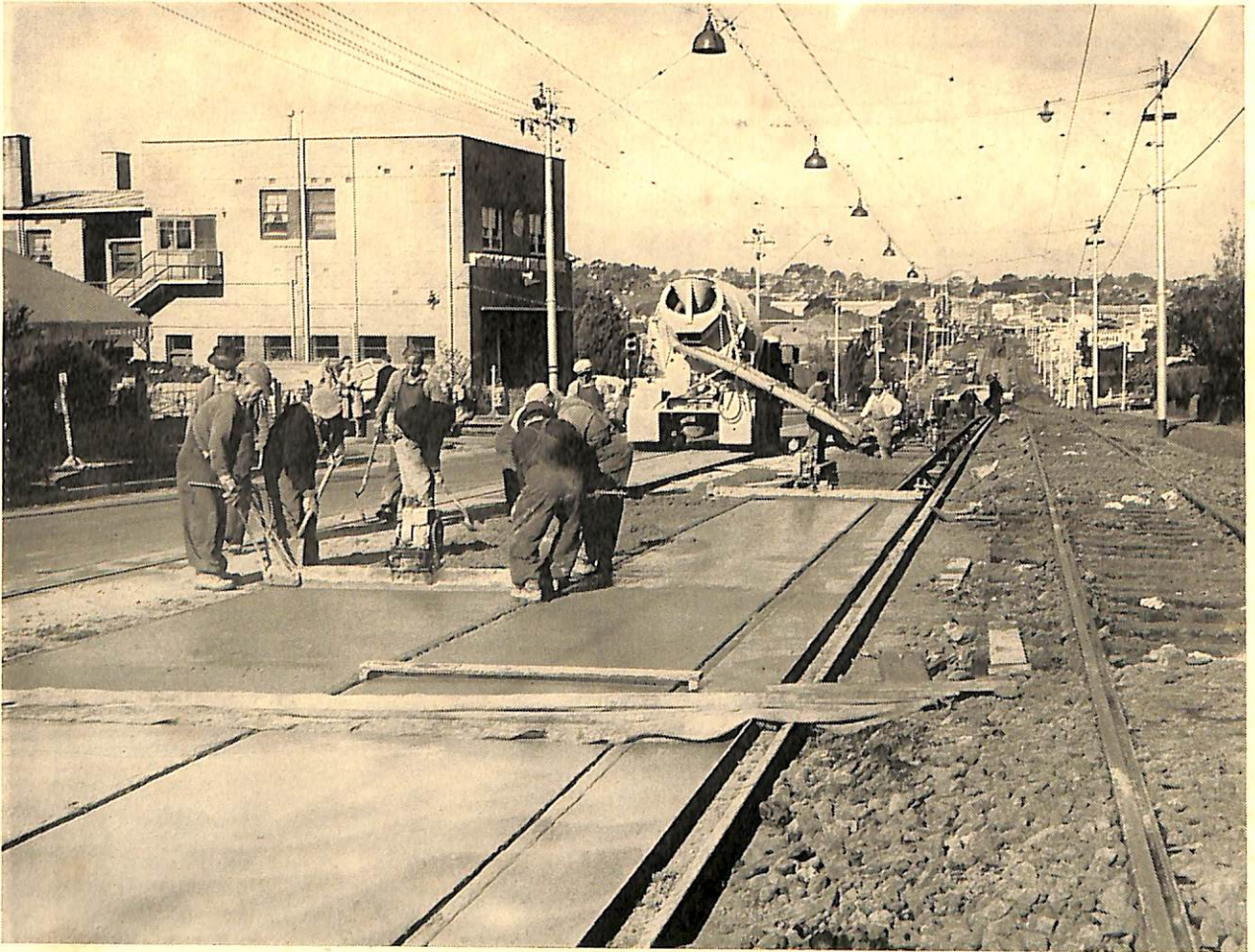


M.M.T.B.

NEWS



THE MAGAZINE OF THE
MELBOURNE AND METROPOLITAN
TRAMWAYS BOARD



DETAILS OF MELBOURNE'S CABLE TRAMWAYS

Service	Via	Date Opened	Date Closed	Route Mileage	Route Colour	Years
Richmond-Spencer Street.	Via Flinders Street.	11.11.85	4.12.27	3½	Blue	42
North Fitzroy-Spencer Street (A).	" Collins Street.	2.10.86	26.10.30	3½	Yellow	44
Victoria Bridge-Spencer Street.	" Collins Street.	22.11.86	26.12.29	3½	Red	43
Clifton Hill-Spencer Street.	" Bourke Street.	10.8.87	26.10.40	3¾	Red	53
Nicholson Street-Spencer Street.	" Bourke Street.	22.8.87	26.10.40	3¾	Blue	53
Brunswick-Flinders Street.	" Elizabeth Street.	1.10.87	26.4.36	4½	Red	49
Johnston Street (B).	" Swanston Street.	21.12.87	15.4.39	3½	Red	52
Brighton Road-Queensberry Street (C).	" Swanston Street.	11.10.88	29.8.26	5	White	38
Prahran (B).	" Swanston Street.	24.10.88	17.4.27	5	Red	39
North Carlton (D).	" Swanston Street.	21.12.88	1.8.36	2¾	Green	48
Toorak.	" Swanston Street.	15.2.89	17.4.27	5	Yellow	38
North Melbourne (C).	" Elizabeth Street.	3.3.90	29.9.35	3	Green	45
West Melbourne.	" Elizabeth Street.	11.4.90	20.7.35	2¼	Chocolate	45
South Melbourne (A).	" Collins Street.	17.6.90	25.7.37	2¾	Green	47
Port Melbourne.	" Collins Street.	17.6.90	13.3.37	2½	White	47
St. Kilda Beach-Windsor.	" St. Kilda Junction.	27.10.91	27.12.25	2	Yellow	34
St. Kilda Beach (D).	" Swanston Street.	18.12.97	30.9.25	4½	Green	28
Northcote-Preston.	" Swanston Street.	18.2.90	26.10.40	2½	Red	51

Notes: (A) Through-routed a few years before electrification. (B) Through-routed via Swanston Street, 23/2/90. (C) Through-routed when Queensberry Street-Lonsdale Street section closed for extension into City of Coburg electric services. (D) Through-routed via Swanston Street on 18/12/97.

