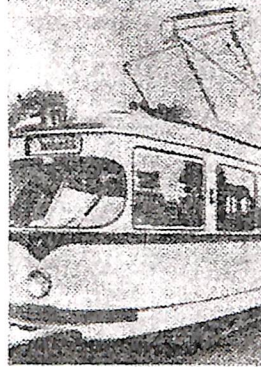
The chairman of the Tramways Board, Mr Risson, said today that the board was examining a proposal to replace power poles on trams with pantographs like those on suburban electric trains.

The proposal was made by the Tramway Employees' Association.

Mr Risson estimated it would cost at least £500,000 to replace poles with pantographs on Melbourne's 750 trams.

He said carbon blocks had replaced the noisy wheels that were once fitted to the end of the poles.

The carbon blocks were much quieter, and increased the life of overhead wires about six times.



A TRAM IN DUSSELDORF, Germany, equipped with a pantograph.

Melbourne had 750 TRAMS
Emergency ropes were fitted cost 3000 pounds

TRAM RECORD
A record of 101,173
trams inspected in 1962
high speed of 306
on the V.M. and on
double conductor
V.M. Centenary
board can meet
£325,000
Melbourne can meet
Last year a crowd
of 8,500 gathered to
celebrate the centenary
of the tram on the
100th anniversary of the
Melbourne Cup.

can
on
climber
for
roofs
in
1963
by
union

Toronto had 710 Trams

9 climbed on to the roof three times to free the rope

Ray Roberts conductor - 1961-94

Fact Bowler 1963

Great clerk ~~was~~ in ~~manager's~~ office.

Hendy - son

March 22

1998

5TH

Melb.

Reed

Hold-up puts a life on hold

By CATHERINE LAMBERT

BILL Karas went to work one day four years ago and has been a recluse since.

Mr Karas, 32, was held at gunpoint and pistol-whipped while working at the South Melbourne tram depot on January 16, 1994.

The burglary and attack caused minor physical damage, but the psychological trauma is constant.

"It just keeps going through my head," he said. "I can still see his head and hear the clicking sound of the gun. If I sleep, I dream about it in different settings."

Mr Karas rarely leaves his darkened house, and he never opens the windows or answers the telephone or the door, which remains locked.

He has developed neck injuries from the strain of constantly looking over his shoulder on rare outings with his children.

His home is kept perfectly neat, even though he has two young children, so he knows where everything is placed and can detect any missing object immediately.

Before the attack Mr Karas was an outgoing football and cricket fan.



Living in fear: Bill Karas. Picture: JOE SABLIAK

He worked in administration for the Public Transport Corporation.

He lost his appetite and sex drive, suffered daily panic attacks, and became irritable with his wife and children.

He became vague and unable to communicate or read the newspaper properly because his fears were so overwhelming he could not absorb information.

Mr Karas believes he has started to make progress. He takes his children out about three times a week and suffers fewer panic attacks.

"When I see them happy and seeing the world in a better way, it makes me happy," he said. "They make me feel more at ease."

His psychologist, Dr Don Jefferys, has been trying to take Mr Karas

back to the crime scene to allay his fears, with the hope he may return to work.

"These people develop a number of avoidance behaviors," Dr Jefferys said.

Post traumatic stress disorder develops when people are exposed to a traumatic event either by being injured, confronted or a witness.

Women are more likely to suffer the illness and can develop a range of symptoms, often causing severe illnesses such as anxiety, depression and panic disorder.

"It can range from having very little, limited effect to be grossly debilitating where the person is no longer able to enjoy life," he said.

"There is one-third of sufferers whose symptoms get better within a year, but others go on to be chronic or go in and out of remission."

Dr Jefferys said scientists had found that when the illness was chronic, it could damage the area of the brain involved in memory because of the constant state of arousal.

The number of sufferers in Australia is not known.

