



ISSN 1031—1149

The Tramway Record

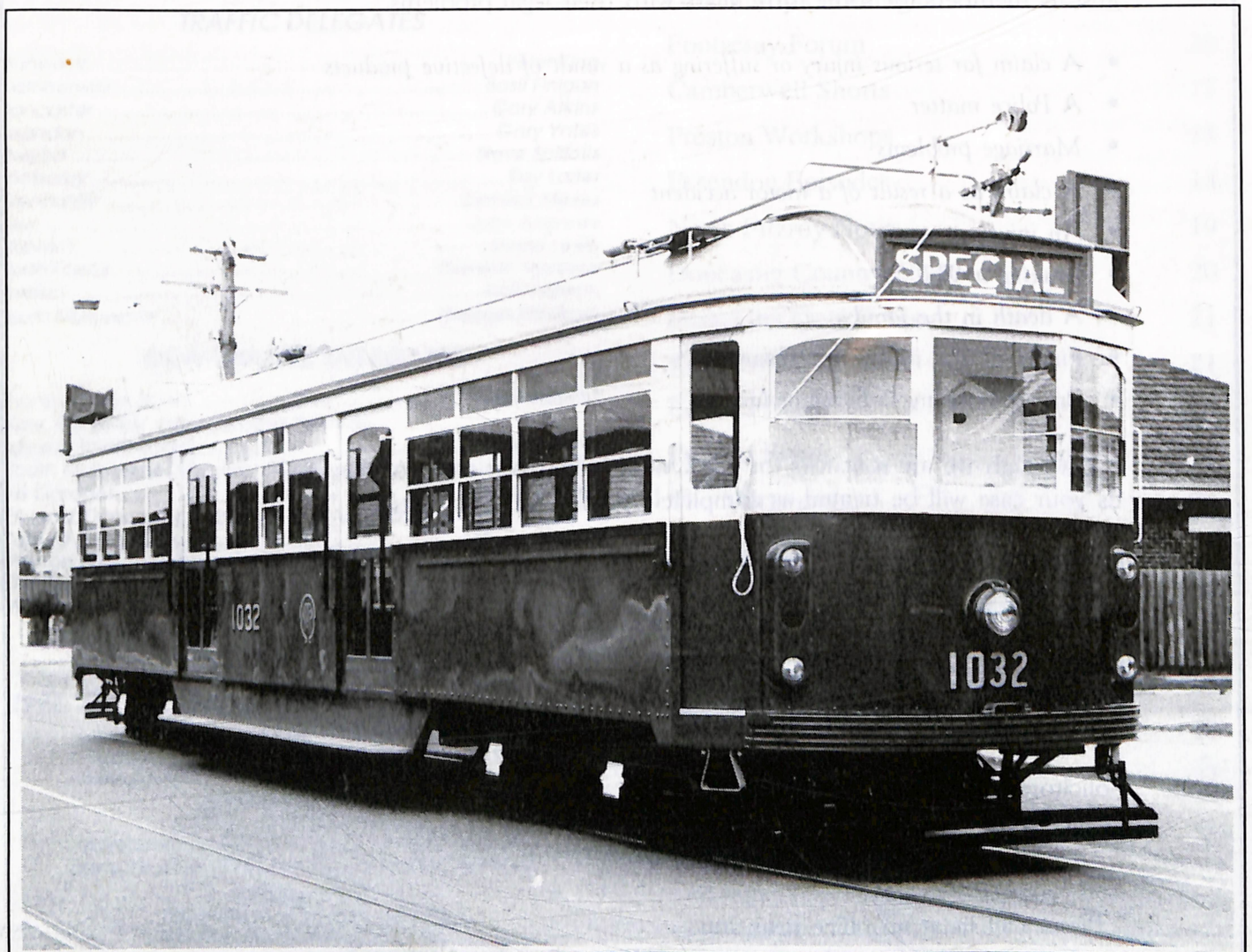
Official organ of the **Australian Tramway and Motor Omnibus Employees Association** (Victorian Branch)

232 King Street Melbourne Victoria 3000 Telephone: (03) 602 5122 MTA extension: 3500 Fax: (03) 670 4245

Volume 54, No. 11

Melbourne

March, 1992



The historic 'W' class tram — recently restored at Preston Workshops — These will continue to service the people of Melbourne (Vic.) for many more years....

The Tramway Record

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

Office: 232 King Street, Melbourne Victoria 3000
Telephone: (03) 602 5122 MTA extension: 3500 Fax: (03) 670 4245

Volume 54, No. 11 Melbourne March 1992

EXECUTIVE OFFICERS

Secretary Lou DiGregoria
Assistant Secretary Tony Martin
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 Finigan
Doncaster Gary Atkins
Essendon Gary Yates
Elwood Steve Spillotis
Footscray Ray Larter
Glenhuntly Derreck Moses
Kew John Andrews
Malvern David Lewis
North Fitzroy Dominic Malvaso
Preston John Fenech
South Melbourne Shelagh Freeburn

NON-TRAFFIC DELEGATES

Running Sheds North Norm Garland
(Kew, Brunswick, Essendon and Preston)
Running Sheds South Sam Haddad
(South Melbourne, Malvern, Glenhuntly and Camberwell)
Bus Garages Frank Bourke
(Elwood, Doncaster, Footscray and North Fitzroy)
Coburg Vince DeNino
(Preston W/S, Thornbury & Northcote Bus Garage)
Civil Branch Robert Ardolic
(Wattle Park, Hawthorn, Services Branch & Head Office)

EXECUTIVE MEETINGS

1992: 7/4, 5/5, 2/6, 7/7, 4/8, 1/9, 6/10, 10/11 & 8/12.

Members are Welcome

Publications - June, September & December 1992
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.