The Melbourne and Metropolitan Tramways Board

CHAIRMAN:

R. J. H. Risson,
C.B., C.B.E., D.S.O., E.D., B.E.,
M.I.C.E., M.I.E.Aust., M.Inst.T.,
F.A.I.M.

DEPUTY CHAIRMAN:

F. R. Kirby,
B.E.E., M.I.E.Aust.,
A.M.Inst.T.

MEMBER:

K. J. Brennan, J.P.

SECRETARY: W. Aird,
A.C.I.S., A.A.S.A., A.C.A.A.

CABLE TRAMS

Some information about page two!

Head Office gets hundreds of queries each year about public transport statistics — the date certain types became operative — the date they ceased operating — and so on.

Probably requests for information about cable cars are the most numerous—quite often to finalise bets!

Once we had a letter from New Zealand, to settle a highly spirited and deeply involved

argument about the date the last cable trams ceased to run in Melbourne, and indeed whether Melbourne had ever had cable trams at all! Such letters come from all over the world.

A summary of Melbourne's cable car operations is published on page two. We think it will prove to be a valuable reference table; something we can send off when requests are received.

Perhaps the only explanation



needed is about the "route colour." Prior to the M.M.T.B. taking over in 1919, the dome on top of the dummy, side trip boards and end of trailer cars were painted in the colour of the route to which they were permanently assigned. Superimposed on the colour were names of the streets and suburbs served by the car. At night the cars displayed route lights of corresponding colours.

The last cars, as the table shows, ran on 26th October, 1940.

The decision to cease cable car operation in Melbourne on this date was kept a close secret. The Board feared, and no doubt rightly, that the last cable trams to run in Melbourne would be swamped with eager "last ride" passengers, sensible of the fact that they were taking part in an historic event; determined to get a "souvenir" of the occasion, and perhaps cause much damage or even risk to life and limb in the process.

When, therefore, theatre patrons emerged from night performances forty-five Leyland gearless drive double-deckers, and 26 single-deck buses had been "laid on" to provide for them.

But they were treated with suspicion by the late travellers; they simply refused to believe that the switch-over had been made at such an hour.

However, some other citizens had heard, or were "in the know," and the last cable trams were packed with passengers. They wanted to be able to say to their children, "I travelled on one of the last cable trams to run in Melbourne."

Our photo shows the last cable car to run in to its depot that historic night. The gripman was **Ron Houghton** (centre of picture) and the table run number was 92. The dummy was No. 588 and the car No. 579. Ron ran his car into the Northcote Depot at about 9.30

p.m. And so ended romantic era of Melbourne's public transport history—an era that had the most profound effect on the development of the city and its environs.

(By the way, Ron is still with the Tramways Board, but he drives electric traction vehicles now! The photo published belongs to him and is a prized souvenir.)

FISHING PARTIES

Fishing parties—up to 14—can be arranged throughout the year from San Remo. Cost is \$20 per day ex-San Remo. Contact P. N. Simmonds, 230 Railway crescent, Broadmeadows, or at Head Office (ext. 435).

The Happy "HELLO" Girls

More often than not the first contact a member of the public has with Head Office is by telephone, which makes the task of the telephonists a vital one if the caller is to get an immediate impression of friendliness, helpfulness and efficiency.

Our photo shows three reasons why these objectives are achieved in the tramways. The "reasons" are from left to right:



Mrs. Beryl Hill, Miss Betty Drinan, and the Senior Telephoniste, Mrs. A. J. Freeman.

OUR COVER

Track relaying work in Camberwell road, looking south towards Toorak road. The work is now completed. Although such work causes some unavoidable inconvenience to road traffic and to business people, the Board takes the greatest care to keep such inconvenience to an absolute minimum. In fact, the Camberwell City Council has highly praised the Board for the expeditious and thoughtful manner in which the work was planned and carried out. (See letter from the Camberwell Council in this issue.)

END OF TERM RUSH

The approach to each new school term has special significance for at least one section of the Tramways. It heralds the beginning of a rush for scholars' concession tickets—a rush that has Mr. K. Cooper, Special Clerk in charge of the section, and his clerks flat-out coping with the thousands of students who come into Head Office to renew—or to purchase for the first time—concession tickets for the coming term.

Some come early; others late; but the result is always the same: a frantically busy time for the men staffing the section. On one day (30th May) nearly 600 tickets were processed, paid for and issued personally—not a bad performance! Don't forget, either, that hundreds of mail applications come in too, and they all have to be processed.



Peak hour in Scholars' Concessions: This picture, restricted photographically owing to the difficulty of finding a suitable vantage point, shows only two of the six counters which operate in the section.



Time to relax—after the doors have closed! Mr. K. Cooper (centre) with two of his assistants: Z. F. Karasz (left) and Mr. N. J. Quine.

RETIREMENT OF MR. G. H. BOX

On Thursday, May 19, 1966, Mr. G. H. (Harry) Box, Special Clerk in Traffic Wages, commenced one month's pre-retirement leave prior to concluding his service with the Board.

Harry entered the service on 24/9/1935 as a conductor in Traffic, and after war service with the Navy resumed employment with the Board, this time as a clerk in Traffic wages. He is well known throughout Head Office, having often acted as Paying Cashier in the front office.

On May 27 Harry and his wife sailed on the Fairsky for a holiday in England. They were both born in the Old Country and decided to take the opportunity to see their relatives and visit the scenes of their younger days.

As a Manchester boy and a keen cricket supporter of the "Poms," Harry hopes to see at first hand whether Charlie Griffith really chucks. He will probably be disappointed as the Manchester test is sure to be wiped out by rain!

