
The Tramway Record



Souvenir Edition

1993

The Tramway Record

Official organ of the
Australian Tramway and Motor Omnibus
Employees, Association (Victorian Branch)

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Melbourne 1993

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Assistant Secretary.....
President.....*Martin Strebs*
Organiser.....*Sam Branciforte*
Vice President (Sr.).....*Bruno Rendina*
Vice President (Jr.).....*Steve Bell*
Treasurer.....*Cheryl Radman*

TRAFFIC DELEGATES

Brunswick.....*Peter King*
Camberwell.....*Basil Finnigan*
Doncaster.....*Gary Atkins*
Essendon.....*Gary Yates*
Elwood.....*Steve Spiliotis*
Footscray.....*Ray Larter*
Glenhuntly.....*Derrick Moses*
Kew.....*Phil Harradine*
Malvern.....*Vince Whittle*
North Fitzroy (Acting).....*Tony Vella*
Preston.....*John Fenech*
South Melbourne.....*Danton Rousseau*

NON-TRAFFIC DELEGATES

Running Sheds North.....
(Kew, Brunswick, Essendon and Preston)
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(South Melbourne, Malvern, Glenhuntly and Camberwell)
Bus Garages.....
(Elwood, Doncaster, Footscray and North Fitzroy)
Coburg.....*Vince DeNino*
(Thornbury & Northcote Bus Garage)
Civil Branch.....*Robert Ardolic*
(Wattle Park, Hawthorn, Services Branch & Head Office)
Preston W/Shops.....*Ben Commandeur*

EXECUTIVE MEETINGS

1993: 9/11 and 14/12.

Members are Welcome to submit Publications for the Record.
Closing date for material is the
last day of the month preceeding publication.
Correspondence is welcome.
Letters may be edited for space or clarity reasons;
unless it is stated they must appear in full, or not at all.

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Opinions expressed in articles and letters, etc. in The Tramway Record are those of the writers and do not necessarily reflect the policy of the Tramway Union.

SECRETARY SAYS

This is the last 'TRAMWAY RECORD' of the Tramway Union known as ... Australian Tramway & Motor Omnibus Employees' Association

It is sad we have to write this article as the Tramway Union has a great and very proud history which goes back many years, in fact 83 years.

The Tramway Union was formed in 1910 and in Victoria had two branches ... Victorian Branch No. 1 and Victorian Branch No. 2. In 1932 the two Branches were amalgamated to become one Victorian Branch of the A.T.& M.O.E.A.

It was Tom Bergin, an Executive member who moved the resolution to amalgamate and form one Branch of the Tramway Union in Victoria. The Bergin family are a tradition in this industry, as each generation has had one or more family members working in it and currently we have a family member still involved in the Union.

The Tramway Union has always been small in numbers, but big in leadership in the Trade Union Movement in Australia. It has been involved in many



A.T. & M.O.E.A. own Union Office building at "TRAMWAY UNION HOUSE" 232 King Street, Melbourne 3000 (purchased in 1982).

great struggles to improve wages and conditions of the workers in this state.

One of the biggest battles this union was involved in was **during the war years** when we demanded equal pay for women and we achieved this to become the first union in Australia to have equal pay for women.

In the 1950's we were involved in a major dispute led by the great Clarrie O'Shea who was Secretary at the time. The dispute lasted 9 weeks for a small wage increase and defending members jobs.

In the 1960's the union was again involved in a major struggle this time to defend the Penal Clause in this country. The great Secretary Clarrie O'Shea was put in goal over the issue but was released after a few days as this involved a stoppage of the whole trade union movement throughout Australia and the Penal Clause issue has never been raised again by any government.

In the 1970's we were involved in the dispute over the Lonie report (devised by the Liberal Government) which was to close tram lines and remove conductors and many jobs would be lost, but again through our united stand it was defeated.

As well **in the 1970's** we allowed anyone to become tram drivers and demanded from management that women would be allowed to become Inspectors - at that time they were not allowed to apply for these positions.

