



Santa School

Competition for kids
See page 2

Message from the Chairman



the results were pleasing. It is now apparent that 75 per cent of people believe Melbourne's public transport system has improved under the guidance of the Met.

We are now known for our modern vehicles, efficient service and improved facilities. How things have changed — and the changes are due to the efforts of everyone at the Met.

During the year we welcomed a new Minister to the Transport portfolio and Mr Roper has been extremely supportive towards the Met's programmes which are designed to give Melbourne the best metropolitan system in Australia.

The opening of Flagstaff Station during the year, which also heralded the completion of the Underground Rail Loop, created a more efficient commuter traffic flow to the Central Business District. Other stations, such as Boronia, were completely rebuilt or underwent major reconstruction, the network's overhead wiring is now being completely overhauled, and more modern Comeng trains are coming on line.

For the Tram and Bus Division there were many highlights this year. The introduction of the AVM control system, initially in the Met's bus fleet, has been greeted with enthusiasm

by drivers and passengers alike. A \$200 million contract for the supply of a light rail system to Hong Kong, won by Victorian interests, came as a result of officials from Hong Kong seeing at first hand how efficient the Melbourne tram network is.

The developments in the Met this year show that we have much to be proud of. It is essentially because the Met works as a team that the system can develop in new areas.

The coming year will provide us with new challenges, but with the real team effort displayed in the past, I have no doubt we can meet those challenges.

I'd like to take this opportunity to thank all employees for their contributions over the past year and wish you and your families a merry Christmas and a happy and safe New Year.

Kevin Shea

KEVIN SHEA
Chairman and Managing Director

has been greeted with enthusiasm

competition is for our younger readers. Christmas is a time for children, and someone in your family has the opportunity of winning a terrific prize.

Okay, kids, here is how you enter. Each issue of Met Lines features a full colour front cover. If you draw us a great picture for the cover of Met Lines you'll have the chance to win a fabulous set of 72 Derwent colour pencils.

We'd like you to draw us a poster about public transport in Melbourne. The poster must be drawn on a sheet of paper the same shape and size as the Met Lines front cover. We want

At year's end, it is appropriate that we reflect on the events of the last 12 months, and for the Met, it has been a year of major achievements.

Despite the problems encountered towards the end of the year, the Met again showed how efficient it can be in moving Melbourne commuters. Record crowds were transported to Moomba, the Show, football and cricket matches, and other major sporting and recreational events. But it was the advances in the day-to-day running of the Met, which really stood out.

A survey to gauge public attitude to Melbourne's transport system, was conducted earlier this year and

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Announcing our 'Second Time Lucky' winner

The prepared conductor

On the odd occasions, when passengers they're many, I have that age old problem of far too many pennies.

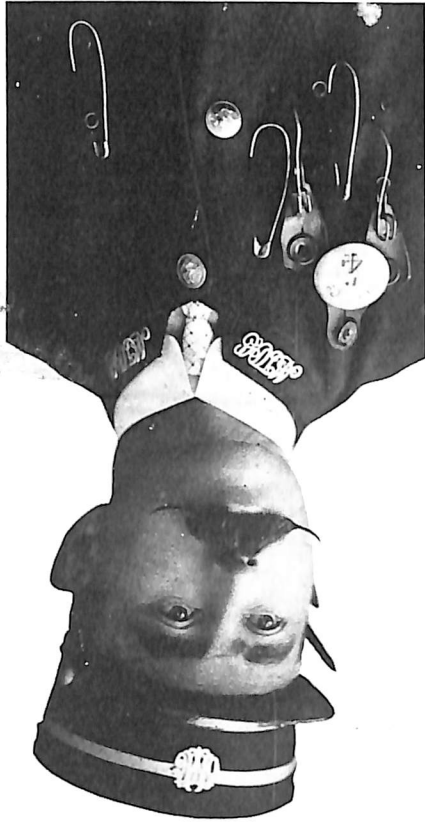
So when employed by the old M.T. & O., There are some things young men should know,

Like an extra pin or two in places, Placed to help the old worn braces, V. save the day when the bag goes.