Address mail to:

The Editor, The Tramway Record,
232 King Street, Melbourne 3000

Published by Summit Advertising Pty Ltd
152 Errol Street, North Melbourne 3051
(03) 329 7571

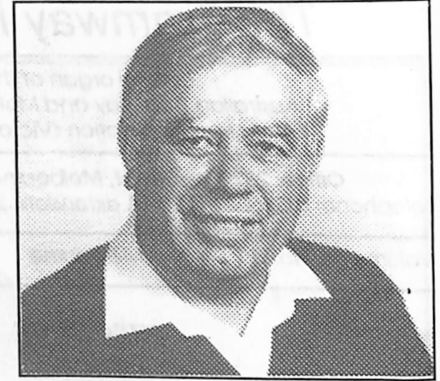
Advertising enquiries to above

INDEX

	Page
Office Bearers	1
Secretary Says	2
Report from Assistant Secretary	4
Report from Organiser	6
Health & Safety	7
Julius Roe, Career Moves	10
Retired Tramway Employees' Assoc.	11
Auditor's Report	12
Brunswick Banter	15
Glenhuntly Gleanings	15
Footscray Forum	16
Camberwell Shorts	17
Preston Workshops	18
Essendon Episodes	18
North Fitzroy Notes	19
Doncaster Country Club	20
Doncaster Golf Notes	21
Kew Columns	21
Editor's Note	22
Preston Press	23
The Martwens	24
Malvern Matters	26
Poems	27
Amnesty International	27
P.T.C. Cricket Association	28
Tram Story	29
Tax Tips	37

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



TAXATION REPORT

Discussions were held with Officers from the Taxation Dept. about our members manner of putting in their claims. Some incorrect claims have been put in through agents but the official union agent has had no problems of this nature. To ensure the membership understands, we asked the Taxation people for guidelines on making claims. I would draw members' attention to the Taxation Article (4 pages, 37 to 41) at the end of the RECORD. If members require further information on this matter, the number to contact is on the Voluntary Disclosure form which will be kept *strictly confidential*.

AMALGAMATION

The Amalgamation process is going smoothly and there was full discussion at the Australian Council in March. The final draft of the Federal rules have been completed and a copy will be given to all delegates as soon as they are received. Since the Council meeting, we have had numerous meetings with the A.R.U. and A.F.U.L.E. to draw up the State Branch rules. We have had legal involvement to draw up these rules and the first draft should be available within the next few days for further discussion with the new Union Working Party.

It has also been agreed by the Working Party that one member from each union will be going round depots, workshops and rail yards to inform the membership on the progress, to answer any queries and give members the opportunity to get to know the officials of different unions.

The new LOGO is given below — it has been re-designed to make the tram and bus stand out.

CHILD CARE

The Child Care project has progressed satisfactorily. A submission has gone to the government, we have had discussions with the Chief Executive and Minister for Transport and they have given verbal commitments as to the funding.

The site chosen was the Clifton Hill (old bus depot), soil tests conducted have proved clean, the architect has drawn up a very good plan for the centre and we now await the decision from the Officer of Pre-School and Childcare for the funding — which should be sometime in April.

The Fitzroy Council has granted our permit for the centre to be open 20 hours a day, every day all through the year including week-ends and public holidays. The total capital cost for a 60 place centre is approx. \$500,000. Once the funding has been approved, the work should go ahead probably in May this year and hopefully be finished by about October.

Most of our members not eligible for Commonwealth fee relief, may apply when we have this centre, subject to a means test, thus be a saving for the membership.

I am pleased at my decision to put Glennis Murie on the Child Care project as she has worked very hard and closely with me during these discussions and it shows that with unity projects can be achieved and done well.

Well done Glennis, keep up the good work.

TRANSIT POLICE

Over the years there have been many complaints about the A.V.M. and Transit Police in the way they work the system. We took this matter up with the Transit Police and a meeting was held, attended by Delegates P. King and B. Finnigan, myself and Inspector Cunningham and Supdt. Gillett. It was agreed that a Working Party be set up comprising P.T.C. representatives, Tramway union and Transit Police. Guidelines will be worked out for our membership to get better assistance and better protection. As soon as these guidelines are drawn up, copies will be sent to the depots to keep the membership informed.

THREE HOUR TICKETS

Several meetings have been held with P.T.C. to try to improve our ticketing system, especially the three hour tickets. After many suggestions P.T.C. have agreed to change the format of the three hour ticket which will no longer be for 28 days but will be a yearly ticket. The major change to the Operator is that the ticket has now to be punched with the ...time...day...month. This will give Operators a better opportunity to identify the tickets.

TRACK EXTENSIONS

GOOD NEWS for Public Transport!!! Premier Kimer recently gave an economic statement in that \$24 million has been set aside for track re-construction and maintenance. This is the biggest amount we have had for some time.

She has also announced up-grading Upfield rail line, Sydenham Railway Station and several other projects for trams and rail. The Federal and State governments have also granted money to extend Essendon Airport which will be done this year; East Burwood to Knox City and Bundoora extension.

We are pleased to see that governments are prepared to spend more money on public transport.

CROSS CITY LINKING

Cross City Linking has been under discussion for the last 8 months and has taken a long time to come up with agreements due to the fact that Cross City Linking is part of the large package that will eventually be put before the members for their decision. Most of the package relates to securing our industry and our jobs into the future. The Tram & Bus Strategic Review C'tee discussed the following items which are part of the package to be eventually put before our members....

- | | |
|--|--|
| * Route Structure — Cross City Linking | * Staff Numbers |
| * Fleet Profile | * Ticketing |
| * Fleet Maintenance | * Wage improvements |
| * Workplace reform | * Retention of conductors on all trams |
| * Training Review | * Rationalisation of Award/Agreements |
| * Tram/Infrastructure | * Depot structure |

FUTURE DEVELOPMENTS....of...

- Docklands
- Bayside
- Swanston Walk
- Extensions

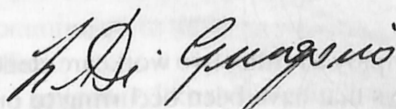
Cross City Linking has already been discussed for two days at Special Executive meetings and the delegates have been well informed on every aspect of Cross City Linking.

Any members who want further information should discuss this matter with their Delegates.

CROSS CITY LINKING will also become part of the Structural Efficiency Principle (S.E.P.)

I WISH MEMBERS AND THEIR FAMILIES...

"A HAPPY and SAFE EASTER HOLIDAY" - (17th to 21st April, '92.)



Lou DiGregorio



EXPORT OF MELBOURNE TRAMS TO AMERICA

Recent scandal revealed by the *AGE* (10.2.92) of illegal exports of Melbourne's 'W' class trams to the U.S., just goes to highlight what a valuable asset Melbourne has in its trams. It seems that an American Company has exported over 30 trams in the last 10 years to the U.S. - the latest 3, it is reported have been illegally exported. Why should this foreign company be so keen to get our trams? It would appear that for a pitiful \$500 to \$2,000 'W' class trams can be purchased from the P.T.C. Following extensive renovations these same trams are reported as selling for \$70,000 to \$280,000 in the U.S. Public outrage and a commitment from Premier Kirner has forced the P.T.C. to keep as many 'W' class trams operational as possible, as they are an integral part of Melbourne's heritage.

The union is negotiating for 'W' class trams to be completely renovated (with heating) here in Melbourne at our own tram Workshops at Preston.