In the late 1980's there was another major battle over the removal of the conductors on the trams, the Scratch ticket issue and contract workers.

After many stoppages and rallies from September to December ... 1989, there was a major stoppage on 1st January, 1990 when trams stopped in the middle of the city and were left stranded in the city streets for 33 days.



Lou DiGregorio

This was one dispute that was published world-wide and raised great support from many community organisations, the travelling public, traders and of course many trade unions to whom we are ever grateful.

The return to work on 3rd February, 1990, still had conductors on the trams. This eventually led to the downfall of the Australian Labor Party in this State.

In October, 1992 the Liberal Government was elected back into office with a policy on public transport that showed they had every intention of destroying the public transport industry by replacing trams with buses on tram tracks and destroying our public bus system.

This led to the Union working out an agreement with the government to make sure our tram system remained open as we have known it - these last 100 years, and hopefully will remain so for many years to come.

These are the major battles that the Tramway Union has been through over the years and won most of them.

The reason we won most of the battles was due to the great unity shown by the membership and the support they gave to their union leaders.

There have been many great leaders in this union, none more outstanding than Clarrie O'Shea who held office as the longest serving Secretary for 22 years

Syd Edwards was the longest serving President for... and took over as Secretary after Clarrie retired, for 10 years then there was Des Shooter from 1980 to 1981, Jim Harper from 1981 to 1989 and in 1990, I was elected to the position of Secretary and have now become the last Secretary of the Tramway Union and the first Secretary of the new Public Transport Union (Tram and Bus Division).

Currently the Union has two Life Members who served the Union very well over the years.

NORM MADDOCK who held the position of Delegate at Civil Branch for many years, State President for a short time, then Assistant Secretary and Federal Secretary. The latter position he won at an election and both the Federal positions and the Federal Office was in Victoria for the first time till Norm retired and the next election saw the Federal positions and Office return to N.S.W. Norm was an untiring Executive member for... years and was instrumental in enabling the Tramway Union to purchase their own building which became known as 'TRAMWAY UNION HOUSE' in 232 King Street, Melbourne. He is still involved in many aspects of the Tramway union, particularly at Malvern Depot, as well as establishing and collecting memorabilia for the Tramway Museum in Malvern.

BILL DONNELLY is one of the longest serving depot delegates, and was at Doncaster Depot for 27 years. He was

LAST STATE BRANCH EXECUTIVE

(A.T. & M.O.E.A.) held in FEBRUARY, 1993

Standing (back row) left to right: Jim McCrum (Priority Rep.), Peter King (Del. Brunswick), Vince Whittle (Del. Malvern), Steve Spiliotis (Del. Elwood), Derrick Moses (Del. G'huntly), Steve Bell (Acting President), Sam Haddad (Del. R/Sheds), Tony Vella (Del. Nth Fitzroy), Robert Ardolic (Del. Civil Branch), Gary Atkins (Del. Doncaster).

Standing (middle row) left to right: Gary Yates (Del. Essendon), Joan Williams (Minute Secretary) Lou DiGregorio, John Fenech (Del. Preston), Vince DeNino (Del. Coburg), Danton Rousseau (Del. Sth. Melbourne).

Seated left to right: Martin Strebs (Organiser), Norm Maddock (Life Member), Cheryl Radman (Treasurer), Bill Donnelly (Life Member), and Bruno Rendina (Vice President).

Absent: Asst. Secretary Sam Branciforte, Ray Larter (Del. F'cray), Phil Harradine (Del. Kew), Ben Commandeur (Del. Preston W/Shops).

also an Australian Councillor and has served the union well over many years. He is still involved in union matters and is on the Appeals Board for our traffic members.

Since 1989 discussions had taken place with the Australian Railways Union, Australian Federated Union of Locomotive Enginemen and National Rail Workers Union with the intention of forming one public transport union which had been the dream of many people in the past.

Finally from 1st March, 1993 the new union was formed... The Australian Rail, Tram and Bus Transport Union to be known as THE PUBLIC TRANSPORT UNION.