At his own request, Harry did not receive a presentation, but all who knew him hope that both he and his wife will enjoy a long, peaceful and happy retirement.

J. S. Crosbie.

OUT OF HOSPITAL

We are pleased to report that Mr. E. M. (Ted) Murphy, who has been on the sick list for the past few weeks, and who underwent an operation recently, has now been discharged from hospital and is completing his convalescence at home.

A familiar and well-known figure, particularly at Head Office, where he is Building Supervisor, Ted will be welcomed back by his many friends when he is fit enough to resume duty. We wish him a speedy and complete recovery.

ELECTRONIC TRAMWAYS FOR ZURICH

To control the speed of trams (and trains) automatically an electronic system known as "set-speed control" has been developed by Secheron Engineering, Geneva, Switzerland.

Tested first by French National Railways on main line locomotives and then on Paris suburban rail cars, the innovation has since been successfully adapted to modern self-propelled trams in Zurich.

With it, a single driver can control a string of cars carrying 360 people. Smooth starting and braking has reduced current consumption. Zurich's tramways (considered among the world's finest) are having 20 of these electronic devices specially manufactured for the new articulated trams being

built (90 are planned for 1970).

Zurich's 498 trams in 1964 carried 148 million passengers on 37,255 route miles—almost four million per mile of route. Trolley buses carried 24 million and diesel buses 40 million.

Only 25 per cent. of passengers paid for their rides on the vehicles themselves—the rest used pre-paid monthly, weekly or day tickets in that order.

It is anticipated that a network of city centre tram subways for high-speed operation will be in use before 1975.

IF EVERY ONE

If everyone who drives a car could lie a month in bed,
With broken bones and stitched-up wounds, or fractures of the head,
And there endure the agonies that many people do,
They'd never need preach safety any more to me or you.

If everyone could stand beside the bed of some close friend,
And hear the doctor say "no hope" before that fatal end,
And see him there unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If everyone could meet the wife and children left behind,
And step into the darkened home where once the sunlight shone,
And look upon the vacant chair where Daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone would realise pedestrians on the street,
Have just as much the right-of-way as those upon the seat,
And train their eyes for children running recklessly at play,
This steady toll of human lives would drop from day to day.

If everyone would check his car before he takes a trip,
For tyres worn, loose steering wheels and brakes that fail to grip,
And pay attention to his lights whilst driving roads at night,
Another score for safety could be chalked up in the fight.

If everyone who drives a car would heed the danger signs,
Placed by the highway engineers, who also marked the lines
To keep the traffic in the line and give it proper space,
The accidents we read about would not have taken place.

And last, if he who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow and pledge himself to never take a chance,
The great crusade for safety then would suddenly advance.
(Issued by the National Safety Council of Australia and written by an unknown author.)

VALE A. L. ROBERTSON

Alan Leslie Robertson, a breakdown waggon attendant employed at North Fitzroy Depot of the Bus Branch, met a sudden and untimely death on April 18 arising from a head-on car collision whilst returning home from visiting friends.

Alan was a highly respected and popular member of the Bus Branch, where he had been employed for over 12 years. He was only 39 years old when he died and leaves a young widow and two sons.

His workmates in the Bus Branch, led by the Bus Branch engineer (Mr. H. W. G. Westrup), and ably supported by Laurie Membrey, Fred Patrick, Fred Hanks and Ted Fullard, rallied to assist Mrs. Robertson and her family, and were successful in raising \$276. This was handed over to Mrs. Robertson on May 31.

Mrs. Robertson expressed through Mr. Westrup her grateful thanks to all concerned and said she was deeply appreciative of the many kind actions shown to her since her late husband's accident.

SECURITY

"I'm terribly sorry," said the diner, who had hoped to get away with it, "but I find I've mislaid my wallet and cannot pay for my meal."

"That's all right," said the cashier. "We'll write your name on the wall and you can pay next time you come in."

"Don't do that. Everybody who comes in will see it."

"Oh no, they won't. Your overcoat will be hanging over it."

MORE SUGGESTIONS AWARDS

Two more Board employees have been given recent awards under the Board's suggestion scheme.

They are N. E. Cross and H. W. Bain, both of Preston Workshops.

The Suggestions Committee invites ideas and suggestions from any employee at any time. There is no limit to the number of suggestions an employee may make.

Suggestion forms and booklets giving full details of the scheme are available at all depots and branches.

Each suggestion is treated as confidential; names are released only in the event of the suggestion being adopted.



N. E. Cross.



H. W. Bain.

ROSTERING

One of the most difficult, important and vital functions in any transport industry is its rostering and time-table techniques. Clever programming can save an industry many thousands of pounds; careless work can upgrade costs the same—or more.

Our photograph shows three of the key men involved in such programming. (Next month we hope to give a layman's explanation of the techniques involved.)



From left to right: The Superintendent of Rosters (Mr. E. G. Blatchford), Mr. H. C. Lock (Asst. Supt. of Rosters), and the Traffic Manager (Mr. R. C. Drummond).

WRONG HANDS DEAR

A city business man spent every week-end on his farm in the country. One day one of his old farm-hands asked him to bring him back a quart of gin when he visited the farm the following week-end.

When the business man arrived at the farm next time he couldn't locate the farm-hand, so he gave the gin to the worker's son. He finally caught up with the farm-hand and told him what he had done with the gin.

"Oh, no!" groaned the old man. "You might just as well entrust a lettuce to a rabbit!"

JUST LIKE DAD

At a party the hostess could not help observing, with amazement, the number of drinks one of her lady guests had downed.

"Didn't I hear you say that you never drank anything stronger than pop?" she asked.

"That's right," giggled the girl. "Pop will drink anything."

COCKTAIL

"Why did you break off your engagement with Margaret? It was only last week you told me her kisses were as intoxicating as wine."

"So they were, but last night I caught her out in the garden mixing her drinks!"

