

## One of Bourke Street's most familiar faces



Jim assists two American tourists in the Bourke Street Mall

■ In 1951 Jim Dowel began his public transport career as a Conductor on metropolitan trams - 40 years later Jim is still going strong as an Inspector.

Working mainly in the Bourke Street area Jim has almost become as well known and as famous (or infamous) as the Flinders Street clocks.

Jim is renowned for lending a helping hand to staff and to passengers who have lost their way

or need some friendly advice, he's also well known for loving a joke and a bit of fun and has many a tale to tell.

Jim celebrated his 40 years with friends from South Melbourne Depot where he is currently based, and numerous colleagues who his daughter Brenda was able to round up for the occasion.

Congratulations Jim, and thanks for your hard work and dedication!

## 1991 Apprentice reunion

■ On Saturday, March 16, a reunion of ex. VR apprentices who began service between 1950 and 1952 will be held. Anyone interested in attending the reunion dinner or requiring more information should contact:

Kevin Mansbridge 619 4224, Rod Patterson 232 2743, Ray Strong 762 3462, Ivor Witnish auto 57413, or Barrie Milburn auto 19014.

## 10th Railwaymen's dinner

■ The 10th Annual Dinner of the Masonic Railwaymen is to be held on Friday 19, April at the Masonic Centre of Victoria, 300 Albert Street, East Melbourne - commencing 7.30pm.

Well known author, Patsy Adam-Smith, will be the guest speaker. Patsy is noted for her colorful books on Australia's 'great railway family' including 'Hear the Train Blow' and 'Romance on Victorian Railways'.

Tickets are \$35 per head (all inclusive) and may be obtained from: Mr R A Jennison, 22 Owens Avenue, Glen Waverley 3150, telephone: 560 5477.

## Sporting moments

### Terrific Terry

■ Senior Stationmaster Richmond, Terry Wallace, is one of the PTC's very own champions.

Terry is a member of the Victorian Veterans' Cycling Association, and in his age group of 50 to 54 is a real star.

Terry is the Victorian and Australian 1000 metre sprint champion and has collected gold medals at most of the major competitions around the world.

In 1990 alone Terry scooped the pool in Russia, winning the Russian National Championship - over 80 kilometres.

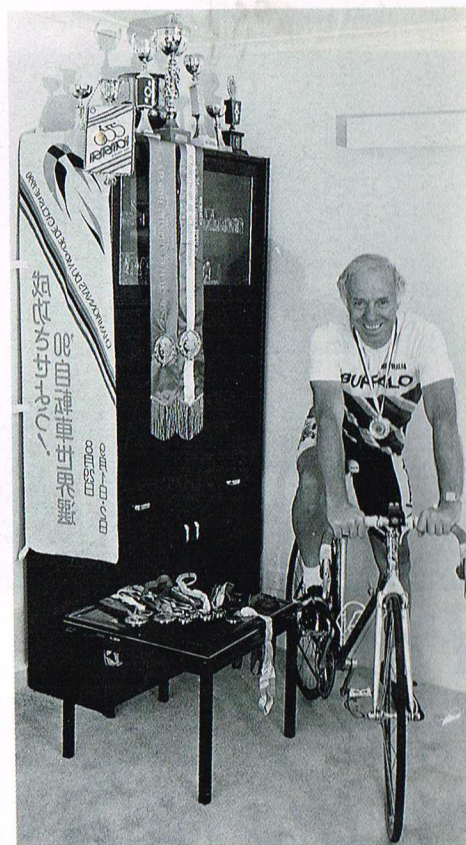
In Austria he was acclaimed second in the world in the 300 metre sprint championship

and again in Austria at the World Open Road Championships he finished seventh out of 200 competitors.

Back home Terry didn't lose any form at the Mornington Masters Games he won gold in the 40 kilometre 'kermies' (circuit) race, gold in the 60 kilometre road race, and gold in the 300 metre sprint. He also came second in the round circuit race which goes for about 30 minutes and the distance is about one kilometre.

This year is looking equally as big for Terry, and he looks forward to victory at the Australian Track Championships later this year in Perth.

Good luck Terry!



Terry and his numerous medals and trophies

## 1990 golf tour - Melburnian success

■ The Melburnians came up trumps in the 1990 New South Wales Golf Tour.

The Victorian Tramways Golf Association defeated New South four matches to three.