The Public Transport Union was formed to improve the conditions and wages of all our members and hopefully over many years, to combine the unity and support enjoyed in the past so we can become as good as the old Tramway Union.

It has been my privilege to serve the membership for these past few years as Secretary of the Tramway Union and to go into the new Public Transport Union as Secretary of the Tram and Bus Division and Branch Assistant Secretary to the P.T.U. The new P.T.U. office bearers are...

THE VICTORIAN BRANCH OFFICE

Branch Secretary
Peter Bourke (Rail Division)

Branch Assistant Secretary
Lou DiGregorio (Tram and Bus Division)

Branch President
Stewart Keating (Loco Division)

Sr. Branch Vice President
George Zangalis (Rail Division)

Jr. Branch Vice President
Martin Strebs (Tram and Bus Division)

THE NATIONAL OFFICE bearers (situated in N.S.W.)

National Secretary
Roger Jowett (Rail)

National President
Ron Bradford (Loco)

Sr. National Vice President
Trevor Avery (Tram and Bus)

Jr. National Vice President
Les Crofton (Rail)

Asst. National Secretary
Ron Pearsall (Tram and Bus)

Asst. National Secretary
John Rindfleish (Rail)
(Infrastructure)

Asst. National Secretary
Allan Barden (Loco)
(Infrastructure)

Asst. National Secretary
Frank Lacey (Rail)
(Rail Operations)

Asst. National Secretary
Noel McCool (Rail)
(W/Shops and R/Sheds)



HISTORY OF THE TRAMWAY UNION

by Federal Secretary - Ron Pearsall

In 1913 the Union was registered in Melbourne, Victoria, as THE AUSTRALIAN TRAMWAY UNION.

In 1934 the registration was changed to . . . AUSTRALIAN TRAMWAY & MOTOR OMNIBUS EMPLOYEES' ASSOCIATION when we obtained coverage for bus drivers.

Our Union has been in the forefront with many struggles . . . The 40 hour week; Equal pay - in 1942 we were the first union to be successful in having women employed on equal pay and conditions, resulting in equal pay slowly being introduced throughout the workforce - some industries took 20 years or more to get this introduced.

We have been a very militant union, involved in many disputes . . .

In the '50's the One Man tram dispute in Melbourne which resulted in the Union being deregistered federally for 2 years with the employers, T.W.U., A.T.O.F. (now amalgamated as A.S.U.) opposing our re-registration as a union.

We led the way against the Penal Clauses of the Federal Act with Victorian Secretary - Clarrie O'Shea being goaled in 1969 for refusing to pay fines imposed under the Federal Act. This resulted in the Sheriff being sent to all union offices nationally to seize the funds and property of the Union. A national stoppage of the Trade Union Movement followed, which resulted in the removal of the Penal Clauses and the release of Clarrie O'Shea from gaol.

In 1972 there was the Atlantean dispute in N.S.W. where the Commission ordered the N.S.W. membership to drive double decker buses without the assistance of conductors. This dispute led to a 6 weeks stoppage and shortly afterwards management sold all the Atlantean buses.

In 1990 was the MET SCRATCH -TICKET dispute when the trams were left in the middle of the city for 33 days and members in Victoria were assisted by the trade union movement, traders and people who travelled on the trams.

The Tramway Union has always been in the forefront of social justice issues:- provision of old age pensions, sickness benefits, travel for handicapped people, passes for our retired members, justice for indigenous people, insurances on equal

employment rights for all races - we are one of the few unions that has almost every nationality represented in the workplace.

We have been renowned for the involvement of our members in all decision making levels, holding our own elections by attendance ballots which has produced greater participation by the membership and the highest level of voting of any union Australia-wide.

The Tramway Union has always had the tradition that any member is able to seek a meeting with the Secretary or any official at any time.