Tram-sport

"B" Shift Cricket Dinner

Talking about cricket in the middle of winter? Certainly! It's NEVER the wrong time to talk about cricket.

OFFICE-BEARERS.

The office-bearers elected for the 1966 season are as follows:

President, **L. Cummins.**

Vice-Presidents: **S. Burgoyne, G. Trompf, S. Willis.**

Secretary, **C. H. J. Bodycoat.**

Asst. Secretary, **L. Mitchell.**

Treasurer, **J. Booth.**

Captain, **V. Profitt.**

Vice-Captain, **D. Sweeney.**

Besides, "M.M.T.B. News" can rarely cram into its columns as much as it would like about the activities, with photographs, of any Tramways sport.

The presentation dinner of the Victorian Tramways Social Cricket Association (the "B" shift team) was held only last month, so we are not really out of date. It was held at the Masonic Club, and guests included:

Mr. K. Brennan (who presented the trophies).

Mr. L. Cummins (Golf Assn.).

Mr. J. Douglas ("A" shift cricket).

Mr. R. Hodder (Football Ass.).

Mr. H. Westrup (Bowls Assn.).

Mr. G. Grace (you know where).

Mr. E. Smale (from Q'land, trophy donor, once worked for the Board).

Trophy winners were:—Batting, **K. Francis**, 67.8 (South Melbourne). Bowling, **R. Maybury**, 6-17 (Glenhuntly). Wicket-keeper, **R. Phillips**, 4 stumpings, 4 catches and 27 byes.

The most catches award was shared between **L. Stagg** (Nth. Fitzroy) and **G. Scott** (Malvern).

Following the formal part of the evening a few games of billiards and refreshments were enjoyed by those present.



Trophy winners, **G. Scott, K. Francis** and **R. Phillips**, with **Mr. Brennan.**

Golf Association adopts new system for Inter-depot competition

Under the new system all clubs, naturally, participate, but the four clubs with the lowest aggregate nine net scores enter the semi-finals.

Games up to and including the 26th August, 1966, qualify for match play, the final outcome being to determine the winner of the H. H. Bell Shield.

The winner of each semi-final enters the final on the following formula:—

No. 1 plays No. 4.

No. 2 plays No. 5.

The two winners of this series, of course, fight out the final round.

No player may have more than three scores included in the club aggregate score.

The present situation is (alphabetically):

Brunswick . . .	625 points
East Preston .	609 points
Essendon . . .	639 points
Kew	623 points
North Fitzroy.	631 points

(Malvern and Port Melbourne did not have sufficient cards in at the time of writing to assess points.)

The Tramways Golf Association has received an invitation from the N.S.W. Transport Golf Association to visit Sydney to play a return series of matches. (The N.S.W. team was here last October.) The Victorian team has accepted and will leave Melbourne on the "Daylight" on October 14, returning on the 22nd.

One hopes that it will be Victoria's turn to win; honesty compels us to record, however, that N.S.W. has taken off the honours on every occasion since the reciprocal Interstate visits started in 1949.

TABLE TENNIS

Last month we mentioned that there were signs that Table Tennis might soon become a recognised sport in the Tramways—something eminently to be desired, seeing that depots all have table tennis equipment, and having regard for the fact that it is a relaxing and yet stimulating game, able to be enjoyed by most age groups. We reported that the game was currently in great favour at Doncaster, and that with the encouragement of the Depot Master (Mr. F. Tullberg), the depot competed with Preston in an inter-depot match.

We didn't have any photos. of that occasion when we went to print last month, but some have come to hand since and are published below.

Top photo shows (left to right): **G. Andrew, W. Donnell, A. Hynd, J. Thomas, J. Loidl, M. Brady** and **A. Berti.**

Bottom Photo: Conductress **A. Brady** (she defeated one of Doncaster's best men!) and **A. Berti.**



HEAD OFFICE DEFEATED

On May 22 a Combined Depot team defeated a Head Office team when they played a social football match at Albert Park.

It was a game of fluctuating fortunes, and until the last quarter no side seemed able to get the upper hand. The combined team (Glenhuntly, Malvern, North Fitzroy and Essendon) eventually ran out the winners. The score: Combined team, 12 goals 12 points; and Head Office, 10 goals seven points.

Best Players: **Barry Gadd** (Head Office), and **Laurie Vandberg, Les May** and **Ray Wellard** (Combined Team).

It was a well-fought game, and although it had been arranged very hastily (because of the sudden availability of an oval), it proved to be a most enjoyable one.

The usual match between Head Office and the Depots will, it is planned, take place in September.

ENGAGED

Happy date was chosen by **Miss Lorraine Langley**, a machinist at the Hawthorn Clothing Factory. She chose her birthday (25th June) to announce her engagement to **Mr. Phillip Kennedy**. Best wishes from "News" readers to the happy couple.

A SON

Congratulations to **Mr. A. H. Jennings** (Treasurer's Branch) on the birth of a son. **Alan**, who is well-known throughout the service, is pleased to be able to inform all well-wishers that both mother and son are well.

A PAGE FOR THE LADIES

Winter is with us again, ladies, and once more it is time to think in terms of nourishing dishes for the family.

The recipes offered all contain wine—for reasons we have fully explained before—and apart, therefore, from again saying that you gain a world of flavour from adding a little wine to your cooking, and reminding you that all the alcohol in the wines evaporates during the cooking process, we won't further labour the point.

These dishes are all easy, and all inexpensive. But they are nourishing, flavoursome, and ideal for the time of the year.

BRAISED LAMB SHANKS.

(Makes 6 servings.)

6 lamb shanks
Water
Celery tops
3 sprigs parsley
1 bay leaf
½ cup oil (salad)
1 clove garlic, halved
1½ teaspoons salt
¼ teaspoon pepper
¾ cup flour seasoned with salt and pepper
1½ cups dry red table wine

Place lamb shanks in a large pan, add enough water to barely cover shanks; season with celery tops, parsley, bay leaf, garlic, salt and pepper; cover and simmer one hour; remove shanks from broth, strain broth and save; roll lamb in seasoned flour and place in a greased baking pan.

