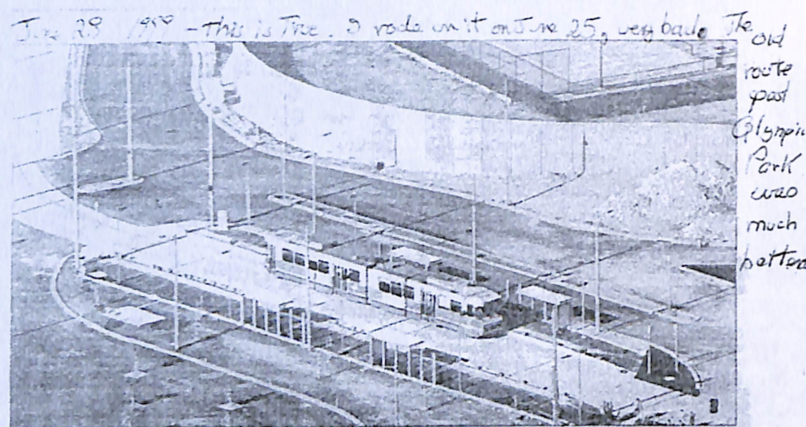


BIRD'S EYE VIEW
Probably in the mid-1960's, W4 class No. 673 is about to cross Kingsway. Note Hoadley's chocolate factory (who can forget the awful smell of chocolate?)



Back door: the new tram route takes commuters behind the tennis centre.

Tram route a journey down ugly avenue

THE sweeping journey along the tree-lined Yarra, overlooking the Alexandra Gardens, to alight outside the tennis centre was one of the most evocative tram rides in the world.

Rather than incorporate the line into the new Federation Square, it has now been diverted along an already busy Flinders St, crossing the railway via the new CityLink toll bridge, sharply turning to avoid the tolling gantry, and running down past the service entrances of the sporting venues.

It travels down a concreted laneway reminiscent of the concreted Moonee Ponds Creek, past asphalted carparks, alongside rows of railway tracks, hemmed in by high chain-link fences topped, on the railway side, by barbed wire.

Tourists were heavy users of the old line, starting their journey in safety under an elegant tram shelter (what has become of it?).

Now they will be crowded on Flinders St on a slightly enlarged tram stop alongside heavy traffic with other milling passengers trying to catch the right tram. On big sporting occasions, it will be a nightmare.

And then there is the question of what constitutes a great occasion. It certainly is not an entrance via the back door.

The people responsible for deciding to delete the Batman Ave line and to build this abomination should be spreadeagled on the front of

No. 70 Wattle Park trams and forced to spend the next month or two getting a closer look at what they have wrought.

Malcolm Just,
East St Kilda

NOW that decking is almost completed for Federation Square, urgent action must be taken to eliminate the planned shards of posite St Paul's Cathedral. The original design brief did not allow for buildings to obstruct site line looking north to the cathedral.

Sensible planning allowed open space between the cathedral and the town hall, not clutter Federation Square with spoiling the view of St Paul's from the site.

I recently suggested to the Nat that it facilitate the erection of a mock-up of the western shard and hessian. This would highlight permanent structure.

As Cr Wellington Lee has built public opinion demolished.

A mock shard opportunity to vital area. reflect or fuel by Glen Tr

Tram crash chaos

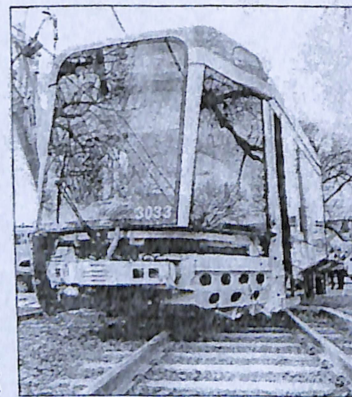
FOUR people were taken to hospital when a tram and van collided in East Melbourne early yesterday.