'THE THINGS YOU HEAR'

I was in a cab over Christmas and the Cabbie, one of the talkative kind, started to tell me about politics and life in general. I hadn't said who I was or how I earned my living, so I was interested when he started talking about Melbourne's Public Transport system.

Firstly he started up about Swanston Walk and querying where did they get the \$10 million it will cost to give this idea a go, when there didn't seem to be enough money for public transport, schools, hospitals. Then he reflected that as Joan Kirner was interstate that made Jim Kennan Acting Premier and what sort of pack of fools were we in this State to let a man who couldn't get a tram ticket right, be running the State!

Politicians may be better off driving trams or cabs to see Melbourne as it really is....\$10 million for Swanston Walk....that money could employ the traffic staff and maintenance staff to ensure a reliable service then the people of Melbourne might think this Labor Govt. has actually achieved something worthwhile.

RETIREMENT OF STATE SECRETARY — Joe Sibberas

Joe will be missed by many unionists, not just in the A.R.U. but in Public Transport unions in general. His solid commitment to those he represented and the industry as a whole, did much to protect our industry during the term of his office.

I am sure I, like thousands of others in this industry, wish Joe a long and healthy retirement after more than 40 years service to Victorian Public Transport. *WELL DONE JOE!!*

ARTICLE FROM.... Frank Puls.... Trammie for 12 years.... now with the Ballarat Tramways Preservation Society and running tourist trams in Ballarat....

TRAM STORY

Frank Puls writes....

In February, 1940 at the age of 8 yrs. my 50 year love affair with trams began. In that year I went from my parents farm at Nhill, along with my mother and my brother Bill for my first holiday away from the district. We arrived at Spencer St. Melbourne shortly after dark and my Uncle Leo met us at the station with his Standard Eight car. As we went along Bourke St. towards Fitzroy, we overtook some cable trams. They reminded me of a rectangular version of the Nhill Bandstand. The Band C'tor was replaced by a gripman, and the Bandsmen by paying passengers. This vehicle called a dummy towed a small rail carriage behind it, and my brother and I laughed at the quaintness of the sight, but Uncle Leo said sternly "Look carefully at them, mate, because they'll soon be gone." Sure enough, before the year was out, the cable trams were gone.

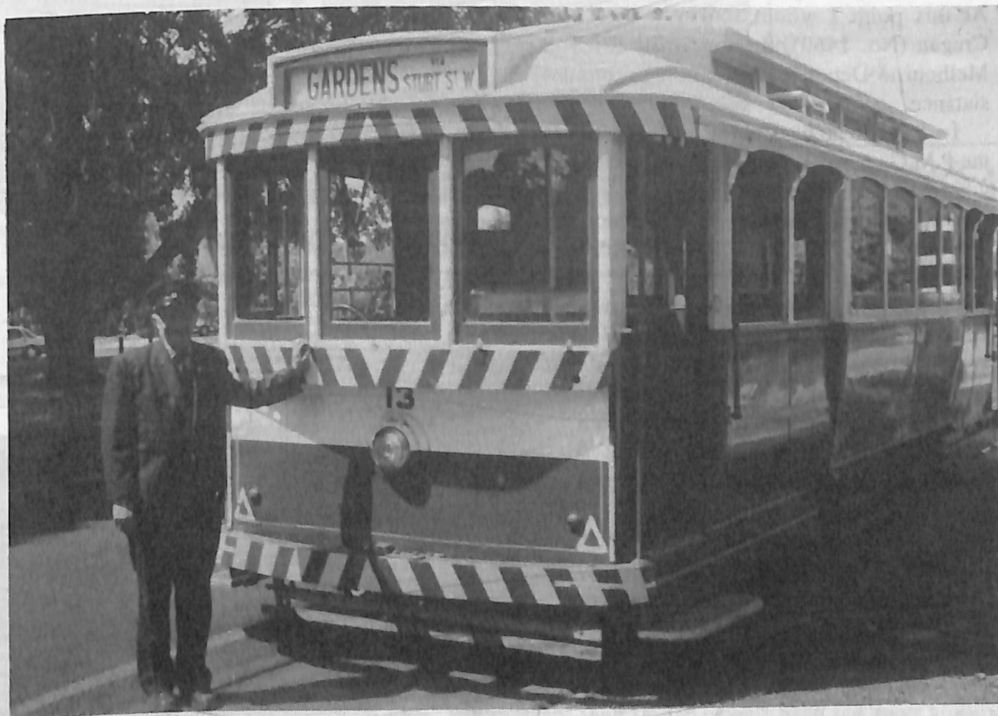
The removal of the Cable trams meant at least one source of fun was gone for the local kids who used to gather a bundle of empty tins and tie them together with a piece of string with a nut at the other end of the string. When dropped down the cable slot the nut would swing around the cable and attach itself, thus dragging the collection of tins at about 10 m.p.h. along the road. It evidently had a disastrous effect on the delivery horses when this unorthodox traffic overtook them on the street. It certainly did nothing to improve the tempers of the blokes at the engine houses who had to remove the pieces of string from the cables.

In 1949 we moved to Melbourne and Bill and I worked in factories. In 1958 I moved to Preston where I found that my next door neighbour, Alan Young, worked for the Tramways and was shortly going into green. He advised me to give the M&M.T.B. a go.....I took his advice, and never regretted it.

On 26th Aug.1958, I passed my interview and was presented with a cake of

SOLVOL to which was attached, by a RUBBER BAND, A CAP NUMERAL No.1606, along with a bundle of books of rules and regulations including - "How to be a good Conductor". I was given a pass and a note to go to the Hawthorn Clothing Depot to collect my uniform, and when I returned home and showed my numeral to Alan, he told me "You should be proud of that number because it was originally issued for South

kind man and a good conductor and instructor. Stan told me that he had joined the tramways just after World War II when he had been demobbed and had been issued with cap numeral No.699. As Murphy's Law would have it, he put it on upside down, making it 669. The problem was sorted out after about a month when the Depot Staff finally woke up to the problem and No.669 and his "pretender" were separated.



Frank Puls (Driver)

Melbourne cables."

He noted that his old numeral was No.1610. Next day I had to attend Conductor's school at the corner of Gertrude and Nicholson Sts., Fitzroy. I don't remember much about it after all these years except the highlight of the day was when a tram split the points outside the building and derailed itself in the pouring rain.

The following day took me to the East Preston Tram Depot where I met my instructor. He was Stan Horner (No.699) a

In the next year, almost to the month, I decided to go driving. Once again I got a good instructor, Colin Gaul (No.1403), a good man.

Some years earlier, Colin had trained the first female tram drivers at the Depot only to have their credentials rejected by the rank and file members of the union.