Our members enjoy many work related allowances, paternity, maternity and bereavement leave, etc. won by the members solidarity in industrial struggle on the job and the Union officials ability to negotiate with management and through arbitration. This has resulted in us being a very unique but militant union over the years. These are attributes which we are happy to contribute to the PUBLIC TRANSPORT UNION which was formed through many months of discussions on amalgamation with the Railway Unions.

We have ensured that members representation is protected in the new union and the ability of the members to participate in the P.T.U. at all levels has also been protected and enabled the officials to support the formation of the PUBLIC TRANSPORT UNION and have it endorsed by the membership through a ballot held in December, 1992.

The P.T.U. has now reached almost 48,000 members Australia-wide and has resulted in greater industrial muscle and political strength to pursue issues on behalf of the membership.

The membership in voting for the amalgamation have voted for change, and it is now taking place with the officials of the Union working towards implementing our members decision and continuing the struggle to improve conditions for the members in each state.

It is with sadness, but pride that I write this article for the SOUVENIR EDITION of the old TRAMWAY RECORD and a Union that has a proud history covering the past 80 years.

Ron Pearsall
(Last) Federal Secretary
A.T. & M.O.E.A.



LAST FEDERAL OFFICERS OF A.T. & M.O.E.A. 1993

Standing left to right: Federal President, Trevor Avery; Federal Vice President, Lou DiGregorio.
Seated left to right: Federal Secretary, Ron Pearsall; Federal Treasurer, Pat Ryan.

RETIRED TRAMWAY EMPLOYEES ASSOCIATION

by Ralph Henshaw

Although 1993 has commenced, this Association would like to wish all current employees and Union officials and staff - 'A VERY HAPPY NEW YEAR' for the remainder of 1993 . . .

It is our hope that all the current problems that have surfaced since October, 1992, will be satisfactorily settled.

Our year commenced with a trip to Rich River-Moama and a good day was had by all who went along. The machines seemed to work O.K. for some of us!

Our February outing was a visit to the M.C.C. Museum, and this historical trip was also enjoyed by everyone.

We have planned a very good agenda for the year and we hope that everything works out for us.

At the time of writing, we are not sure about the M.E.T. buses that we have had over a number of years - and the Association wishes to thank the P.T.C. and the drivers who gave up their days off to drive us to our various venues.

This is also a year of celebration for this Association - we celebrate our 25th year of operation and we will enjoy a lunch at Alfred's Homestead.

The usual finish - if you are getting close to that day when you shall be retiring from work - you can remember the good times - by ringing JACK on 359 1218, and find out about joining this RTEA. You will meet up with old friends and also enjoy the many outings that we have during the year.

A bit of history on THE RETIRED TRAMWAY EMPLOYEES' ASSOCIATION OF VICTORIA

by Marie Smith (President)

At the suggestion of the late Mr. Clarrie O'Shea, Secretary of A.T. & M.O.E.A., to call retired members of the M. & M.T.B. together to form an Association which would be independent of the Union, a Committee was formed on 23rd April, 1968 with the late A. Cullen as Chairman, twentyfour men joined the Committee.

The Association was known as - The Retired Tramway Employees' Association of Victoria and was formed on 27th August, 1968. A Constitution was drawn up which we stand by to this day, 25 years later. The membership fee was \$1.00.

The late Eric Hobday became President in 1969 and later that year women were allowed to join the men in social outings. The late Jessie Vaux was the first ex conductress to join the Association in 1973.

As we progressed, our meeting place became the Tramway R.S.L. Hall in George Street, East Melbourne, until we out grew the small hall and then moved to Cameron Hall, Kew. As time passed, the M. & M.T.B. became the Metropolitan Transit Authority and our meeting place was at Tramway House in Bourke Street, until the building succumbed to the wreckers hammer. We now hold our meetings in the union

owned building . . . TRAMWAY UNION HOUSE in King Street. The MET supplied us with buses when requested, and since 1983, our members have received the best of both worlds due to the consideration of Mr. J. Lampos, P.T.C. Charter Department.