STH Melb. Depot 1990



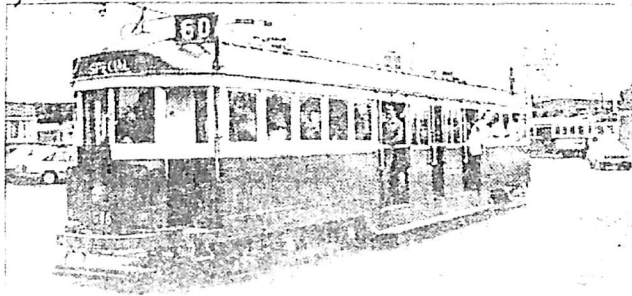
● Milestone is a piece of cake . . . tram driver Linda Story celebrates Number 646's diamond anniversary of service in Melbourne yesterday. Pictures: CLIVE MACKINNON

1990 Old gem still on track

November 21

NUMBER 646 was the pride of Melbourne when it hit the streets in 1930. And yesterday's 60th birthday celebrations at the South Melbourne tram depot proved it is still the diamond of the fleet.

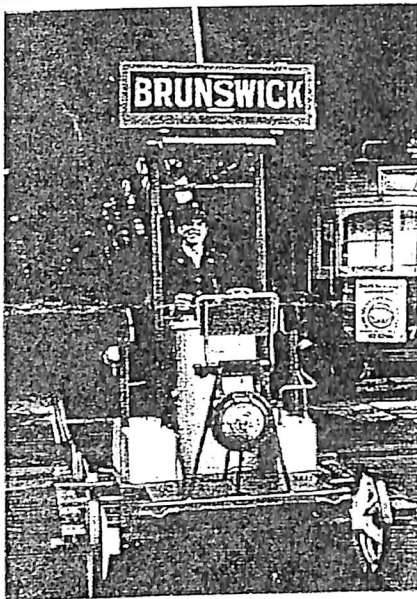
Its days have spanned the depression, World War II, the 1950s and 1960s, the 1970s and 1980s.



● Making tracks . . . Melbourne's oldest running tram sets off from the South Melbourne tram depot for a birthday tour.

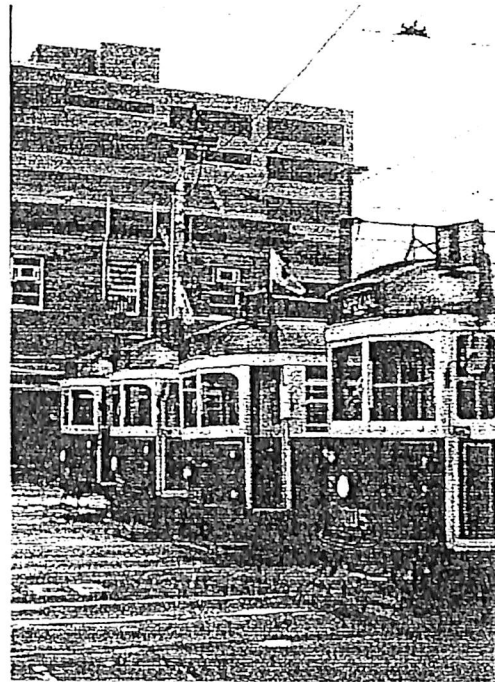
HANNA STREET DEPOT REUNION 1999

Date: Sunday, 3rd October 1999
Time: 12 noon
Place: Southbank depot, 167 Normanby Road, next to the Exhibition centre and adjacent to Southbank depot stop on tram line 109. Enter by visitors' entrance, just past the administration buildings (up ramp).
Tea, coffee, and sandwiches will be supplied.
A tram charter has been arranged for 2pm touring the area and some of Hanna Street's lines.
MALCOLM WILL BE THERE! The classic tram-focused comedy film which featured Hanna Street at the beginning (and much more) will be shown from noon till 2pm.
Please register your interest if possible before 21st August, to allow final catering and charter details to be settled.



"Malcolm" (Colin Friels) in his element at Hanna Street depot.
Photograph copyright David Parker, c/- Cascade Films Pty Ltd, Port Melbourne.