And... the season ended with a terrific day of golf at Gisborne, Paul Healy, from the Revenue Protection Department, won the President's Trophy with a nett 58.

Congratulations Paul and all the other avid golfers on their victory.

Anyone interested in joining the association should contact Dennis Costello on 610 3456.

# PTC Press

Staff magazine

February 1991

## Warragul and Warrnambool top station and freight gate

■ Warragul Station and Warrnambool Freightgate staff had an extra reason for big smiles over the festive season.

They'd just received the inaugural Southern Region performance awards for being the top station and freightgate.

Acting Regional Manager, Bob Daniel, said the awards reflect great credit to Stationmasters John Dempsey (Warragul) and John Watson (Warrnambool) and their staff.

"They headed a tough criteria list covering expenditure against budget, revenue against

budget and safety performance," said Bob.

Stations were also checked on increases in passenger journeys and fare revenue compared to last financial year.

"Freightgates were checked on increases in revenue and tonnages again compared to last financial year and also tonnages handled per employee," Bob said.

Bob praised the efforts of all station staff at Warragul.

"They're a dedicated group of employees who go out of their way to give our customers excellent service.

"This award recognises their good service," he said.

John Dempsey was also full of praise for his staff of 11.

"In the first three months of this financial year our revenue increased by an average of 55 per cent while journeys went up by an average of 29 per cent," he said.

At Warrnambool, Regional Operations Manager, Phil Lennard, said the freightgate award was a special tribute to John Watson.

"John spends at least 10 hours a week chasing up new freight clients," said Phil.

"So far this financial year he has managed to obtain new business which has brought an additional 20 tonnes of freight a week through the freightgate.

"That's pretty impressive considering the competition faced in the Warrnambool transport market.

"There's more than 30 transport companies operating in the City," he said.

The awards were made for the first four accounting periods of this financial year.

Similar awards will be made each quarter.

The Southern Region covers south-western Victoria from Werribee to Warrnambool, the Latrobe Valley, East, South and West Gippsland.



Acting Regional Manager, Bob Daniel (right centre), presents Stationmaster, John Dempsey (centre), with the award. Watching on (from left) Station Officer, Tom Searle; Operations Manager, Phil Lennard; Station Assistant, Max Clarke; Signalman, Anthony Van Venrooy; Station Officer, Jim Bethune; and, Station Officer, Michael O'Neil



Stationmaster, John Watson (4th left), and Freightgate Clerk, Ian Sloper (centre), receive the award from Regional Operations Manager, Phil Lennard (3rd right). Other staff from the Freightgate (from left) are Freight Handler, Brian Conheady; Guard, Terry Sheriff; Parcels Assistant, Norm Oakes; Clerk, John Pye; and, Clerk, John O'Flaherty



# Painting the town green and yellow



Sam the Tram - just one example of the Paint Shop's work



Production Planning Officer, Graham Jones, and Brian Carter both celebrated 40 years of service in January - Congratulations



Cleanliness for health and safety and to ensure dirt doesn't affect the quality of work is most important at the Paint Shop - Cleaner, Ivor Killa, cleans the shop floor

■ Keeping the PTC's some 600 trams, and over 40 light rail vehicles in shape, and well presented in their colors is no easy task. Trams and buses share the roads with around 140,000 motorists in the central activities area each day, they are subjected to Melbourne's infamous weather, and the pounding of hundreds of thousands of commuters each year.

The PTC's Preston Workshops, Paint Shop is responsible for keeping Melbourne's trams and buses shimmering in all their glory. The shop, and its some 26 staff, consisting of Vehicle Painters and 'Wet Rubbers' (preparation staff), strip, sand and spray paint the PTC's tram fleet.

The Paint Shop is also responsible for the preparation and painting of 'super trams' and the preparation of 'super buses'. These are vehicles completely decked out in advertising material.

Foreman Artisan, Brian Carter, said that there are currently 10 super trams and 10 super buses on the road.

"The PTC's advertising is looked after by a company called Buspak. Buspak is allocated a certain number of vehicles for advertising each year. These vehicles may be used for 'super vehicles' or the standard and more common panel advertising. 'Super trams' are looked after from start to finish, by the Paint Shop, and 'super buses' are prepared by the shop and sent to a private contractor for painting. The painting of 'super buses' is supervised by the Paint Shop.

"Buspak present the design for the 'super vehicle' to us and along with the Public Relations Department we decided whether it is appropriate.