Three commuters — a man in his 40s and two women in their 60s — suffered cuts and abrasions when the tram struck the van in Victoria Pde and derailed about 10.30am.

An ambulance spokesman said the van driver, a man in his 40s, was treated for minor head injuries. The tram driver was unhurt.

The accident caused traffic delays and major disruptions to commuters all day.

Yarra Trams spokesman Andrew Heslop said the tram system was thrown into chaos and buses were used to replace trams.



Off the track: the derailed tram waits to be cleared. Picture: BEN SWINNERTON

19-11-98

ALL blame the Public Transport Corporation if I finally crumble this week and become a cheat. I'm not joking. My life of crime is on the cards. The PTC's Metcards, that is.

The PTC now makes it perfectly clear that only a saint or an idiot would pay to ride on its trains or trams.

Which means that one of our biggest public utilities is actively encouraging us to stop being honest or civic minded. It's got to stop.

Take my case. Every morning, I catch a train to the city from an unmanned station.

We pull into Flinders St station around 10am, and I walk to the boom gates at the Elizabeth St end, to the left.

Only once in the past couple of weeks have I seen a guard near there at that time.

What's more, every day several of the gates stand wide open. You can walk right out without using a Metcard.

Most people I see there do just that, thank you.

At night, it's much the same story. The gates are open, often without a guard to check your ticket. Take yesterday, at 5.57pm, for example.

There's little risk if you decide not to pay. Not once have I been stopped on the train by inspectors checking for tickets. Nor have my friends.

Yes, at the moment I still pay for my trips. It's costing me \$4.30 a day.

That — thanks to the PTC — no longer represents just the price of a fare. Now it's become a tax on my honesty.

Why? Because thousands of other people each day don't pay, and get away with it.

I'm shocked by how common this has become.

A friend of my wife rang up this week and joked how a group of her girlfriends got on a tram and didn't pay.

No wonder so many cheat on public transport

She wasn't ashamed. The failings of the Metcard system make fare evasion so logical that honesty — not dishonesty — seems disreputable.

The Auditor-General, Ches Baragwanath, last week reported that fare evasion on trains was running at 15 per cent, according to surveys he'd conducted.

On trams it was worse — 30 per cent, or \$8 million a year. I'd say the problem is even

That just tells me that maybe conductors didn't do much about fare cheats, either.

Or that the PTC may now attract swarms of free-loaders who never would have caught public transport in the days when they had to pay for it.

Just get on a tram or train and use your eyes.

Look how few people now validate their pre-paid Metcards on trams.



"The Auditor-General reported fare evasion on trains running at 15 per cent. On trams it was worse"

more outrageous than that. After all, the Auditor-General's figures come from surveys in which commuters were asked to be honest about their dishonesty.

In fact, the Public Transport Union claims that the revenue on some tram lines is down by as much as 80 per cent, compared with the days when their connies rode the rails.

The PTC denies all this and says its revenue figures show no drop since the Metcard system was introduced.

I've sometimes been the only one of half a dozen people getting on at a tram stop who bothers getting their ticket validated by the on-board little green machines.

More fool me. All I get for my honesty is the fun of making the damn thing go ding.

As in: Ding! Look, everyone! There's someone on this tram who's a fool with his money.

One commuter wrote to the newspapers the other day to describe the farce he saw when two inspectors — Hey!

They do exist! — hopped on to his tram. Suddenly, a clutch of passengers stood up and rushed for the validators to stamp their pre-paid tickets.

And out of nowhere, a long queue instantly materialised in front of the ticket machine.

Mind you, that might not have done them much good.

A group of my colleague tried out 79 trams one day in July, and found that 22 per cent of them had ticket machines that didn't work.

Losing all those millions in revenue is bad enough.

But what bothers me more is that every ride on public transport is now a temptation to sin. A temptation to steal: free ride. To be a thief.

There are no conductors now to look you in the eye and say: "Fares, please."