There are stories around the driving school too, including this one, heard around 1959, although it has probably been around for years....

Instructor.... "Your tram is going downhill and your air brakes won't work. What would you do?"

Student.... "I would use my handbrake."

Instructor.... "That is out of order too."

Student.... "I'd pull the reverse key back."

Instructor.... "That's out of order as well."

Student.... "I'd pull the reverse key back and cut a notch."

Instructor.... "Ha! the pole is off the wire, you have no power."

Student.... (thinking carefully) "I would immediately change the destination sign to 'SPECIAL' and jump out!!"

I must not forget two other people at the East Preston Depot- These were Reg Bush (No.2705) and Frank Melville (No.1907) the union representative and his assistant who both helped me so much.

In Feb.1963 I left the job but returned briefly at Hanna St. as No.5718 and No.216 until I finally resigned in about Oct. 1970. At this point I would like to thank Jack Cregan (No. 1469), the union rep. of Sth. Melbourne Depot for his kindness and assistance.

I wanted to go back to the bush and joined the P.M.G., married Jenny, moved to Ballarat where we have lived ever since. I have been actively involved with union affairs and the responsibilities of having two children - Sharon 15 and David 13.

At the age of almost 60, I am now getting ready for retirement and I've already got it set up. I can now retire into a job that I loved in Melbourne many years ago. I joined the BALLARAT TRAMWAYS PRESERVATION SOCIETY about 5 years ago and am now retraining to be a driver.

The Society was formed from the closure of the Ballarat Tramways (S.E.C.) in 1971. The total route miles were in effect reduced from about 16 miles to just short of one mile. The rolling stock was reduced by about 80%. Some of this rolling stock has been clawed back. Other items have been distributed to the mainland capital cities of Australia. On the credit side, two very important and valuable items of rolling stock have returned. One is Horse Tram No.1 (1887) and Electricity Supply Electric Tram No.12 (1905) both were in sheds around Ballarat area and await restoration.

Two old friends followed me to Ballarat - Tram No.661 from Glenhuntly and No.671 from Hanna St. Depot.

There are no original S.E.C. members left. I took the number of the last, Morry Stanley (No.11), and my wife Jenny took

the number of one of the wartime women conductors (No.27).

I am happy with my new Tram Depot environment; although unpaid, serving the travelling public again, along with fellow workers, and continuing my 50 year old love affair!!

Three incidents during my career on the trams.... .

(1) *The Ghost Train (Essendon Depot pre 1970)*

One morning the Depot Starter arrived to open his office - he got his roster board and books together after he switched on the lights and power.

As he wrote, he became aware that a string of trams were slowly going past his office towards the road.....it looked like a train, but it had no driver. He stopped writing, shook his head and shut his eyes.... when he opened them again, he found that his "ghost train" was still there.

He got up, raced from the office and stopped them. It appeared that someone had been working on the tram at the bottom of the shed while the power was off, and had apparently left a notch of power on. When the Depot Starter restored the power, the tram moved out of the shed and onto the Depot fan pushing the other trams in front of it.

(2) I was driving tram 672 through St. Kilda Junction and turning right into Fitzroy St. when the back bogie jumped off the outside of the curve, derailing itself. An Inspector finally arrived, looked at the scene, and asked "Why didn't you stop the tram when it first jumped off the track instead of clearing the intersection like you have?" I said, "The track on this curve is so rough that I couldn't tell whether the bogie was on or off the rails." He advised "Don't be funny. When did you notice that there was something wrong?"

I said "When the tram slewed into the right-hand direction and faced the St. Kilda Football Ground instead of St. Kilda Beach. The destination sign didn't have FOOTBALL on it." (C. 1965.)

ESSENDON C.1960.....

(3) One night just after the last tram had gone through, some youths had stolen railway detonators from a ganger's hut nearby and placed a number on the reserved tram track. When the first tram came out some hours later, it ran over the dets, and sounded like a new edition of the Battle of the Bulge, with explosive results on the sleeping habits of the residents and their dogs.

The Police arrived, but the culprits were well hidden, probably wise of them too!!

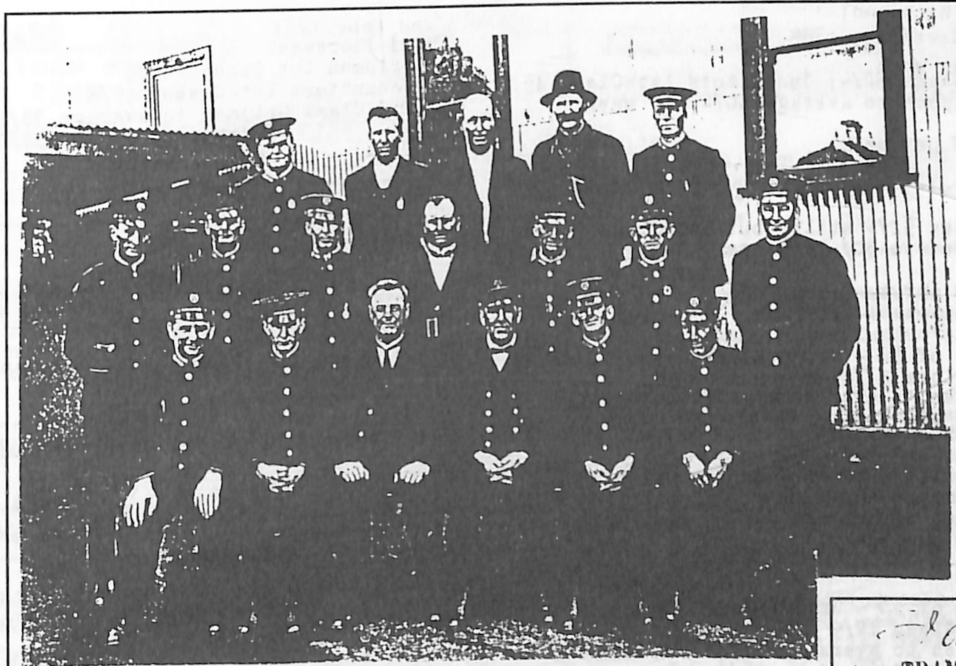
More incidents of the past in the next issue of the TRAMWAY RECORD.



Taken Christmas Day 1991, Ballarat Botanical Gardens.

Frank Puls (left) and coach driver

FACTS and FIGURES on the TRAMWAY - going back to its inception
 supplied by NORM MADDOCK - which can be viewed at
 THE TRAMWAY MUSEUM - Stanhope Street, MALVERN



Some of the 'old' Trammies

OLD RETURNS

July 1913

MELBOURNE TRAMWAY CO.
Argus 2/8/13 2/8
 RETURNS FOR JULY.