Mix wine and oil together and pour over meat. Bake in a moderate oven (350 deg.) for one hour or until crisply browned. Turn and baste frequently. Make gravy from the drippings and the reserved broth.

LAMB CHOPS—ITALIAN STYLE.

½ cup red wine
3 sprigs fresh mint, chopped
1 clove garlic, chopped

6 shoulder lamb chops, 1 in. thick
Salt to taste
2 dessertspoons vinegar

Combine wine, chopped mint, vinegar and garlic; marinate chops in this mixture for one hour or longer, turning once. Remove chops and grill or barbecue, basting with the marinade. Sprinkle with salt to taste.

SWISS STEAK—CALIFORNIA STYLE.

(Makes 6 servings.)

2 lb. beef round steak 1½ in. thick
1 cup dry white table wine
3 dessertspoons wine vinegar
½ green pepper, finely chopped
1 dessertspoon brown sugar
1 teaspoon salt
¼ teaspoon garlic powder
2 dessertspoons shortening (fat)

Trim any excess fat from meat. Place meat in pan or bowl. Combine first six ingredients for marinade and pour over steak. Marinade in refrigerator overnight. Next day drain meat (save marinade). Brown meat (in a large pan with cover) on both sides in heated fat. Add marinade, one small 10 oz. can beef consommé, ¼ cup tomato sauce, 2 dessertspoons chopped onion.

Cover pan and simmer meat until tender, about 1½ hours. Skin any fat from liquid. Blend cornflour with water and stir into liquid. Cook until thickened.

LIVER IN MUSHROOM WINE SAUCE.

(Makes 4 servings)

3 dessertspoons butter or margarine
1 lb. lamb's fry, sliced thinly.
3 sprigs parsley chopped

1 can mushroom gravy
Juice one lemon
½ cup dry red or white table wine
Salt and pepper

Melt margarine in frying pan over moderate heat and brown liver well on both sides. Lower temperature. Sprinkle parsley over top of meat, add lemon juice, wine and mushroom gravy. Cover and cook slowly until meat is tender—10 to 15 minutes. Add more wine during cooking, if necessary, to keep it moist. Serve immediately with sauce.

SHE WAS INSULTED!

Bus driver Bill Tootell, of Footscray, was driving an O.P.S. bus to Tottenham. At the Essex street terminus a nicely proportioned, well-dressed, very handsome woman of about 40 summers attempted to board the bus.

Bill explained politely that she would have to catch the bus on the opposite side after his turn, and she graciously complied.

He then turned from Essex street into Ashley street and reversed. Whilst turning back into Essex street, unbeknown to him, a young girl about 18 jumped on the bus.

After Bill had pulled into the stop prior for departure back into the city he collected the young girl's fare. As he did so, on stepped Mrs. Fortyish, livid with rage. She slammed 20c on the counter and snapped "City."

And as she went to sit down she turned to Bill and said angrily: "Huh, I've got just as good a leg as she's got!"

THANKS FROM CAMBERWELL COUNCIL

The work of relaying the tram tracks in the Camberwell area is now completed (see front cover photo of work in progress), and the Board was delighted to receive congratulations from the Camberwell City Council on the way the job was done.

Here is the Council's letter:

CITY OF CAMBERWELL.

Civic Centre,
Camberwell,

The Chairman, 1st June, 1966.

Melbourne and Metropolitan Tramways Board,

616 Little Collins Street, Melbourne.

Dear Sir,

I have been instructed by my Council to write and congratulate your Board, officers and workmen on the manner in which they carried out the relaying of the Tramway Tracks in Camberwell road within the boundary of this city.

The work was carried out in a most efficient manner, with very little inconvenience caused to shopkeepers and residents, whilst the co-operation between your officers and the Council left nothing to be desired.

Please accept our thanks and we should be pleased if our congratulations could be conveyed to the workmen on the job.

H. L. POLGLASE,

Deputy Town Clerk and City Treasurer.

The Chairman has replied thanking the Council for their letter and indicating that those concerned with the work would be so informed.

ORIGIN OF AN "OFDER"

Memo: From Stores Department
To Distribution Engineer:

"The following employees have been issued with a BOARD'S OFDER for the supply of safety footwear — etc."

Memo: From Distribution Engineer,

To D/E Senior Clerk:

"You have a dictionary. What is an 'OFDER' please?"

Memo: From D/E Senior Clerk,

To Distribution Engineer:

"An 'OFDER' is a small hairy animal found only on the North Coast of Ireland. I believe Pectoral Octamel of Carrageen, used extensively in Bonnington's Irish Moss, is also found in the same region. 'OFDERS' have, on occasions, been mistaken for old boots."

What odd things they have on issue from the Store these days!

LEFT SERVICE

Mrs. P. Gordon (nee Miss Wimble) resigned from the Board's service on May 27 after completing five years as a punch card operator. All her many friends wish her everything of the best for the future, and are looking forward to hearing some interesting news from Mrs. Gordon later in the year.

TRAM AND TRAIN ENTHUSIASTS FOR MELBOURNE

Members of the South Pacific Electric Railway Co-operative Society (Sydney) will visit Melbourne in October to make special tours on Victoria's trams and trains.

The members are taking advantage of the N.S.W. Labour Day Holiday (October 3) to make the pilgrimage, and it is expected that quite a large party will participate.

They will arrive by the Southern Aurora on Saturday, October 1; make an extensive morning tram tour; travel on "Puffing Billy" in the afternoon, and then make a further tour over part of Melbourne's tramway system in the evening.

The next day (Sunday) they will travel to Ballarat by a vintage steam train; traverse Ballarat's tram system during the day, and return by steam train to Melbourne.