"Often the designs need to be altered as most designers are not used to working within the constraints which a tram or a bus places on them. For example windows, vehicle numbers, steps and passenger hand rails.

"The Vehicle Painters here are a specialists and provide expert advice to the advertisers ensuring that their design is going to work, giving them the best value out of the vehicle.

"Once the design is complete artwork, or an accurate representation of the illustration is produced and staff prepare the vehicle for painting.

"Once the vehicle is stripped of old advertising material it is worked on much like a spray painter would work on a car. The first step is to mask (cover with masking tape) all the areas which you don't want to paint, then we under coat the vehicle, providing a good working surface.

"Once this is complete the 'scalloping' around the tram windows is added and painting can start.

"The painter would normally project the design, similar to an overhead projection, on to the vehicle where an outline can be done.

"Once the outline is done the painter can begin adding the detail which provides the character

of the design. This is where talent, and a steady hand is essential," Brian said.

The Paint Shop also looks after the highly acclaimed, Ministry of the Arts, 'theme trams'. The PTC has about 15 trams dedicated to the arts and five theme trams. These trams are not advertising trams, they are purely community service, and a way the PTC can assist in promoting and beautifying Melbourne.

Some of the trams produced at Preston include the Koorie tram and the Port Melbourne redevelopment tram.

"The 'theme trams' are prepared in much the same way as the 'super vehicles'," Brian said.

"However, they often hit a lot more snags. As they don't carry one message, like an advertising tram, they are often more intricate in design and color, and require much more input from our painters to ensure a high quality job. Another concern is that artists often work in oil paints and find it difficult to achieve the same results in the enamel paint required for vehicle painting," he said.

Brian who has recently clocked up 40 years service can only be termed an 'old hand' in this business. He certainly knows the trade and how to achieve optimum results.

The shop is currently working on the restoration of one of the PTC's vintage trams, it's almost difficult to ascertain who's been around longer and has more tales to tell - the tram or Brian?

"The vintage tram is a W5 class tram and came in to service on June 6, 1936," Brian said.

"It has to be stripped back to original, that means about 55 years of paint jobs have to be heat stripped (removal of paint using heat) both on the exterior and interior.

"The older trams have the most spectacular features such as the 'dark' wooden internal roof. The roof will be completely restored on this tram. It will be brought back to original and varnished, recreating the character and old world charm of the tram.

"The exterior will be repainted in original colors, the roof will be a 'stone' color and the rest will be cream and green," Brian said.

The Preston Workshops, Paint Shop, has restored the PTC's entire vintage tram fleet.

"Restoring the old trams is one of the most interesting projects I have been involved in," Brian said.

"It's time consuming and tedious, but it is so gratifying when the job is finished. It takes approximately 450 to 500 working hours to restore one of the vintage trams, and most of this time is taken with detail and being particular, which is essential to give these old favourites the look of class they deserve," Brian said.

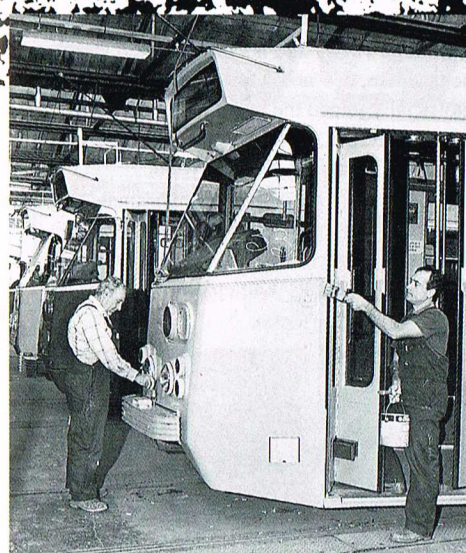
The shop also prepares the PTC's own promotional trams including the Metman tram and 'Sam the Tram'. The PTC's medical bus and ambulance buses were also done at the Paint Shop and the new police bus is scheduled for later in the year.



Brian Carter (left), and Signwriter, Wade Green; 'Oh what a feeling' - to finish the Toyota tram



Vehicle Painter, Frank D'Amico, paints the roof of a W class tram in the spray paint booth which controls fumes



Vehicle painters, James Misino (left) and Carlo Lustrissimi undercoat a Z class tram



Vehicle Painter, John Vlahakis, burns off 50 years of paint from a vintage tram to restore it to original



The driver's door is removed from the vintage tram to enable Vehicle Painter, Con Vlahakis to strip the paint