Hanna Street, and the last parade of trams - fittingly, "W"s - on 9th February 1997. After 72 years, Hanna Street was no longer a running shed, and the depot was demolished the following year.

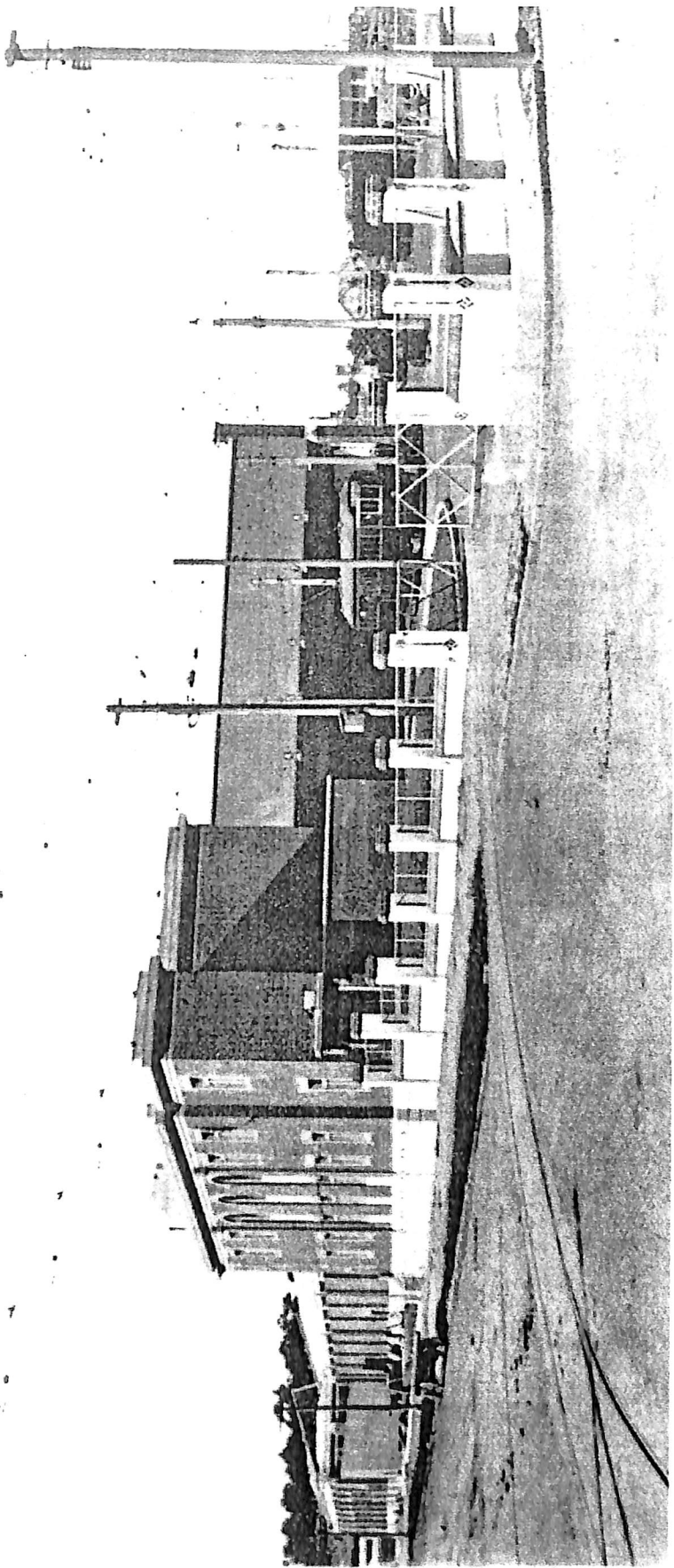


PLEASE CONTACT:
JOHN STEWART on 9696-5782
PETER BRUCE on 9376-8054

SEE YOU THERE !