On the last day of their stay (Monday, October 3) the group will travel to Bendigo on a special diesel electric rail motor; make an all-lines tram tour in Bendigo (featuring the Birney cars) and return to Melbourne in time for the 8 p.m. departure of the "Southern Aurora."

LET OUT

"Do you think this would be a propitious time to ask your father for your hand?"

"I think it would; I've just asked him for a new car."

What Sydney Thought of Melbourne's Trams — 78 Years Ago!

The following article was printed in a Sydney newspaper on 11th February, 1888. It compares Sydney's trams (steam) very unfavourably with Melbourne's cable trams.

Many Sydney people — 78 years later — wish they still had trams — not steam ones of course!

Here is the article:—

"ODIOUS COMPARISON OF MELBOURNE WITH SYDNEY"

"Melbourne is generally before us in cheapness and convenience of public conveyance, but we were first in introduction of street tramways. Seven years before them in experiment, and ten years without the slightest improvement in the motors or carriages we use; indeed, who but must confess that our ways are filthier, our motors more smoky, our carriages more noisy, dusty, stuffy, than when we opened the pioneer experiment from Redfern station to the Exhibition?"

Just three years ago, after much opposition, Victoria decided to construct tramways in its cities, and a trust was appointed by Parliament to undertake construction of the line and equip vast engine houses with lofty chimneys and magnificent engines, by which endless cables are moved.

On Saturday afternoon I jumped on a "dummy car" at the west end of Collins street and took the front seat; the engines seized the cable underground and we moved away at a capital pace of about 8 m.p.h. Before me the entire length of Collins street comes into view with three or four cars travelling in the same direction as that on which I am seated, and other ones constantly meeting us on a parallel line.

The dummy cars are a great deal like those used at North Shore, but are lighter and more

elegant; these dummy cars are in fact the motors of the tram, for upon them stands the driver, who controls the brakes and looses or takes hold of the ever-moving cable.

You have apprehensions that the car will move off with a jerk, for the speed of the cable never alters, but so nicely is the apparatus regulated that you glide away and come to a stop in a fashion which I heard aptly described as the "very poetry of motion."

Fare is 3d., cash or ticket, no fines inflicted if you sell a ticket to your neighbour no sections no bawling of guards for tram stops anywhere to pick you up.

But what strikes one as very startling is to cross similar lines at all cross sections to see cars upon them rushing steadily towards you but pulling up without any noise whatsoever within 6 feet of the line you are actually travelling on; to hear scarcely any sound from the wheels and springs of your vehicle and the periodical tinkling of the bell as it notes a warning to tardy foot passengers who obstruct the way.

Could we but borrow a fairy wand this night and replace the cumbersome dirty noisy things on which we travel with such a system as now completely chequers Melbourne the astonishment of the Sydney public would be greater than if a tre-

mendous earthquake had overtaken them or if Sir Henry Parkes had begun in earnest to govern the country profitably.

But the credit of the clock-work regularity of the system and its admirable management throughout is due to a gentleman who was brought to Melbourne from Dunedin (N.Z.) and who had constructed tramways there on similar lines. (Obviously refers to Mr. George Duncan — see October 1964 "News."—Ed.)

One who in the past has been familiar with the noise of Bourke street, Elizabeth street and Swanston street caused by the yelling of rival omnibus drivers as they plied for hire is still struck by the comparative quietness that rules there now and how marvellously the traffic has been reduced by the removal of scores of these conveyances and still more at the mercy shown to the poor beasts who have given place to the gigantic propelling machines in out of the way places in the city."

HEAR EAR

Mother was beaming with pride as her little girl played the piano. "Of course, I know she makes mistakes sometimes, but, you see, she plays entirely by ear."

"Unfortunately," said Uncle, "that's the way I listen."

SOME RULES FOR SAFETY

This month we list some unsafe practices. It is a vital list because it incorporates the causes of most of the accidents recorded during the past twelve months.

Read and digest!

- ★ Non-observance of specific safety instructions.
- ★ Operating machines without guards or safety devices.
- ★ Incorrect methods of lifting and handling heavy articles.
- ★ Cleaning machinery whilst it is in motion.
- ★ Unsafe stacking. Stacks not wedged or inter-locked. Stacks too high or "off square."
- ★ Unsafe slinging of materials when using hoists or cranes.
- ★ Riding in unsafe positions on vehicles.
- ★ Tools or other objects left lying on ladders or platforms.
- ★ Ladders not tied in position when in use.
- ★ Wearing of sandals, sandals or other defective footwear instead of safety footwear.
- ★ Wearing of loose or flapping clothing, neckties, torn sweaters.
- ★ Wearing of finger rings whilst operating machines.
- ★ Not wearing safety clothing, goggles, gloves, respirators, safety spectacles, etc., where necessary.
- ★ Wearing of gloves around moving machinery when not approved by safety organisation.
- ★ Failure to report minor injuries for prompt attention.
- ★ Practical joking, skylarking, particularly throwing missiles.
- ★ Using the wrong tool for the job.

Unsafe practices are the cause of 88 per cent. of accidents.

If you were guilty of breaking any of the above safety rules — think again! You may not escape so easily next time.

—T. G. STIFF (Safety Officer).

After waiting half-an-hour for his wife to dress for a party, the young husband was nearly bowled over when she finally made an appearance.

"Gosh, dear, you look terrific," he exclaimed.

"Oh, it's just something I threw on".

"Yes", the husband agreed. "And you nearly missed".

* * *

"Now you behave", said Dad to his small son, "or I'll have mother take you for a drive in the car!"

"You can", murmured the girl, "take me to the dance tonight if you like — unless," coyly, "you meet somebody more attractive in the meantime".

"Well!" exclaimed the young man. "That's very sporting of you. We'll leave it like that, then, shall we?"

* * *

A hotel guest and her very self-possessed six-year-old son were in the lift, and the operator remarked to the mother: "That's a mighty cute little boy you have there."

Immediately the dignified little boy said calmly, "She knows".