No staff at 150 of the 200 railway stations to shame you into paying.

Too few inspectors to punish the wicked.

It's no good relying on people's conscience to cough up. Even God needed the Devil to scare people into being good.

So, tonight I must make that choice again. Donate my cash for a Metcard from the who-cares PTC? Or just wall right on that train with my coins kept in my pocket?

As I said, I don't know how long I can hold out.

aid Sun, Thursday, May 20, 2004

Wheels come off

VICTORIA St came to a standstill yesterday for two hours after a tram derailed and smashed into a pole.

The Box Hill 109 tram was shunting back to the Southbank depot from the Victoria Gardens business complex, when the back wheels came off the track just before 10.30am.

The driver suffered shock, but was not injured.

There were no passengers in the Citadis tram at the time, which also collided with an

overhead tram power pole, ripping open the centre carriage.

Yarra Trams chief executive officer Hubert Guyot said initial investigations indicated there was a mechanical failure at a track point where different parts of the track meet and shoot off in other directions.

The No. 48 and 109 services were disrupted, but resumed full service after 1pm.



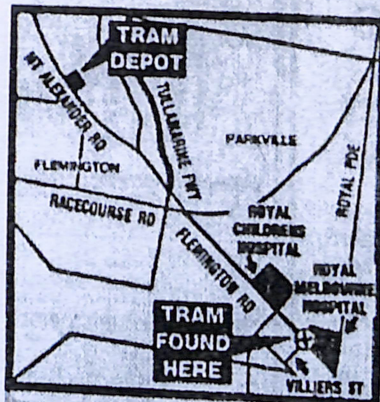
Road to nowhere: the derailed 109 tram in Victoria St.

Q Can someone please give me information on a song called *Sydney Transport Blues* by Jonnie Russell? I have heard it several times on radio.

Brian Amos, St Leonards

Jonnie Russell wrote and recorded *Sydney Public Transport Blues* in the 1970's. Mike Carlton heard the song and began playing it on his 2UE program. The song went on to be re-released in 2004 and the CD can be bought from PO Box 376, St Marys, NSW 2760.

It was a bit late, so they grabbed a tram



The 1.45 a.m. pulled out of the Essendon depot today.

The 1.45? Since trams normally stop running about 12.30 a.m., there should be no such run.

Yet there was — although illegally.

The tram, one of those bright orange jobs, was supposed to be tucked away in the depot but two men had a different idea.

The two went joy-riding in the tram, in a trip down a winding stretch

By RICHARD HINDS

of Mt. Alexander Rd., through the busy intersection that feeds Racecourse and Flemington Rds. and the Tullamarine Freeway.

Eventually the tram was abandoned in Flemington Road near the Royal Melbourne Hospital, and only about 200 metres from another busy intersection, the junction of Elizabeth St., Royal Pde. and Flemington Rd. And that's about 1.5 km from