Just by the sad look on me face, You'll see life is at a hectic pace, When employed on the old M.T. & O., Even though our trams, they're, oh, so slow,

Well I'd have never thought with these changin' times,

That you'd find me picture in new Met Lines.



After much brow scratching and discussion the judges of the 'Second Time Lucky' competition (October Met Lines) have made their decision! Met Lines readers were asked to provide an answer to a curly question — why did that Melbourne Tramway & Omnibus Co Ltd employee need all those safety pins?

The standard of the entries received was high and the judges' task was not easy. The winner is Raymond Marsh who is a Traffic Inspector from the North Fitzroy Depot. Ray's answer is not strictly correct but his poetic effort (see right) does show flair and imagination. He will receive vouchers from Myer to the value of \$70.00.

The photographic portrait is, in fact, of a conductor who worked for the Melbourne Tramway & Omnibus Co. Note that his collar badge bears the initials 'MTOC'. The conductor didn't issue tickets but punched a number on a slip to record the number of fares taken. The reason for the safety pins — the conductor would pin in the 'trip slips' on to them!!

Award for Met poster

The Met's Marketing Department recently received some public praise organised, was judged 'Ad of the Month' by Australian Posters. Targeted towards off-peak use of the Met by casual public transport users, the ad combines a clever slogan with an eye-catching giant replica of a parking ticket. Basically, the message for shoppers is to leave the car at home

and catch the Met. This will ensure a quick, cheap and comfortable journey to and from the city without the hassle of trying to find a parking space, or, on your return, finding one of those irritating 'pinks' flapping in the breeze.

The giant posters have been erected at several locations around Melbourne and are guaranteed to attract a great deal of attention.

Art Director Rodney Attenborough

The Award winner. The Met's poster which was voted 'Ad of the Month' by Australian Posters.



Keeping tram lines clean

As we have seen in recent issues of Metlines, the Met covers a wide range of services and activities. Particularly pleasing is that many of you are now getting involved in Metlines by telling your own story — whether it be about work or social activities.

This enables us to understand how the differing sections of the Met works and how each activity forms part of the team effort required to provide the excellent public transport system Melbourne has.

Frank Reale-Key is one of the many 'back room' workers whose job is crucial to the viability of the network. Frank joined the M & MTB in 1975 as a conductor operating out of the Brunswick Depot. Later, he became a driver for both Brunswick and Essendon Depots.

In 1979, Frank joined the Civil Engineering Branch as a Scrubber Car Operator. Although the operation of this section of the Met is not immediately obvious to commuters, it is nevertheless vital to the efficient running of the system as Frank explains in the following story:

Scrubber cars

It is midnight. The last trams in service are on their way to the depots and the depot starters are giving the last check to the despatch sheets for the following morning. Around the same time two odd looking trams are coming out of the South Melbourne Depot and start their runs till the morning. They are the track cleaners or, as better known, Scrubber Cars.

They are operated by the Civil Engineering Branch and they are two motors single truck, 33inc. wheel trams.

A close inspection of any length of rail will show pitting as well as dirt and sand. The Scrubber Cars have provision for scrubbing and flushing the track they travel on and they do so at an average speed of 20kph.

Five crews, each comprising an operator and an offsider, are rostered from Sunday night to Friday evening, to provide a twenty four hour, five day service.

Two Scrubber Cars operate during the night and two during the day while one operates in the afternoon.

Scrubber Cars are also used to clean concrete on newly laid track and to remove leaves and tar which are mainly the cause of skidding. During the autumn season when falling leaves create a greater problem, Scrubber Cars operate on weekends and public holidays.

Four Scrubber Cars are in service and are numbered 8W, 9W, 10W and 11W. Built at Preston Tramway Workshops in 1934, 8W was completely overhauled last in 1984, while 9W is a converted 'Q' class passenger tram (old No. 197). Both 10W and 11W are converted Sydney 'K' class passenger trams.