WHO SURRENDERED THE SOVEREIGN?

Who was the "Connie" who gave a passenger a sovereign, instead of a two cent piece, as his change on Sunday, June 5?

The passenger was Mr. Noel Riley, of Caulfield. He thought his two cents coin was a "brummy" and was inclined to be indignant. But a mate told him it was a sovereign, and coin dealers say it could be worth \$14 to \$18 dollars.

Mr. Riley won't sell—he plans to keep it.

We don't advise "Connies" to start inspecting every two cent piece they are offered in future —these things only happen once in a lifetime!

MOTHER-IN-LAW

Mrs. Williams had a motor accident and received a nasty gash down her cheek. The doctor informed her that a skin graft would be necessary, and it was decided her husband would be the obvious person to donate the required skin. The doctor examined him, and found that the only spot that matched was where he sat down.

Some weeks later Mrs. Williams looked into the dressing mirror and said to her husband, "Isn't it wonderful how well it matches. It was so sweet of you, Harry, to let them cut a piece out of you like that."

"Oh, that's alright, dear. It has been rather painful, but I shall be amply rewarded whenever I see your mother kiss you!"

UNEDUCATED!

A leading society matron, who lived in one of Melbourne's best areas, burst into the local police station one day.

"Sergeant," she stormed, "some disgusting urchins have chalked a lot of filthy words on the fence surrounding my house. And what's more, they haven't even spelled the words correctly!"

"TURANA" A HELPING HAND FOR CHILDREN

"Turana," Royal Park Children's Welfare Home Auxiliary, has been a special interest of employees of the Tramways Board for about 50 years. It was almost fifty years ago that Mr. Arthur Page (then Depot Carpenter at Malvern Depot) took over the organising of a Christmas Treat for the children of the Royal Park Home. To help finance this, he appealed to his fellow workers to contribute a penny a week, and from this was born the "Penny-a-week Fund," which gradually spread into every depot, office and section throughout the tramway industry.

Up to 1944, Arthur Page carried out this work alone, although at the Christmas treat he was helped by a few sympathetic tramway men and friends. With the task getting too big, Arthur and his helpers formed an auxiliary for long-term operation. This Tramway Auxiliary still functions, but its work is now much more urgent and necessary. The small children have been removed to Wattle Park, whilst Royal Park has become entirely a boys' home, catering for boys with either no homes or parents, or those from bad homes, or boys who have committed minor crimes. These boys, if not given correct and

sympathetic treatment, could easily tread the wrong path to the detriment of themselves and the public in general.

The Welfare Department and officers of the homes are proving that their system of rehabilitation is paying good dividends, and the work of the auxiliary is of great help in attaining this. All tramway men and women will agree that the work is of great importance, and continue to give the auxiliary financial support with a small weekly donation to the collector, or by using the "Green Box" at pay windows.

The auxiliary will be grateful for your help, and the boys and girls in need will benefit.

No Money Without Overall Transport Plan

The United States Government has commenced withholding funds from new highway projects that fail to set up a planning system geared to the overall transport needs of the community.

This is revealed in a recent report of the Committee for Economic Development entitled "Developing Metropolitan Policies. A guide to Local Leadership."

The report says that because investments are going to continue to be made, with or without adequate planning, great opportunities will be lost if local leadership groups do not accept responsibility.

Under the decision metropolitan areas have an incentive to develop comprehensive, long-range transportation plans and sound and detailed analysis of projects on an area-wide basis.

BACK ON DUTY

Mr. L. H. Gambetta, Asst. Senior Traffic Wages Clerk, resumed work at Head Office on June 6. Lou has been absent on sick leave for 14 weeks after a major operation. As he has seen a good deal of hospital over the past few years, it was good to see him back on the job again.

Lou is due to retire on August 30, 1967, and his many friends express the sincere hope that there will be no further complications, and that his future health is all that could be wished.

J. S. Crosbie, Traffic Wages.

BUSINESS FIRST

Suitor: "I wish to marry your daughter, sir."

Father: "Do you drink, young man?"

Suitor: "Thanks a lot, but let's settle this other thing first."

She: "Do you like my new gown?"

He: "Yes, but I would suggest that you get into it a little further."

The difference between the sexes. When a couple are invited to go somewhere, the woman's first thought is, "What shall I wear?" and the man's, "How can I get out of it?"

A golf professional, hired by a large department store to give golf lessons, was approached by two women.

"Do you wish to learn to play golf, madam?" he asked one.

"Oh no," she said, "It's my friend here who wants to learn. I learnt yesterday."

George watched thoughtfully as his father consumed a plate of plum pudding.

"Dad," he asked, "does a currant have six legs?"

"Of course not," his father replied.

"Well," said George, "you've just eaten a beetle."

THE LIGHTER SIDE OF ACCIDENTS

You don't have to be a comedian to have a car accident; they happen to the most sober-minded people. But some of the answers given by those involved in accidents, when they are making statements and filling in insurance claims, etc., are gems of wit, even if unintentional! These are quite genuine. For instance:

"I consider that neither vehicle was to blame, but if either was to blame it was the other one."

"The other man altered his mind, so I had to run over him."

"I knocked over a man. He admitted it was his fault, as he had been run over before."

"One wheel went into the ditch, my foot jumped from brake to accelerator pedal, leaped across to the other side and jammed into the trunk of a tree."

"I collided with a stationary tree."

"I told the other idiot what he was and went on."

"A pedestrian hit me and went under my car."

"I blew my horn, but it would not work, as it was stolen."

"I unfortunately ran over a pedestrian and the old gentleman was taken to hospital, much regretting the circumstances."

"I thought the side window was down, but it was up as I found when I put my head through it."

"A cow wandered into my car. I was afterwards informed that the cow was half-witted."

"A bull was standing near and a fly must have tickled him, as he gored my car."

"A truck backed through my windscreen into my wife's face."

"I ran into a shop window and sustained injuries to my wife."