On 17th June, 1993 we celebrated our 25th Anniversary with a luncheon at Alfred Homestead, Warrandyte. Vice President, Steve Bell and Joan Williams from the Union Office, represented the Tram Union. Alice Taylor was made a Life Member. Mrs. I Stack and Mr. P. Reid received 18 years service badges. Mr. Reg Laird was the only serving Life Member and he had the honour of

cutting the large, beautifully decorated cake, specially made by one of our members for the occasion. Reg made a speech about old times . . . this was a great finish as Reg is now 97 years old.

In conclusion we must thank the Union most sincerely for doing our paper

copying these past 25 years and also allowed us the use of the meeting room at Tramway Union House these past 10 years.

We are sad to note that the Tramway Union will be no more, having amalgamated with the Railway unions

and is now known as THE PUBLIC TRANSPORT UNION - (Tram and Bus Division) . . . but our Association of members will continue we hope, for many years ahead.

COMBINED TRAMWAYS & EAST MELBOURNE SUB-BRANCH R.S.L.

by Ralph Henshaw

This Sub-Branch is now settled into our new premises at - 391 Gore Street, Fitzroy, and we have made our area into a very attractive Sub-Branch. We are maintaining our membership at 42, but during 1992 we lost two of our members . . . they were . . . Maj. Gen. Sir Robert Rissom and Mr. Stan Baufield.

Both of these members had spent their last years of life in Nursing Home accommodation, but were visited regularly by members.

If there are any Returned Ex servicemen/women who are not currently members of any R.S.L. you can ring RALPH on 374 2286 for details of how to become a member.

This R.S.L. is grateful to the Union for the opportunity to be able to write notes for this RECORD.



Taken at "TRAMWAY UNION HOUSE" in 1992. . .

Standing: Steve Spiliotis (Del. Elwood) and Vince DeNino (Del. Coburg) wearing the T-shirts with new P.T.U. logo.
Seated: Norm Maddock (Life Member), Secretary Lou DiGregorio and Bill Donnelly (Life Member). A.T. & M.O.E.A. (Tramway Union) Banner in the background.

FURTHER TRAM STORIES

by Frank Puls, Ballarat (Trams)

One thing that the various Tramway authorities had in common in the first hundred years of operation was their conservative approach to the comfort and safety of both their passengers and crews. In Melbourne, on 11th November, 1885, Cable trams began running. Until they were discontinued on 26th October, 1940, very few improvements had been made to them. No windscreen wipers had been installed, simply because no windscreens were ever fitted. I remember travelling on the dummy on a cold wet February day in 1940 with the wind driving the rain across the inside of the tram and the dirty slush coming up from the floor from the cable tunnel through the grip and soaking the gripman's trousers. Most of the people crowded onto the rear car to get out of the rain, but the Gripman could not leave his post. It is hard to realize that these conditions remained virtually unchanged for 55 years. Sydney had similar problems but not for as long a time, and neither bothered to correct the problems.

Sydney had the electric toastrack trams, where the conductors were required to walk along the outside foot-board to collect fares. Many conductors fell off and were injured. It was so common an event that it became a standard but sick joke. A couple of the wettest and coldest places in Australia - Hobart and Ballarat had double-decker trams with open tops - no doubt modelled on other cold and wet places - Great Britain and Ireland.

In 1905, in Ballarat, the new electric trams were launched. They had no windscreens, which were not fitted until customers complained about getting wet. It was many years before windscreen wipers and air brakes followed after much Union agitation. Many of the resources of the various tramway managements were spent in fighting the Union rather than investigating and rectifying problems brought to their notice by the Union and its members. Instead, much of the

money seemed to have been spent in attempting to justify their positions and sheeting home the responsibilities to the individual crew members by the use of a large number of expensive bureaucrats trained for this exercise. The running times were not in the interests of safe running. No service could be expected to run where safety, comfort, and speed were sacrificed to the short running times. Any resulting accidents were frequently blamed on the tram drivers for 'not exercising due care' but no improvements were tried, such as improvements to running times, keeping motor vehicles off the tracks, synchronising traffic lights, or installing turn lights for motor traffic on tram lines. These had to wait until recent years, and it came about only because of the work of the Tramway Union and the members.