Conversion was done at Randwick Tramway Workshops in 1952. In 1959, they were purchased by the M & MTB, modified and put into service in Melbourne.

Each Scrubber Car has a compressed air operated assembly which holds six carborundum brick-shaped blocks on each side of the

car and pushes these blocks onto the rail at pressures between 20 and 40psi. The operator adjusts the pressure according to the gradient and type of scrubbing done. The blocks are lifted when travelling over shunts or crossing to avoid damage to them.

All cars have tanks to hold water and the volume carried varies from 1040 gallons on 8W to 330 gallons on 10W and 11W.

The operators are required to have a thorough knowledge of the entire tramways network as well as being able to drive between any two points by the shortest track route. They also hold a four motors electric tram driver's certificate.

From the records available, the first Scrubber Car in Melbourne was built in 1917 by the then Melbourne, Brunswick and Coburg Tramways Trust, probably at their Coburg Depot and it saw service as car No.5 with the M & MTB (1919) until 1959.



Operator Frank Reale-Key poses with Scrubber car 8W



Old Sydney 'K' Class Scrubber Car No. 11

Keeping transport in the family

Stories in recent issues of Metlines have shown that transport can be, and often is, a family concern. There are, or have been in the past, entire families working for one or all divisions of the Met. Obviously, satisfaction with the job helps spread the word from one family member to another — that the Met is the place to be.

The Greensill brothers and their families have contributed a great deal to Victorian transport over the years and it appears that that interest is being extended. Their story is one of loyalty, dedication and service. It is certainly a story worth telling.

Brothers Arthur and Tom Greensill commenced service with VicRail as enginemen at North Melbourne Loco Depot in 1937. Both progressed to the position of Locomotive Driver in the steam era.

After service at Woomelang and Dimboola, Tom was appointed to the



Arthur Greensill, one of four brothers who worked on the metropolitan transport system, seen at Upper Ferntree Gully station, where he completed his 39 years of service to the railways.

position of Depot Foreman at Ararat. In 1950 he transferred to Jolimont Electric Running Depot as Drivers Chieftain and remained at that location until his retirement in 1976.

Arthur transferred from North Loco to Geelong and then to Colac in 1941, prior to enlisting with A.I.F. Engineers in November of that year. He returned to North Melbourne Loco in 1945 before transferring to E.R.D. Jolimont in 1948. Shortly afterwards, he was appointed to the position of Electric Train Driver at Box Hill, a position he retained for 28 years.

After a short period at Ferntree Gully, Arthur retired in 1976 with a total of 39 years service to the rail system.

Arthur's son Trevor joined the Rolling Stock Branch at South Dynon Loco in 1962. Trevor is at present engaged as an electric train driver for the Met at Ringwood and carries out relief duties in the eastern suburban area.

Arthur's grandson Victor, joined VicRail as it was then as an Engineman in 1979 and is at present in a drivers class at South Dynon Loco.

A niece of Arthur's, Janice Boyle, was employed as a clerk in the Claims Branch of the railways from 1954 to 1959, when she left to get married.

Tom's grandson, Chris Smith, is also keeping up the family interest in



The Greensill brothers toast the metropolitan transport system they served so well for so many years. From left to right — Bill (tram driver), Jack (tram driver), Arthur (train driver) and Tom (train driver).

transport as he is an apprentice fitter and turner with MetRail.

During the years 1946 to 1955, another two brothers, Jack and Bill were employed by the M & MTB as tram drivers. Jack worked out of Hanna Street Depot and Bill from Malvern Depot. Jack joined the M & MTB after five years service in the Middle East and New Guinea with the 2/23rd Battalion. Bill served with B.O.O.F. in Japan.

It is interesting to note that the four Greensill brothers were all engaged simultaneously in the metropolitan transport system as drivers — a feat that will not easily be rivalled.

As can be seen from the above story, the tradition of transport families is very much alive and no doubt other families have similar stories to tell. If so, please let us know by writing to: The Public Relations Manager, The Met, 616 Little Collins Street, Melbourne, 3000.