PLEASE TURN OVER →

Special thanks to Cascade Films Pty Ltd for permission to use photographs and slides from "Malcolm" and for supplying a video copy of the film for the reunion.



SOUTH MELBOURNE CAR DEPOT AND OFFICES

EAST PRESTON DEPOT

One of the bigger tram depots which runs 'B' class and 'W' class trams and used to have 'Z' class which have now been stored.

This depot was originally at Thornbury which was very small, so it was extended and moved to Plenty Road and became known as East Preston Depot.

We have since seen the depot expanding dramatically in recent years. There is a further extension to Bundoora and LaTrobe and still further extensions are envisaged for the future, to Mill Park. With this growth over the years, the depot has a good future.

The members have always shown great strength and support for the union and produced a number of union officials over the years. There has always been great unity and this will continue into the future, now that we are the P.T.U.



EAST PRESTON TRAM DEPOT

East Preston delegate, John Fenech has always put his members' interests first, at the expense of raising the annoyance level of management. John is the only Trammie who knows where the 'Whittlesea Gap' is located - he hasn't got a tram there yet, but not for the want of trying!! John's oratory powers and colourful language is legendary at Executive meetings!!

SOUTH MELBOURNE DEPOT

This is one of the oldest depots in the service and was known as Hanna Street - it has recently been renovated. South Melbourne includes the Civil Branch, Building branch, maintenance branch and home for the Restaurant car. This depot used to have a metal foundry and special points and track fabrication area. Many years ago it was home for the Electrical overhead branch. The property is leased from the Dept. of Forests and Conservation. The trams now running are 'A' class, 'Z' class and 'B' class (known as Light Rail). This depot was always regarded as the central city depot which helps other depots to run services when there are problems on the various routes. During heavy rains this depot is often isolated by water across tram tracks and roadways causing severe flooding.

This depot has always had its share of militant members but has always been of great service to the local community in times of need and dispute. The members of this depot walk further for their pick-up points than any other depot but it is the diversity of interests that keeps South Melbourne depot spirit to the forefront.

The delegate is Danton Rousseau who is outspoken in negotiations with management for the benefit of the members.



SOUTH MELBOURNE TRAM DEPOT



First one person operation tram used as Restaurant Tram from South Melbourne Depot.

Tramway Record Dec 1988

DEPOT DOINGS

Hanna Street Happenings

By Lindsay Bounds

Welcome

Once again, I would like to welcome all new members who have started in the last three months. May your stay at South Melbourne be a long and happy one.

Bereavements

Sadly I record the death of Conductor Alan Quayle who was at South Melbourne until four years ago but was, at the time of his death, working at Brunswick. As well, Driver Neville Evans who passed away after a long illness.

On behalf of the members of the Depot, we send our sympathies to the families of both members.

Finally, I record the tragic death of Driver Ken Turner who was killed in a road accident on 29/8/88 whilst on his way to work. A collection was held amongst members at the depot and as a result \$310 was collected for his widow. On behalf of the Depot we send condolences to Ken's family.

Presentations

On 25/8/88 a small function was held at the Depot where presentations were made to Conductor Charlie Forago, Driver Vin Hocking and Conduccress Anilla Castro. Charlie and Vin are retiring and Anilla was leaving for the United States. Charlie and Vin were also presented with 25 year silver trays. At the same function Conductor Roy Roberts was presented with a 25 year silver tray. A special thanks to Delegate Jeff Christie, Max Davis, John and Sue Cotton who organised the function.

Births and Engagements

Congratulations to Driver Clive Dunn and his wife Brenda on the birth of their daughter Stefanie. Congratulations to Driver Margaret Mills on her engagement to Operations Officer Digby Drew.

Bits and Pieces

Hear about the driver who went home on a broken shift and booked a taxi 1.50pm to arrive at 2.23pm. At 3.55pm a taxi arrived. Apparently six previous taxis could not find his address. Better luck next time Richard. Drivers Vic Simian and Nola Wright are getting the reputation of Mr & Mrs

Clyde... Why? Because they like driving trams with 'Clyde Controllers'.