SLEEPING BEAUTY (1) Route 88, Preston, c1960

Shiftwork took its toll on the private lives of its members. One such member, a conductor, had celebrated his engagement the night before. We left Melbourne for our last trip home from the city at midnight, picking up a few passengers. Soon the conductor fell asleep. I tried to rouse him, and he awoke, but fell asleep again. There were no inspectors around then, so I assumed by old job as a conductor again, taking his bag, hanging it around my neck and selling tickets. I pinned the driver's door back with a point bar and directed passengers to their stops. Fortunately, we were on the Bourke Street East Preston No 88 route where we had a sliding door tram. When we arrived back at the Depot, the conductor woke up after his long sleep and I helped him pay in, and then sent him home to have a decent sleep.

MORE SLEEPING BEAUTY

East Preston Depot, c1960

Another case where shiftworking took its toll when a conductor knocked off at

about 3pm on a hot day, hung his uniform in his locker and went to the pub. After a couple of drinks he sat down on a park bench in the shade. He was awoken by the local Post Office clock striking seven. The sun was low in the sky.

"Hell," said he. "I'm an hour late for work". He got up quickly and ran for the depot, to the surprise of the depot starter.

"But you're not due to start work until six o'clock tomorrow morning. This is evening. Go home and have a sleep, and don't sleep in tomorrow morning."

AROUND THE DEPOT MESSROOMS

There are always a few amusing stories around the mess-rooms of the Depots, mainly accidents which involved little or no injury to the people concerned. These are from the depots around 1960.

One night a city-bound East Preston tram was pulling into the stop in Nicholson Street at the corner of Victoria Parade, outside St. Vincent's Hospital when it tapped the rear of a taxi waiting for the red light to clear. The taxi driver said, "What was that?" to which the tram driver replied "I think you rolled back on me, mate." The taxi driver said, "Let's forget it. It was only minor, and I'll lose my no-claim bonus." Later, after hearing the story I checked the scene of the accident. The taxi would have had to roll UP HILL backwards to hit the front of the tram.

The tram was pulling into Wattle Park terminus in Elgar Road. It was late, and the driver was trying to find "City" on the destination roll and was not watching the road. The tram went off the end of the line - the whole eight wheels of it. The tram was insulated but there was enough overhead for the trolley pole. The crew pulled some wire out of a nearby fence to establish electrical connection between the wheels and rail. They then took off at full speed to pick up time, clattering

over the railway level crossing in full parallel on their way to the city. The driver left the job shortly after that.

BENT POLES (either Kew Depot or Camberwell Depot, pre 1971)

A tram driver, looking very shaken and agitated went to the depot starter's office. "I want an accident report form please. It's about bent trolley poles."

"But you don't need the form," said the depot starter. "Just report it on a "Yellow" (Special Day Report) You don't have to make such a fuss because of a bent trolley pole."

"But you don't understand," answered the Driver. "It was a dozen of them. I was shunting the tram in the shed, ran out of air, and ran the front of the tram into a rack of twelve trolley poles, bending the lot of them."

The depot starter thought about it, then, "I think I'll go home," he said - and he did.

NEW COATS FOR OLD (East Preston Depot, 1958-1963)

When I joined the tramways in 1958, I was told that my uniform was expected to last for 12 months. A year later, when my tunic coat was due for renewal, I fronted the Depot Master with it, asking for a new one, because I could then use the old one as a spare when my new coat was being dry-cleaned. No such luck. "That coat looks good enough for another three months," quoth he.

Three months later I took the coat back. The pocket had a hole in it where my pipe had burned a hole through. The front hem had worn away from the action of the cash bag rubbing on it. "That coat looks a disgrace," he said. "I'll give you an order for a new one."