The following are the traffic returns of the Melbourne Tramway and Omnibus Company for the month of July, 1913:—

Receipts	£28,003
Increase over July, 1912	£1,142
Passengers	7,083,827
Increase over July, 1912	171,580
Mileage	1,026,211
Increase over July, 1912	21,464

MELBOURNE TRAMWAYS
Argus 2/8/13
 TRAFFIC.

The following are the traffic returns of the Melbourne Tramway and Omnibus Company, for the month of July:—

Receipts	£28,003
(Increase over July, 1912)	£1,142
Passengers	7,083,827
Increase over July, 1912	171,580
Mileage	1,026,211
Increase over July, 1912	21,464

February 1914

BURBAN TRAMWAYS.
Argus 2/2/14
 TRAFFIC RETURNS.

MELBOURNE COMPANY.
 The following are the traffic returns of Melbourne Tramway and Omnibus Company for the month of February, 1914:—

Receipts	£263,775
Increase over February, 1913	£970
Passengers	7,565,138
Increase over February, 1913	146,337
Mileage	1,033,707
Increase over February, 1913	8,085

TRAMWAY TRAFFIC.
Argus 2/3/14
 MELBOURNE TRAMWAY AND OMNIBUS CO.

The following are the traffic returns of the Melbourne Tramway and Omnibus Company for the month of February:—

Receipts	£263,775
Increase over February, 1913	£970
Passengers	7,565,138
Increase over February, 1913	146,337
Mileage	1,033,707
Increase over February, 1913	8,085

December 1913

TRAMWAY RETURNS
Argus 4/1/15
 MELBOURNE TRAMWAY COMPANY.

The following are the traffic returns of the Melbourne Tramway and Omnibus Company for the month of December:—

Receipts	£28,402
Increase under December, 1913	£2,365
Passengers	7,294,371
Increase under December, 1913	268,564
Mileage	1,033,707
Increase under December, 1913	19,669

TRAMWAY COMPANY'S
Argus 4/1/15
 RECEIPTS.

SHARP DECREASE IN DECEMBER.
 The receipts of the Melbourne Tramway and Omnibus Company Ltd. during the month of December amounted to £28,402—a decrease of £2,365 as compared with the receipts for the corresponding month in 1913. The total number of passengers carried last month was 7,294,371, as against 8,162,938 in December, 1913—a decrease of 208,564. The mileage covered last month was 1,033,707 miles, being a decrease of 19,669 miles as compared with the corresponding month of the previous year.

January 1915

TRAMWAY SERVICES
Argus 2/2/15
 CABLE COMPANY'S TRAFFIC.

The following are the traffic returns of the Melbourne Tramway and Omnibus Co. Ltd. for the month of January:—

Receipts	£25,717
Increase under January, 1914	£2,744
Passengers	600,000
Increase under January, 1914	1,019,760
Mileage	98,000
Increase under January, 1914	23,000

TRAMWAY RECEIPTS FOR
Argus 2/2/15
 JANUARY.

MELBOURNE TRAMWAY COMPANY.

Receipts	£25,717
Increase under January, 1914	£2,744
Passengers	600,000
Increase under January, 1914	1,019,760
Mileage	98,000
Increase under January, 1914	23,000

MELBOURNE TRAMWAYS

Year	Miles Oper.	Passengers Carried	Receipts
1901	65	47,386,212	£2,129
1902	65	47,386,212	25,717
1903	65	47,386,212	25,717
1904	65	47,386,212	25,717
1905	65	47,386,212	25,717
1906	65	47,386,212	25,717
1907	65	47,386,212	25,717
1908	65	47,386,212	25,717
1909	65	47,386,212	25,717

Then compare the wonderful strides Sydney has made:—

SYDNEY TRAMWAYS

Year	Miles Oper.	Passengers Carried	Receipts
1901	45 1/2	74,000,740	£2,000,000
1902	63	84,000,000	2,000,000
1903	67 1/2	102,337,119	2,000,000
1904	68 1/2	109,569,795	2,000,000
1905	73 1/2	120,972,001	2,000,000
1906	73 1/2	125,784,638	2,000,000
1907	75 1/2	131,088,095	2,000,000
1908	78	148,720,916	2,000,000
1909	88 1/2	161,320,000	2,000,000

Comparison of Melbourne/Sydney →

RECORD OF VARIOUS ALTERATIONS IN RATES OF WAGES WAGES OF GRIPMEN & CONDUCTORS. UNDER M.T. & O COY. LTD.

First Line (Richmond)
opened 11th November, 1885.

Original rates were -
Gripmen 1st Class 52/-; Conductors 1st Class 45/
2nd Class Gripmen to average 40/- per week.

Hours - 60 per week.

From 19/7/1890
Gripmen 1st Class 52/- still, but 1st Class
Conductors raised to 50/- per week.

Hours - 60 per week.

1st Dec. 1891
First reduction of 5% - Gripmen 1st Class 49/4.8d.
Conductor 1st Class 47/6.
2nd Class Gripmen to average 40/- as hitherto.

Hours - 60 per week.

30th July 1892
Second reduction of 5% - Gripmen 1st Class 47/-,
Conductors 1st Class 45/-
2nd Class Gripmen to average 39/-.

Hours - 60 per week.

18th Feb, 1893
Third reduction of 5% - Gripmen 1st Class 44/8d..
Conductors 1st Class 42/9
2nd Class Gripmen to average 37/3
" " Condrs. " " 35/6.

Hours - 60 per week.

1st August 1893
Fourth reduction of 5% - Gripmen 1st Class 42/5
Conductors 1st Class 40/7
2nd Class Gripmen to average 36/5.74d.
" " Condrs. " " 34/10.82d.

Hours - 60 per week.

1st June 1894
Fifth reduction of 5% - Gripmen 1st Class 40/-
Conductors 1st Class 38/-
2nd Class Gripmen to average 34/4.8d.
" " Condrs. " " 32/8.16d.

Hours - 60 per week.

1st August 1898
First Increase. Gripmen 1st Class 42/-
Conductors 1st Class 41/-
2nd Class Gripmen to average 36/1.
" " Condrs. " " 35/3.

Hours - 60 per week.

31st March 1900

Second Increase.

Gripmen 1st Class 44/6
Conductors 1st Class 43/6
2nd Class Gripmen to average 37/2.16d.
" " Condrs. " " 36/3.84d.

Men to get a day off duty each week.

Also 1½ date to be paid for work on any day
in excess of 8 hours.

Hours per week - 60.

This was following failure of Bromley's Bill.

2nd Feby. 1901
Third Increase.