Private Buses

During the last State Election campaign members would have noticed large signs on the sides of private buses and a series of advertisements in the form of comic strips in suburban newspapers. This was part of a campaign against the Cain Government and the M.T.A. buses. What the Bus Proprietors Assoc. did not mention was that when the private bus routes become part of the M.E.T. fare structure, then their routes would go on a fixed contract subject to tender when these contracts expired. These tenders were to be Government guaranteed and...

Route News

The relaying of track in Dunks Street is completed. Automatic points are to be installed at the corner of Sturt Street and Kingsway. The vandals are still having a ball on routes 96 and 111. At the end of September the old St. Kilda Station signal box was burnt to the ground and an attempt was made to burn Port Melbourne Station. As I said in the last Record, community groups should have been allowed to rent these stations at both lines closed. At best they would have been protected from vandalism.

Historical Notes

Late 1988 marks 100 years of tramways along St. Kilda Road. This tramline was opened as a cable tramway to Million Street, Toorak and Prahan. In 1891 St. Kilda Beach opened to Windsor. In 1897 the city service to the beach commenced. In 1926 to 27 the lines were converted to electric tractions. November 1988 also marks twenty years since the All Night Buses finished. We have been worse off having to pay four fares or ride a bike to work as to work the first or last trams.

Concluding

In conclusion, I would like, on behalf of the members to congratulate Delegate Jeff Christie on his election unopposed as Delegate for the next two years. Finally, I wish everyone at South Melbourne

A MERRY CHRISTMAS and a Happy New Year

HANNA STREET HAPPENINGS

by Lindsay Bounds

Once again the new year started — marked with the lock-out which lasted from 2 January until 2 February. Despite reports in the media saying that it was a strike, it was NOT. The then Minister for Transport (Mr Kennan) ordered the power to be turned off. As this lock-out will be reported on elsewhere in the *Record*, I will say no more but that I would like to thank all the members who helped out around the Depot during the dispute, preparing meals, preparing leaflets, distributing leaflets, collecting donations from the public, manning picket lines, making and selling T-shirts. Finally, a big thank you to Delegate Alf DeBakker for the work he has done around the depot whilst the dispute was on.

Proxy Delegate

Congratulations to Clive Dunn on being elected Proxy Delegate for the remainder of 1990, Clive was previously Delegate in 1982-83.

Congratulations

To drivers Don Storey and Linda Giles on their marriage over in Tasmania on Australia Day weekend.

Departures

To all those people who have resigned since the last issue best of luck for the future.

Depot Social

Once again the Annual Depot Social was held on 16/12/89. This time it was held at the Middle Park RSL and was an enjoyable evening for all. Thanks to the following members who helped out... John Colton, Sue Colton, Max Davis, Tina Rafferty and Richard Popovic.

New Secretary and Assistant Secretary

Congratulations to Lou DiGregorio as Secretary and Tony Martin as Assistant Secretary elected to these positions in November '89.

MET Tickets

Since the settlement of the MET TICKET dispute and resumption of services, there can only be one word about MET TICKET — CONFUSION! Passengers were unaware that they had to pay \$2.00 for emergency tickets if unable to obtain a ticket before boarding the vehicle. What if the shop was closed, had run out of tickets or the tram route had no outlets nearby. Incident... whilst working a trip on route 96, a passenger got on with two \$1.30 tickets to use as an all day ticket. The newsagent had run out of Adult Daily Tickets and had sold her two half fare Daily Tickets!! There are many stories about MET TICKET but there is only one word to describe the situation — CHAOS!! It is my opinion an attempt to One Man trams without buying ticket machines or One Man operation on the cheap. Unfortunately MET TICKET may be here to stay... enough said.

Route News

New running blocks for routes 1 and 15 still have not been finished. Track reconstruction along St Georges Road from Miller St to Merri Parade to begin this year and completed in 1991. A new terminal has been constructed at South Melbourne Beach terminus.