A year later, I grabbed the original worn out coat and went into the Depot Master's office. "That coat looks very shabby," he said. "I'll give you an order for a new one." I smiled as I put the old coat onto its hanger and put it back in the wardrobe to be used again the next year in the Depot Master's office, to be

looked at once again, and again for all the following years.

THE BIG WHITE HOUSE ON THE HILL (on loan to Malvern Depot, early 1970)

I was travelling as a passenger in a tram going north in Glenferrie Road, Malvern, having just knocked off, still in full uniform. A middle aged woman approached me, seeking directions.

Passenger: Does this tram go to Whitehorse Road?

Me: It goes to Cotham Road, which becomes Whitehorse Road further down.

Passenger: I want to go to Whitehorse Road. I want to see my daughter. She just had an operation. She . . .

Me: (interrupting)

Where does she live?

Passenger: Near a big white house on a hill. How much would the fare cost?

Me: What is the name of the nearest cross street?

Passenger: That's none of your business! I'm not giving my daughter's address out to every Tom, Dick and Harry. She's ill enough already, and her husband drinking and all. Just be good enough to tell me how to get to her house.

Me: Well, you stay on this tram until you get off at Whitehorse Road. You then get onto a tram, and ask the conductor to put you off near the big white house on the hill.

HOW LONG IS THE NEXT TRAM?

(St. Kilda Junction, 1969)

As I was waiting for the construction workers to give me the green signal before proceeding through the old St Kilda Junction when it was undergoing reconstruction, I noticed some men holding us up. They were measuring another tram with a tape measure, probably with the idea of defining the

length of the loading bay for tram passengers.

An irate passenger, clutching a briefcase, knocked on my cabin door, demanding why these men were wasting our time and their's. "Have they nothing better to do?" he roared. I looked at my conductor. He shrugged his shoulders.

Finally, I said, "Perhaps it's because they don't have a watch. They're probably measuring the tram to see how long the next one will be. After all, one tram should be as long as the other."

There was no answer. The green signal went up, the conductor gave two bells, and we proceeded on our way.

THE TERMINUS - EVERYBODY OUT

Well, folks, it looks like this is the end of the line for this series, for I've finally run out of articles that are fit to print. I could not have gone this far had it not been for some ex members who jogged my memory on some stories. These included Peter Bruce (767) and Jack Cregan (1469), formerly of Hanna Street Depot and now retired, and Dave McCartney, Peter Winspur, Barry McCandlish and Len Millar at the Ballarat Tramway Preservation Society. Also thanks to Keith Kings and the late Bob Prentice.

Special thanks go to the staff of the Tramways Union for their help and inspiration in getting my articles in time for publication. Special thanks to Joan and to Lou de Gregorio, the Secretary, who has a difficult job to do.

Amalgamation is a two edged sword, bringing advantages as well as disadvantages. Today we have to be big to match the amalgamations of our public transport departments. The little unions, such as ours, the A.T & M.O.E.A. will be swallowed up in the amalgamations. With it will probably go one of the most readable and human union magazines, "The Tramway Record" which will join the ranks of my old deceased former workmates at the Melbourne Tram Depots. Goodbye. Requiescat in Pace.

(Photo: Refer page 13)

The last Branch Executive of the A.T. & M.O.E.A. situated at 'TRAMWAY UNION HOUSE', 232 King Street, Melbourne, comprised...

Acting President.....	Steven Bell
Secretary	Lou DiGregorio
Assistant Secretary.....	Sam Branciforte
Organiser.....	Martin Strebs
Vice President	Bruno Rendina
Treasurer	Cheryl Radman
Delegate - Brunswick Depot.....	Peter King
Delegate - Camberwell Depot	Basil Finnigan
Delegate - Doncaster Depot.....	Gary Atkins
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Delegate - South Melbourne Depot	Danton Rousseau
Delegate - R/Sheds.....	Jamal Haddad
Delegate - Coburg	Vince DeNino
Delegate - Preston W/Shops	Ben Commandeur
OFFICE STAFF	
Secretary	Joan Williams
Bookkeeper	Maria Losinno