Parliament station wins award

The Royal Australian Institute of Architects (Victorian Chapter) made awards earlier this year for excellence in architecture. The awards were split into various categories and were made on the basis of design stance which takes into account the social, environmental and conservational contribution a building makes to the surrounding area.

In the category of Institutional Buildings/New Buildings, architects McIntyre Partnership Pty Ltd won the award for outstanding achievement for their work on Parliament Station.

The judges' summation stated that:

"Parliament Station represents one of the most elegantly detailed,

well handled urban facilities to have appeared in Melbourne for some time. The station has achieved a positive identity not only for itself, but also for the image of the public rail system in metropolitan Melbourne. At ground level the station is a sensitive response to the fragile historic precinct around Parliament House.

"A confident use of high technology, lighting and quality finish with distinct character, provision for expansion, and consistent expression of detail has resulted in a complete and assured civic facility.

"The positive use of non-architecture at ground level to cope with the surrounding landscape, the efforts to relate the concourse to the

urban precinct above, the giant capital heads matching Parliament House, the calming array of blues, and the attempt to bring natural light and landscape into the lower booking halls, coupled with clever paving details at platform level, the careful lighting and the display boxes, all help to achieve an exciting and yet highly restrained public monument for Melbourne."

The Met is naturally delighted that Parliament Station has been recognised in this way. It is a clear indication that the efforts of the Government and the Met in providing the best, most comfortable and most aesthetically pleasing facilities, are being appreciated.

Tram centenary celebrations a success

Celebrations of Melbourne's tram centenary proved to be a big success with the public and employees alike.

Basically the celebrations centred on the week of 10 November to 17 November with Monday 11 November being the day to commemorate the first cable tram service in the city.

The week of celebrations was officially launched by Transport Minister Tom Roper in the City Square on Sunday 10 November at 12 noon.

Mr. Roper and Met Chairman Kevin Shea jointly released 1500 green and gold balloons to officially declare the week of celebrations open. Earlier Mr. Roper and the official party had ridden to the square on historical trams.



Tom Roper accepts a special presentation from Manager Sales, Australia Post, Colin Sharman at a special function at the GPO.

Later in the afternoon VIPs joined Tram and Bus Division employees and their families for a barbecue lunch at Wattle Park. Fortunately the weather was ideal and the festivities were enjoyed by all who attended.

On Monday 11 November, bags of mail with special envelopes commemorating 100 years of trams, which were prepared by Australia Post, were carried by tram to the GPO. School children from Bell Primary and Trinity Grammar also rode down to Bourke Street by tram to take part in the celebrations.

Transport Minister Tom Roper officially handed over the mail delivery to Mr. Colin Sharman, Manager Sales, Australia Post, who in turn, made a special presentation to Mr. Roper. Following this ceremony, Mr. Roper laid a plaque in the Bourke Street Mall pavement, which commemorates 100 years of trams in Melbourne and the fact that the last cable tram ran down Bourke Street.



Transport Minister Tom Roper speaks at the launching of the week of Centenary celebrations in the City Square.



Balloons produced for centenary week were popular with all ages.

Later, Mr. Roper unveiled another plaque on the wall of 673 Bourke Street, which is where the original Melbourne Tramway and Omnibus Company's Head Office once stood. This plaque was sponsored by the Tramways Museum Society of Victoria. President of the Society, Keith Kings assisted Mr. Roper with the unveiling.

A display consisting of an old cable tram and the Met Transporter was set up in the City Square during the week and a jazz band played in the square during lunch time. In addition, trams flew special flags to mark the occasion of the tram centenary.