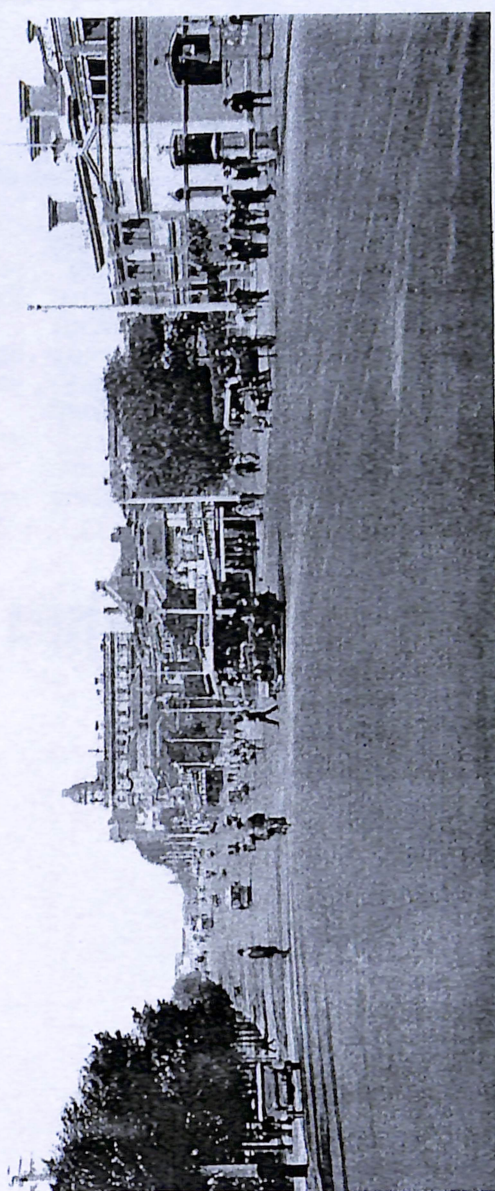
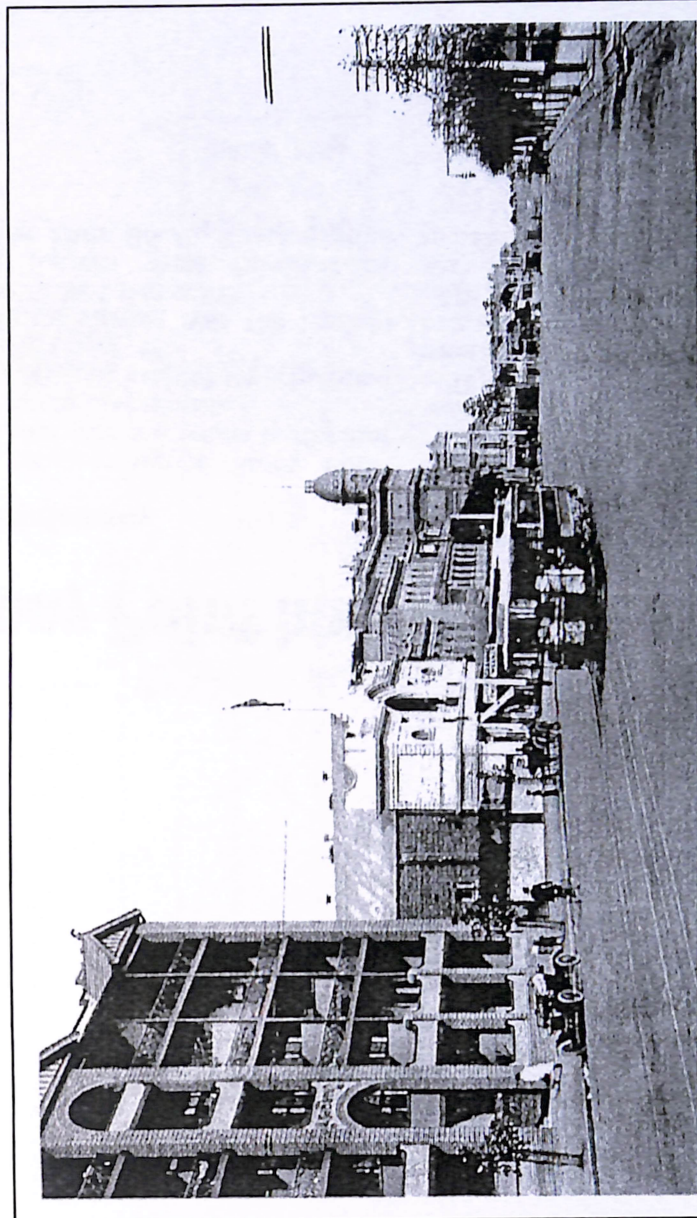
where the tram should have been.

Police don't know how the joyriders got into the depot or how they started the \$500,000 vehicle.

A depot driver said the tram required specialist training to drive.