Gripmen 1st Class 46/6
Conductors 1st Class 45/6
2nd Class Gripmen to average 38/10.8d.
" " Condrs. " " 38/0.48d.

Hours - 60 per week.

4th August 1906

Fourth Increase.

Gripmen 1st Class 50/-
Conductors 1st Class 49/-

Hours - 60 per week.

4th Jany. 1908

Hours reduced to 54 per week for same wages.

1st April 1911

Hours reduced to 48 per week for same wages.

10th Aug. 1912
First Agreement between M.T. & O. Co. and
Tramway Employees' Association
in operation from this date.

Gripmen & Conductors 1st Year 8/6 per day of 8 hrs.
" " " 2nd " 9/- " " " " "
" " " 3rd " 9/6 " " " " "

1½ rate in excess of 8 hours up to 9th hour, and
1½ rate in excess of 9 hours.
1½ rate for Sunday and Holidays as specified.

Casuals to receive £2:2:0 per week averaged over
six weeks of service or 7/- per day.

Hours - 48 per week.

Wages paid on

Thursday instead of Wednesday from 12/6/13.

3rd July 1915
From this date, on account of High Cost of Living,
a Bonus was granted to married men and single men
with dependents, whose rate of wage was less than
9/- per day, at the rate of 3/-, 4/- or 6/- per
week based on the hours worked by them at the
minimum rates of 8/6, 8/4 or 8/- per day respectively;
Not to be a permanent increase in wages. This
affected men in their first year of service only
(8/5 rate) so far as Gripmen and Conductors were
concerned.

23rd Oct. 1915
From this date, on account of High Cost of Living,
a temporary increase rate of 6d. per day granted to
married men and single men with dependents receiving
less than 10/- per day. Increase of minimum rate
to also effect a corresponding increase in special
rates paid under the Agreement. Temporary minimum
rates for above men only:

Gripmen and Conductors 1st Year 9/-
" " " 2nd " 9/6
" " " 3rd " 10/-

Men receiving previous Bonus to participate, but
Bonus to be correspondingly reduced.

(CONT)

TRAMWAY BOARD ASSUMED CONTROL 1/7/16

Conditions as to wages then in force continued until 2nd December 1916

TRAMWAY BOARD ASSUMED CONTROL 1/7/16.

Conditions as to wages then in force continued until 2nd December 1916.

2nd Dec. 1916
Second Agreement in force from this date.

Gripmen & Conductors	1st Year	9/6
" " "	2nd "	10/-
" " "	3rd "	10/6

with Bonus of 6d. per day based on hours worked. This Bonus to continue until 30/11/17.
Extra men to receive 50/- per week averaged over 6 weeks. Men employed irregularly to be paid minimum rate of 8/4 per day, but 50/- for 5 days or more.

1st Dec. 1917
Bonus reduced to 5d. per day.

1st June 1918
Bonus increased to 6d. per day.

29th June 1918
Bonus withdrawn and rates increased.

Gripmen and Conductors	1st Year	10/-
" " "	2nd "	10/6
" " "	3rd "	11/-

Agreed that from 29/6/18 the sum of 6d. per day be added to the minimum rates of wages per day to adult employees in all occupations mentioned in Division 111 (a) whose minimum rates of wage are therein fixed at less than 12/6 per day, and that in addition such further amount per day be added as may be necessary to raise the total minimum rate of wages for adult in any occupation to 10/- per day.

Extra men to receive 55/- per week averaged over 6 weeks.
Men employed irregularly (Gripman, Conductor or Shunter) to be paid minimum rate of 9/2d. per day, but 50/- for 5 days or more.

14th Sept. 1918
Increase of rates from this date to

Gripmen and Conductors	1st Year	10/6
" " "	2nd "	11/-
" " "	3rd "	11/6.

Minimum for juniors and irregulars not altered.
Juniors 55/- averaged over 6 weeks.
Irregulars paid minimum of 9/2 per day but 50/- for 5 days or more.

2nd Aug. 1919
Third Agreement dated 28/7/19 in force from this date. Rates made retrospective to 1st March 1919.

Gripmen and Conductors	1st Year	11/4
" " "	2nd "	12/-
" " "	3rd "	12/6.

Junior Gripmen and Conductors to average 68/- per week averaged over each 4 weeks of service.
Men irregularly employed to be paid an average minimum rate of 11/4 per day but 65/- for 5 days or more.

MELBOURNE & METROPOLITAN TRAMWAYS BOARD ASSUMED CONTROL 1/11/19

MELBOURNE & METROPOLITAN TRAMWAYS BOARD ASSUMED CONTROL 1/11/19.

1st Jan. 1920
Increase of rates from this date to :-

Gripmen and Conductors	1st Year	12/8
" " "	2nd "	13/2
" " "	3rd "	13/8

Minimum for Juniors £3:16:0 per week, averaged over 4 weeks.

Increase of 1/2 per day for adults and 7d. per day for boys, with additional increase of 2d. per day for 1st Year Gripmen and Conductors.

Revenue sharing bonus was agreed to be paid as per Notice 9/10/19 based on earnings from 30/8/19 to 25/12/19. This, under the scheme, worked out at 5.9% and was paid to Gripmen and Conductors on 16th January 1920, to other employees on 21st January 1920, and to returned soldiers on 16th February 1920.

1st July 1920
First High Cost of Living increase paid from this date

Adults 11d. and boys 5d. per day.	
Gripmen and Conductors	1st Year 13/7d.
" " "	2nd " 14/1d.
" " "	3rd " 14.7d.

Minimum for Juniors increased to £4:1:5 per week averaged over 4 weeks from week ending 16/7/20.

1st Jan. 1921
Second High Cost of Living increase paid from this date.

Adults 1/7 and boys 10d. per day.	
Gripmen and Conductors	1st Year 15/2d.
" " "	2nd " 15/3d.
" " "	3rd " 15/2d.

Minimum for Juniors £4:10:11 averaged over 4 weeks from 5/2/21.

1st July 1921
Third High Cost of Living increase paid from this date.

Adults 8d. and boys 4d. per day.	
Gripmen and Conductors	1st Year 15/10d.
" " "	2nd " 16/4d.
" " "	3rd " 16/10d.

Minimum for Juniors £4:14:9 per week averaged over 4 weeks from 23/7/21.

1st Jan. 1922
First High Cost of Living reduction from this date.

Reduction - Adults 1/1d. Boys 7d. per day.	
Gripmen and Conductors	1st Year 14/9 per day
" " "	2nd Year 15/3 " "
" " "	3rd " 15/9 " "

Juniors £4:8:6 per week averaged over 4 weeks from 23/1/22.