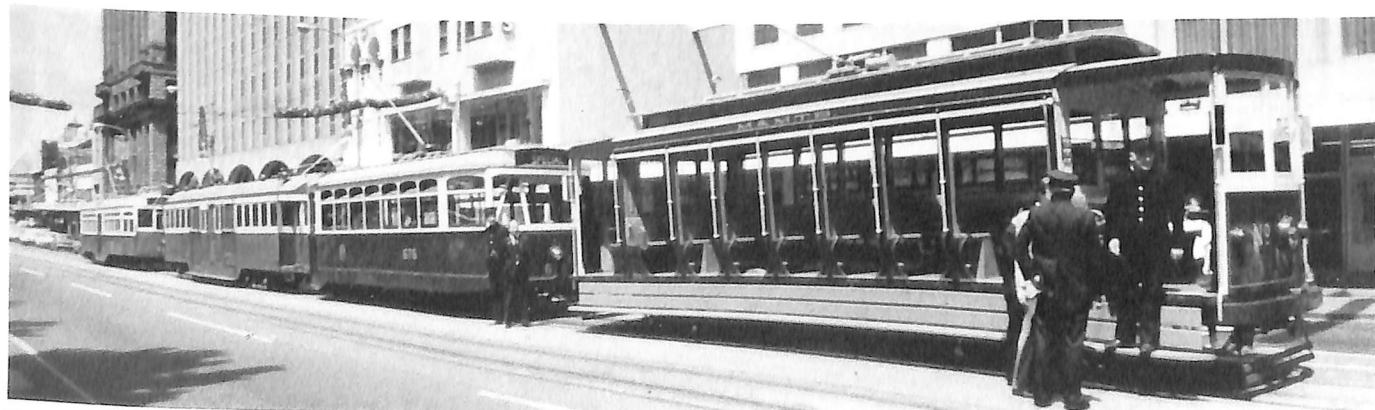
The centenary of Melbourne's trams is certainly something to celebrate and we did it in style as this selection of photos shows.



Children from Bell Primary School arrive at the Bourke Street Mall by tram to take part in the tram centenary celebrations.



Tramways Museum Society President Keith Kings (left) and Transport Minister Tom Roper unveil a plaque on the wall of 673 Bourke Street, the original Head Office of the Melbourne Tramway and Omnibus Company.



The cavalcade of historical trams which brought the official party to the City Square function.

Eric Hobday remembers when...

When the last cable tram set off for Northcote on October 26, 1940, one of the passengers crowded on board was M&MTB Relieving Depot Master, Eric Hobday.

'To avoid vandalism,' recalls Eric, 'it was decided that the last tram would not run the last scheduled service of the day. Instead, the last run was made early in the evening, and the buses which replaced the trams on that route took over the rest of the evening.'

Armed with this inside information, Eric was able to make sure of his place in the tram's 'dummy', alongside Ron Houghton, the gripman — or driver — of the last cable run.

Despite the festive air of the occasion, it was a sad day for Melbourne.

'Many people missed the cable trams,' says Eric. 'They used to love sitting on the front seat in the open dummy in warm weather. In summer, the tram ride down to St Kilda Beach was particularly popular, and it only cost 9d return from any of the outer suburbs.'

'When the tram went round a bend, the passengers in the dummy had to hang on. As it approached, the gripman would shout out, Mind the

curve!'

The gripman, of course, had to weather the open dummy come rain or shine.

'They bred them tough in those days,' says Eric.

When he rode the last cable tram, Eric Hobday had already worked with the tramways for 28 years.

Delivering a message in Bourke Street one morning in 1912, he had turned, on the spur of the moment, into the tramways office to ask if there were any vacancies for a junior clerk.

The same afternoon he was on his way to Richmond depot. The recruiting manager's parting words still ring in his ears: We pay you for acting, not for thinking, was the first warning; and the second: After a fortnight, if reports are satisfactory, you will be kept on — if not, there is a wide world out there.

'They were tough in those days,' Eric repeats.

Pay was two pounds seven shillings a week (three pounds would have been a good wage, Eric comments) and hours were long. The clerical staff worked from 8 am to 6.45 pm. Progressing to bookkeeper at Brunswick depot, Eric alternated keeping the wages sheets with

helping revenue staff at the morning and afternoon peak periods. In those days, conductors paid fare money in at the end of every trip.

'We worked long and hard to keep our jobs, but there was a close bond of companionship,' says Eric.

Over the years Eric was promoted through the grades to become Relieving Depot Master (as today's Depot Managers were then called), working at many tram depots supervising the activities of hundreds of men and dozens of trams.