"Coming home, I drove into the wrong house and hit a tree I don't have."

"The other car collided with mine without giving any warning of its intentions."

(From "The Justice of the Peace.")

THAT'S WHY!

Teacher: "Its an old maxim, and a true one, that a fool can ask questions a wise person cannot answer."

Pupil: "No wonder I flunked!"

If medical science ever finds a cure for the cold it will ruin a popular subject of conversation.

Men who found their way through the trackless wilderness now have great-grandsons who get lost in a supermarket.

Horse shoes are lucky? Look how many horses have four of them and never win.

The chap who really has insomnia is the one who can't sleep even when it's time to get up.

Wouldn't it be wonderful if you could get to a movie and see a picture half as good as the one coming next week?

"Do you like talkative women or the other type?"

"Is there any other type?"

Use what talents you possess—the forest would be very silent if no birds sang except those that sang best.

If a man takes off his hat in a lift it means that he has manners—and no hair.

Probably the hunters who do too much shooting are themselves half shot.

The battle of the sexes will never be won by either side. There is too much fraternising with the enemy.

Cosmetics are a woman's way of keeping a man from reading between the lines.

The smallest good deed is better than the grandest intention.

You will never have a friend if you must have one without fault.

After you hear two eye witnesses' accounts of an accident it makes you wonder about history.

SURELY NOT MR. ARNOLD!

Policeman: "Why didn't you stop when I yelled as you went through the traffic lights?"

Motorist (with great presence of mind): "I thought you said, 'Hello, Judge'."

Policeman: "Well, you see, Judge, I was going to warn you about going too fast in the next town."

Definition of an expert. An ordinary fellow a long way from home.

In the good old days the only fall-out worry was caused by a hair brush.

Contrary to popular belief, a person who suffers from a heart attack ought not to be given alcohol.

OY HOYTS

The Jennings took their new baby to the pictures, where they were warned that unless the child were kept quiet they would be refunded their money and have to leave.

Half way through the feature film Mrs. Jennings turned to Alan and whispered:

"Are you enjoying it?"

"I think it's hopeless!"

"So do I. Let's pinch the baby!"

MEMORIES

Mr. Wally Bishop, now 74, worked for over 40 years in the Tramways, but memories of his working years are as fresh as ever. These reminiscences are based on notes supplied to Mr. Bishop, whose photograph appeared on page 9 of the last issue of the "News."

"ONCE UPON A TIME"

You could hardly serve over forty years as a "trammie" without chalking up some interesting and amusing anecdotes.

● In the days of the Prahran and Malvern Tramway Trust only 21 minutes was allowed for the round trip from Chapel street, Windsor, to the Malvern railway station via Dandenong road. It was a very busy route, and to speed things up the conductors invariably punched whole blocks of 100 tickets in advance. Traffic would faint at the idea to-day. The trams used were single truck, and hand-braked.

● On one occasion, on arriving at the Malvern station, an elderly lady alighted from the tram, but inadvertently caught the hook of her umbrella in the ironwork of the tram. But she wouldn't let go. She trotted alongside the tram whilst it was shunted, and eventually retrieved her gamp. A classic example of sheer determination.

● Another time a lady asked to be set down at Stanhope street, Malvern. The conductor jumped down to assist his quite elderly passenger to the road, placing his hand under her arm. Giggling and in an arched voice she said, "Oh conductor, don't do that; I'm so ticklish!" (They are never too old.)

● In the Malvern workshops there were usually stacks of iron bars lying on the floor. (Don't tell the safety officer this one.) It often happened in those early years for some strangely conditioned practical

jokers to connect, through a bank of light globes (which one hopes drastically reduced the voltage—Ed.) a line from the overhead carrying 600 volts. They say it was funny to watch the antics of the poor victims who touched the bars for any reason.

● At Preston there was a certain pitman who was well known to be excessively fond of fried eggs. One day he came off shift and picked up his prized eggs for frying. But he could not break them. Some character had got in first and his longed-for eggs had been hard boiled in advance.

● At Malvern depot there is a long passage running to some of the upstairs offices. In one of these offices, many years ago a certain young draughtsman was installed; a young man who rose, in later years, to high office in the M.M.T.B. Somehow, at almost exactly 5 p.m. on many afternoons a fuse would blow on the switchboard lighting circuits. This had the electricians mystified; why should everything work without fault during the day, and at 5 p.m. fuses blow? The puzzle was solved, eventually. The wiring for the building was carried in a wooden casing under the floor—the practice in those days—and a nail was found to be projecting into the casing. Under normal above-floor pressures the nail did not interfere with the wires, normal pressure being the sedate, unhurried pace of this certain young draughtsman (aforementioned) whilst arriving at work, and throughout the day. But come 5 p.m. it was a dif-

ferent story! The pounding of his rushed pace to escape the office at 5 p.m. did the work—the nail was depressed into the wires, and "bang" went the fuse.

● St. Kilda road—peak hour. Trams banked up by the dozen, with homebound passengers peering out anxiously, wondering about the cause of the delay.

The trouble was finally diagnosed. A piece of flooring board had fallen from a motor truck and it fell squarely across the track, impeding the progress of the leading tram. Did it? No, he stayed put. "Why?" said the disciplinary officer. "I thought it had been put there to warn me of some danger ahead," he said. He got off.

The world's most mistaken man — the one who married his secretary and thought he could still dictate to her.

* * *

The reason why a dog has so many friends is that he wags his tail, and not his tongue.

* * *

Many modern employers seem to be looking for men between 25 and 30 — with 40 years experience.

* * *

People in the same undertaking are natural friends — each one is helping the other to make a living.

* * *

Real difficulties can be overcome: it is only the imaginary ones that are unconquerable.

* * *

Even if money did grow on trees, some people would be too lazy to shake a tree.

* * *

A real executive is a man who can hand back a letter for a third re-typing to a red-headed stenographer.

* * *

That ball bouncing onto the road is sometimes followed by a child.