1st May, 1922
Agreement with Tramway Employees' Association expired on this date.

(CONT)

1st Aug. 1922

Second High Cost of Living reduction from this date.

Reduction - Adults 7c. Boys 3d. per day.
 Gripmen and Conductors 1st Year 14/2 per day
 " " " 2nd " 14/8 " "
 " " " 3rd " 15/2 " "

Juniors £4:5:0 per week averaged over 4 weeks.

1st Novr. 1922

High Cost of Living increase from this date.

Increase - Adults 3c. per day; Boys 9c. per week.
 Gripmen and Conductors 1st Year 14/5 per day
 " " " 2nd " 14/11 " "
 " " " 3rd " 15/5 " "

Juniors £4:6:6 averaged over 4 weeks.

Excludes employees paid under State Wages Boards such as Batterymen, Telephone Mechanics, etc.

1st Feby. 1923

High Cost of Living reduction of 1d. per day adults and 3c. per week boys, from this date.

Drivers and Conductors 1st Year 14/4 per day
 " " " 2nd " 14/10 " "
 " " " 3rd " 15/4 " "

Juniors £4:6:0 per week averaged over 4 weeks.

7th April 1923

Fourth Agreement dated 31/3/23 in force from this date.

Rates made retrospective to 1st August, 1922. Increase 4d. per day from this date.

Drivers and Conductors 1st Year 14/8 per day
 " " " 2nd " 15/2 " "
 " " " 3rd " 15/8 " "

JUNIORS. Full week's pay according to year of service averaged over 4 weeks

1st Year £4: 8: 0
 2nd " £4:11: 0
 3rd " £4:14: 0.

1st May, 1923

High Cost of Living reduction from this date. 1d. per day adults and 3c. per week boys.

Drivers and Conductors 1st Year 14/7
 " " " 2nd " 15/1
 " " " 3rd " 15/7

JUNIORS. Full week's pay according to year of service averaged over 4 weeks.

1st Year £4: 7: 6
 2nd " £4:10: 6
 3rd " £4:13: 6

1st Aug. 1923

High Cost of Living increase from this date.

1/- per day for Adults and 6d. per day for boys.
 Drivers and Conductors 1st Year 15/7
 " " " 2nd " 16/1
 " " " 3rd " 16/7

JUNIORS. Full week's pay according to year of service averaged over 4 weeks.

1st Year £4:13: 6
 2nd " £4:16: 6
 3rd " £4:19: 6.

1st Nov. 1923

High Cost of Living increase from this date, 8c. per day adults and 2/- week for boys.

Drivers & Conductors 1st year 16/3d.
 " " " 2nd " 16/9.
 " " " 3rd " 17/3d.

JUNIORS.- Full week's pay according to year of service averaged over 4 weeks.

1st year £4:17:6
 2nd " £5: 0: 6
 3rd year £5: 3:6.

1st Feb. 1924

High Cost of Living reduction from this date 8d. per day adults and 2/- week for boys

(except 3rd year Engine House boys 1/3d. re Engine Drivers Award 7/2/22).
 Drivers and Conductors 1st year 15/7d.
 " " " 2nd " 16/1d.
 " " " 3rd " 16/7d.

JUNIORS: - Full week's pay according to year of service averaged over 4 weeks

1st year £4:13:6
 2nd " £4:16:6.

Mgrs' Notice 4/2/24 - (From 7th Feb. Juniors after 2 years service automatically became Seniors).

1st May 1924

High Cost of Living reduction from this date, 4d. per day adults and 1/- per week for boys,

(except Engine House boys 1st year 3d. per week)
 { " " " " 2nd " 1/- " " }
 { " " " " 3rd " nil }
 (re Engine Drivers Award 7/2/22.

Drivers & Conductors 1st year 15/3d.
 " " " 2nd " 15/9d.
 " " " 3rd " 16/3d.

JUNIORS. - Full week's pay according to year of service averaged over 4 weeks

1st year £4:11:6
 2nd " £4:14:6.

1st Aug. 1924

High Cost of Living reduction from this date 1d. per day adults and 3d. per week boys

except Power House Boys.
 Drivers & Conductors 1st year 15/2d.
 " " " 2nd " 15/8d.
 " " " 3rd " 16/2d.

JUNIORS. - Full week's pay according to year of service averaged over 4 weeks.

1st Nov. 1924

High Cost of Living reduction from this date 1d. per day adults and 3d. per week boys

Drivers & Conductors 1st year 15/1d.
 " " " 2nd " 15/7d.
 " " " 3rd " 16/1d.

JUNIORS.- Full week's pay according to year of service averaged over 4 weeks.

10th June 1924

One War Car started at Hawthorn. 1/6d. extra each day or portion of day.

(CONT)

1st Feby. 1925
 High Cost of Living reduction from this date.
 1d. per day Adults, and 3d. per week boys.
 Drivers and Conductors 1st Year 15/-
 " " " 2nd " 15/6
 " " " 3rd " 16/0

Juniors. Full week's pay according to year
 of service averaged over 4 weeks.

1st May, 1925
 High Cost of Living increase from this date.
 3d. per day Adults, and 9d. per week boys.
 Drivers and Conductors 1st Year 15/3
 " " " 2nd " 15/9
 " " " 3rd " 16/3

Juniors. Full week's pay according to year
 of service averaged over 4 weeks.

1st August 1925
 High Cost of Living increase from this date.
 3d. per day Adults, and 9d. per week boys.
 Drivers and Conductors 1st Year 15/6
 " " " 2nd " 16/-
 " " " 3rd " 16/6

Juniors. Full week's pay according to year
 of service averaged over 4 weeks.

29th Aug. 1925
 Esplanade Cable Line closed and conversion to
 electric traction commenced.

30th Aug. 1925
 Brighton Road and North Carlton through-routed.

1st Oct. 1925
 Albert Park route (electric) opened.

1st Novr. 1925
 High Cost of Living increase from this date.
 1d. per day Adults, and 3d. per week boys.
 Drivers and Conductors 1st Year 15/7
 " " " 2nd " 16/1
 " " " 3rd " 16/7

1st Feby. 1926
 No alteration in rates a/c High Cost of Living.

26th Decr. 1925
 Brighton Road Cable line closed.

27th Decr. 1925
 Toorak Depot closed - employees transferred to
 Prahran.