His final posting was North Fitzroy, from where he retired in 1957 after 47 years service.

Today an active 91 year old, Eric still maintains contact with the tramways through the Retired Tramway Employees' Association of Victoria. He is a life member of the Association, and for 11 years was its President.

Changes in trams and tramways which Eric has seen are too many to mention — but one is particularly welcome. Since the formation of the Metropolitan Transit Authority, Eric, as a retired employee, is entitled to free travel on the system he served so long and so loyally.

Tram stalwarts celebrate 70 years of marriage

Tram stalwarts Jessie and Harry Heaton not only celebrated 100 years of Melbourne's trams this year. This year was also their Copper Wedding Anniversary — 70 years of married bliss.

Many of the Met's long serving employees in the Tram and Bus Division will remember Harry who worked as a Motor Body Builder at Preston Workshops for 31 years. He retired in 1954.

A spritely 95 years of age, Harry still takes an active interest in the Met and travels by train and tram whenever the need arises.

Mr. and Mrs. Heaton were both born in Melbourne and have lived all their life here. We offer them our sincere congratulations and wish them all the best for the future.

Tram stalwarts Jessie and Harry Heaton who celebrated their 70th anniversary recently.



Glenhuntly takes early lead in cricket

Bad weather has been the dominant feature of the start of this season's round of matches in the Metropolitan Transit Authority Tram and Bus Division Cricket Association tournament.

Three of the first seven games were completely washed out. However, at the end of round seven, the Glenhuntly Depot was on top of the ladder. There are five teams contesting the tournament this year and placings in the early stages of the competition were:

Glenhuntly — played two, won one, drew one.
 Preston — played one, won one.
 Kew — played two, won one, lost one.
 Malvern — played three, drew one, lost two.

On each occasion Camberwell has been scheduled to play, the fixture has been washed out.

The competition features 20 scheduled qualifying fixtures, all of which are played at the MTA's oval at Wattle Park.

In the semi-finals, scheduled for Saturday 2 March, the first team on the ladder after the qualifying round, will play the fourth team (at Wattle Park) and the second team will play

the third team (at Royal Park). The Grand Final will be played the following Saturday at Wattle Park.

Each qualifying game is a scheduled 35 over match, while finals games are 40 overs matches.

In the first game of the season, Preston was put into bat first and scored 8 for 71 in the allotted 35 overs. Malvern in reply, could only muster 70 runs.

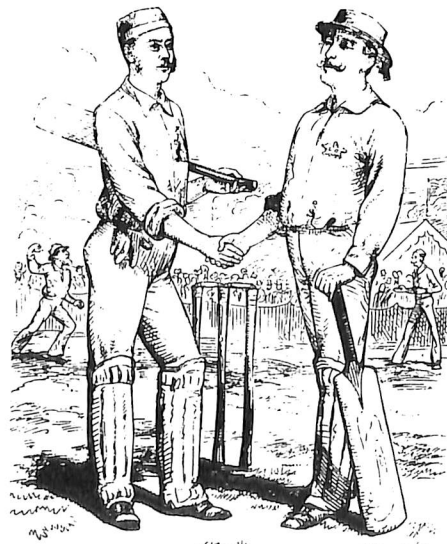
On October 27, Glenhuntly lost only 3 wickets in their innings and ran out easy winners when Kew were all out for a disappointing 27 runs. However, the following week, obviously keen to prove a point, the team from Kew scored 100 in their innings before bowling the Malvern team out for 42.

The team from Malvern managed to salvage some respectability in the next game to be played when, in a thrilling encounter, it drew with Glenhuntly. Both teams scored 82 runs.

As the weather improves over the coming weeks, competition in the Tram and Bus Division Cricket Association League should begin to hot up. The preparation for the finals may be interrupted to a degree when a Victorian team heads for Perth in

February to take part in the interstate cricket tournament.

The interstate fixture takes place from 16-25 February and strong competition is assured. We look forward to reporting a stunning victory to the Vics.