'Z' Class Trams

In the first week services resumed, after the MET TICKET dispute, I went up to Camberwell Depot to inspect a 'Z' class tram that had been modified for One Man Operation. There were a number of faults in the

design modifications. One was there was too much glass around the drivers cab. This would make the drivers cab too hot in the summer. The conductors change consol has been moved from the conductors station and has been installed on the new door installed for the driver's protection. Passengers boarding the tram would knock this consol when passing the driver. As well, when the door is opened for the driver to get out on a 'Z1' tram the change consol would hit the passenger seated behind. These and other defects will have to be modified before the trams are suitable for One Person Operation under the Occupational Health and Safety Act. Unfortunately the MET TICKET project team rushed into these modifications with no consultation with the Union. The project team wanted a One Man tram running quickly so as to show off to the media. PIN notices have been issued for these improvements to take place. The Union has also set up a Steering Committee to look into the problems of two class trams and problems on A1, A2 and B2 trams.

Historical Notes

13 March 1990 marked the 53rd anniversary of the conversion of the South Melbourne Cable tramline to electric trams. The Port Melbourne tramline closed the same time but was replaced by buses. All other lines closed after this line were replaced by buses. (Bourke St. was later electrified in 1955). There is a video movie of a Cable tram going down Clarendon St and running around its trailer outside the Bleak House Hotel. There is also a scene of a cable tram going down Bay St and running around trailer at Port Melbourne. These scenes are on a video called *Commuting by Cable*.

Cat South Melb. Depot.

On May 23, 1932, at 15 years of age, Frank Reardon entered the service of the Board as an Oiler Boy at the South Melbourne Engine House.

He probably thought that he had a permanent job, but now, 49 years on, he has to face up to the fact this is not so — he is retired!

Frank did some work at North Melbourne Engine House. Also, and as well as oiling, he spliced cables, worked on the track and acquired an Engine Driver's ticket.

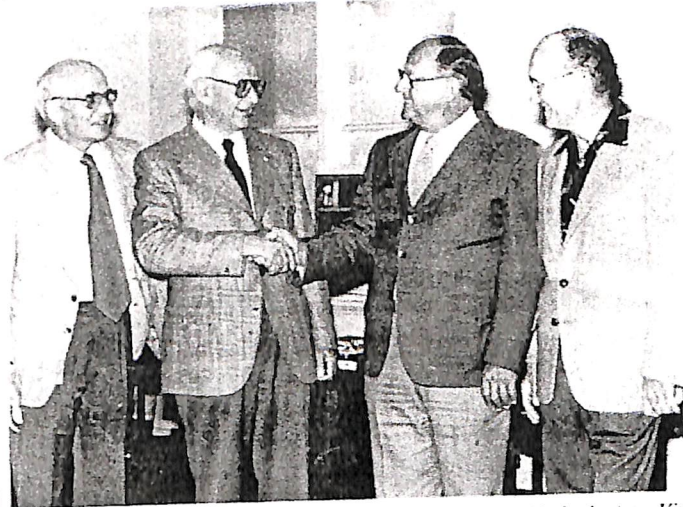
When the cable cars were phased out in 1940 he became a Bus Driver and then, in April 1954, graduated to Depot Starter, being appointed to South Melbourne Depot in 1955.

In pre-war days he was associated with the Tramways Swimming Club and through the years has been an ardent supporter of the South Melbourne Football Club.

At left, Lindsay Wilco (left of picture) with the Chief Engineer, Mr. John Grigg, at his farewell at Preston Workshops.

Frank looks fit enough to go for another 49 years, and we wish him and his wife health and happiness in their retirement.

MORE
RETIREMENTS
NEXT
PAGE



Frank Reardon, second from left, with well-wishers Jack Hetherington, Vin Mahoney and Jack Lister.

57H. Melb Depot
Inspectors.

Metra News

spring 1981