1st May, 1926
 High Cost of Living increase from this date.
 2d. per day Adults, and 6d. per week boys.
 Drivers and Conductors 1st Year 15/9
 " " " 2nd " 16/3
 " " " 3rd " 16/9

1st Aug. 1926
 High Cost of Living increase from this date.
 7d. per day Adults, and 1/9 per week boys.
 Drivers and Conductors 1st Year 16/4
 " " " 2nd " 16/10
 " " " 3rd " 17/4

1st Novr. 1926
 High Cost of Living reduction from this date.
 6d. per day Adults, 1/6 per week boys.
 Drivers and Conductors 1st Year 15/10
 " " " 2nd " 16/4
 " " " 3rd " 16/10

1st Feby. 1927
 High Cost of Living reduction from this date.
 1d. per day Adults, and 3d. per week Boys.
 Drivers and Conductors 1st Year 15/9
 " " " 2nd " 16/3
 " " " 3rd " 16/9

1st May, 1927
 High Cost of Living reduction from this date.
 2d. per day Adults and 6d. per week boys.
 Drivers and Conductors 1st Year 15/7
 " " " 2nd " 16/1
 " " " 3rd " 16/7

1st Aug. 1927
 High Cost of Living reduction from this date.
 1d. per day Adults and 3d. per week Boys.
 Drivers and Conductors 1st Year 15/6
 " " " 2nd " 16/-
 " " " 3rd " 16/6

1st Novr. 1927
 High Cost of Living increase from this date.
 6d. per day Adults, and 3d. per week Boys.
 Drivers and Conductors 1st Year 16/-
 " " " 2nd " 16/6
 " " " 3rd " 17/-

1st Oct. 1927
 Beeby Award.

1st Feby. 1928
 High Cost of Living reduction from this date.
 1d. per day Adults, and 3d. per week Boys.
 Drivers and Conductors 1st Year 15/11
 " " " 2nd " 16/5
 " " " 3rd " 16/11

1st May, 1928
 High Cost of Living reduction from this date.
 3d. per day Adults, and 9d. per week Boys.
 Drivers and Conductors 1st year 15/8
 " " " 2nd " 15/2
 " " " 3rd " 16/8

1st Aug. 1928
 High Cost of Living reduction from this date.
 1d. per day Adults, and 3d. per Week Boys.
 Drivers and Conductors 1st year 15/7
 " " " 2nd " 16/1
 " " " 3rd " 16/7

1st Novr. 1928
 High Cost of Living reduction from this date.
 3d. per day Adults, and 9d. per week Boys.
 Drivers and Conductors 1st Year 15/4
 " " " 2nd " 15/10
 " " " 3rd " 16/4.

1st Feby. 1929
 No alteration in rates a/c High Cost of Living.

1st May, 1929
 High Cost of Living increase from this date.
 7d. per day Adults, 1/9 per week Boys.
 Drivers and Conductors 1st Year 15/11
 " " " 2nd " 16/5
 " " " 3rd " 16/11 H.C.L. 8/6

Contd/-

(CONT)

1st Aug. 1929
 High Cost of Living increase from this date.
 3d. per day Adults and 2/- per week Boys.
 Drivers and Conductors 1st Year 15/-
 " " " 2nd " 16/6
 " " " 3rd " 17/- H.C.L. 9/-

1st Novr. 1929
 No alteration in rates a/c High Cost of Living.

1st Feby. 1930
 No alteration in rates a/c High Cost of Living.
 H.C.L. 9/-

1st May, 1930
 High Cost of Living reduction from this date.
 3d. per day Adults, and 2/- per week Boys.
 Drivers and Conductors 1st Year 15/4
 " " " 2nd " 15/10
 " " " 3rd " 16/4 H.C.L. 5/-

1st Aug. 1930
 High Cost of Living reduction from this date.
 1d. per day Adults, and 3d. per week Boys.
 Drivers and Conductors 1st Year 15/3
 " " " 2nd " 15/9
 " " " 3rd " 16/3 H.C.L. 4/6

1st Novr. 1930
 High Cost of Living reduction from this date.
 5d. per day Adults, and 1/3 per week Boys.
 Drivers and Conductors 1st Year 14/10
 " " " 2nd Year 15/4
 " " " 3rd Year 15/10 H.C.L. 2/-

1st Feby. 1931
 High Cost of Living reduction from this date.
 10d. per day Adults and 2/6 per week Boys.
 Arbitration Court ordered 10% reduction in wages
 in awards of the Court.
 Drivers and Conductors 1st Year 14/-
 " " " 2nd " Less 10% £3:15:7
 " " " 14/6
 " " " 3rd " Less 10% £3:18:4
 " " " 15/-
 " " " Less 10% £4: 1:0.
 H.C.L. minus 3/-.

1st May, 1931
 High Cost of Living reduction from this date.
 4d. per day Adults and 1/- per week Boys.
 Drivers and Conductors 1st Year 13/8
 " " " Less 10% £3:13:10
 " " " 2nd Year 14/2
 " " " Less 10% £3:16: 6
 " " " 3rd Year 14/8
 " " " Less 10% £3:19: 2
 H.C.L. minus 5/-.

1st Aug. 1931
 Cost of Living Reduction from this date.
 6d. per day Adults, and 1/6 per week boys.
 Drivers & Conductors 1st Year 13/2 per day
 Less 10% £3:11: 1.2
 " " " 2nd Year 13/8 per day
 Less 10% £3:13: 9.6
 " " " 3rd Year 14/2 per day
 Less 10% £3:16: 6.

C.O.L. Minus 8/-.

1st Nov. 1931
 Cost of Living reduction from this date.
 5d. per day Adults, and 1/3 per week boys.
 Drivers and Conductors 1st Year 12/9 per day
 Less 10% £3: 8:10
 " " " 2nd Year 13/3 per day
 Less 10% £3:11: 6.6
 " " " 3rd Year 13/9 per day
 Less 10% £3:14: 3

C.O.L. Minus 10/6.

1st Feb. 1932
 No alteration at this date.

1st May, 1932
 Cost of Living increase from this date.
 1d. per day Adults, and 6d. per week boys.
 Drivers and Conductors 1st Year 12/10 per day
 Less 10% £3: 9: 3.6
 " " " 2nd Year 13/4 per day
 Less 10% £3:12: 0
 " " " 3rd Year 13/10 per day
 Less 10% £3:14: 8.4

C.O.L. Minus 10/-.

1st Aug. 1932
 Cost of Living reduction from this date.
 2d. per day Adults and 1/- per week Boys.
 Drivers and Conductors 1st Year - 12/0 per day
 Less 10% £3:8:4.3
 " " " 2nd Year - 13/2 per day
 Less 10% £3:11: 1.3
 " " " 3rd Year - 13/8 per day
 Less 10% £3:13: 9.6

C.O.L. Minus 11/-.

To Be Continued Next Issue of the Record.