Vic golfers go down fighting



The 36th Annual Interstate golf tournament between teams from the Met's Tram and Bus Division and New South Wales' UTA, was held in Melbourne recently. Despite some 'plucky' individual efforts by members of the home team, the visitors eventually ran out winners in the two team contest.

Golf tournaments between the two states have been held regularly since 1949, thanks chiefly to the efforts of George Grace who put in the work to get the tournament established. George served as an Industrial Officer with the M & MTB for many years.

In the years since those early days, there has been some keen competition between the two state Authorities and renewed interest in the tournament by various areas of the Met in recent times, guarantees its continued success.

This year a team of 24 players and officials from New South Wales, travelled to Melbourne for the tournament which ran for a week. As a warm-up to the big day, social games were played on courses around Victoria during the first three days of the week, with the test match being held at Royal Melbourne on the Thursday.

Two teams of seven players each were matched over 18 holes. The Victorian 'A' team worked hard all day, but finally had to settle for a 4-3 result in favour of the visitors. The second side for New South Wales had a much more comfortable win defeating its Victorian counterpart 5½ games to 1½ games.

Following the tournament, a social function was held when the winners'

trophies were presented. Although unable to capture either of the team trophies, Victorian team members walked away with some prestigious individual awards.

The 'Charlie Curtis Trophy' presented by New South Wales to the best Victorian performer, was won by South Melbourne Tram Driver, Geoff Smith. This trophy bears the name of a life member of the NSW club.

MOA Secretary Tony Tuohey also presented a trophy for the best performance by a Victorian team member over the series. This year the trophy was won by Wayne Hoskins who works at Preston Workshops.

The Met's Tram and Bus Division Golf Association is a strong body

The Victorian Tram and Bus Division Golf team from which the two sides to play in the tournament were selected.

with a membership of over 100, which is continuing to grow. Most tournaments are played on Sundays with players representing almost all sections of the Tram and Bus Division.

A number of new players are now beginning to join the ranks of the Association and the overall skill of the club is being strengthened.

Many believe the close result of the 'A' team contest at this year's Interstate series signals a strong era ahead for our golfers and already they're looking towards the next interstate tournament with quiet confidence.



NSW 'A' side captain Bob Dowd (right) proudly accepts the tournament cup from Tony Tuohey (left).



Bill Lodge, Captain of the NSW 'B' side accepts the winners trophy from Tony Tuohey (right) as Vic. Tram and Bus Golf Association President Alec Hynd (left) looks on.

Having a picnic!

Tram & Bus Division employees and their families enjoying a barbecue lunch at Wattle Park. The barbecue was organised as part of the celebrations commemorating 100 years of trams in Melbourne.



Norm Maddock, AT & MOEA Secretary addresses employees at the function at Wattle Park.



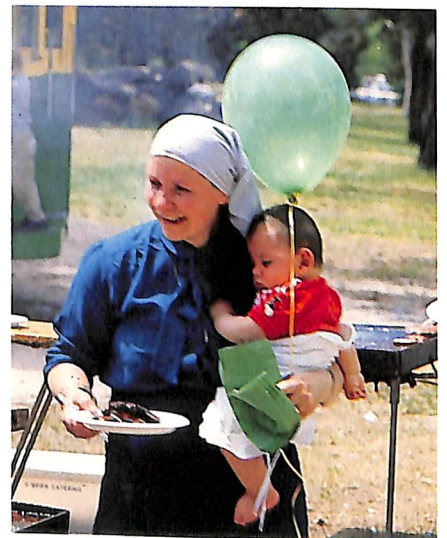
Enjoying the fun at Wattle Park. Employees and their families enjoy the sun, food and company at the special function for employees.



Coming ready or not! The giant slide was in keen demand by children attending the Wattle Park function. A number of other activities for children were also available.



Around the Barbecues. Part of the crowd enjoying the fun at the Wattle Park function.



This little mite seems oblivious to all the fun, while mum tries to enjoy her lunch. The Wattle Park function turned out to be a real family day.