Police said a depot worker reported seeing two men around the tram at about 1 a.m. When he returned later, the tram was missing.

The last scheduled tram had returned to the depot about 12.30 a.m.



(above) View of Fitzroy Street looking west, c 1920: (left) the red-brick and gargoyles of the new Majestic Mansions apartments next to a picture theatre.

(below) View of Fitzroy Street looking east. The Prince of Wales Hotel had taken a corner bar.

Courtesy La Trobe Picture Collection, State Library of Victoria

1972

**Always Start
Your Car
with Two Bells**

Conductor's Running Journal

R. Roberts	3680
Mc Henry	2250

PUNCH MARK	Table No.	Date	Series	5c	5c P	10c	10c P	10c City	15c	15c P	20c	20c P	25c	30c	35c	40c	\$1.00		TRANSFER	CITY CHECK	T.O. RING CONTRU
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DEPART FROM	Cor No.	Ron No.	Fine or Repenture																		7.0 a.m. TO 11.0 p.m. MONDAY TO SATURDAY P.M.G. 62 1094 62 1095 — 62 0291 Ex. 466 and Ex. 467
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																					Refer to Card no. Insert at Phone Box Date

42

about 3000 ^{mi} stopped running after 4.30p June 16. I was late

Stony Point has Victoria's worst railway line service

2006

Luke Holmesby

THE much-maligned Stony Point train line was the worst performer in Victoria last month.

Only 86.3 per cent of its scheduled services ran.

The next lowest was the Upfield line with 98.1 per cent.

The figures were released by Connex after South Eastern state

Liberal MP Ron Bowden highlighted the line's problems for the third time in 12 months last week.

Mr Bowden said the latest figures were unacceptable.

"It's about time the State Government directed the bureaucrats to do something about it."

Mr Bowden said some equipment was more than 50 years old and urgently needed to be upgraded.

"I think the staff on the line does a magnificent job, but they can only work with what they are given."

The Frankston line fared only marginally better than Stony Point.

Only 88.8 per cent of the Frankston February train services were on time, with only the Hurstbridge line worse.

Frankston's monthly average of on-time trains for the past 12

months was just 88.5 per cent, the third worst behind the Pakenham and Cranbourne lines.

A spokeswoman for Transport Minister Peter Batchelor earlier this month said the State Government understood the level of frustration being expressed by users of the Stony Point line and was working with Connex to improve performance.

41

Nov. 4, 1980
Car, tram hit — 1 dead



**'DON'T MAKE FARES
 PAY FOR TRAMS'**

TRAMS, trains and buses should not be expected to run at a profit, the Tramways Board chairman, Mr. Risson, said yesterday.

"It is commonly accepted overseas that public transport is not expected to pay out of the fare box, as it is in Melbourne," he said.

It was accepted as a public utility relieving roads.

"Therefore it is proper that part of the cost should be met by public funds," Mr. Risson said.

He was speaking on the Wesley F&A program.

**'Government
 responsibility'**

Mr. Risson said that overseas losses, running into millions of dollars, were being met willingly as part of general policy.

He said that underground railways and tramways should be government financial responsibilities.

"Nowhere outside Australia is the transport authority expected to foot the bill for these great projects," he said.

Mr. Risson said the tunnels were considered public transport "streets." All were financed from public funds.

He said that in the U.S. and Europe governments met the costs of tunnelling, civil engineering

works and most other costs.

In Britain, the Government met 75 per cent of the cost of approved major projects.

Mr. Risson said that after careful and painstaking study by the best-informed authorities Melbourne had what he believed to be the best and only adequate plan for its initial underground.

"Now other critics are supporting plans discarded as inadequate," he said.

"Let's quit talking and start the work as Europe and America would have done long ago."

FIREMEN work to free the driver of this car after it and the tram collided late last night.

A passenger in the car was killed in the smash. The driver, about 40, had multiple injuries and was taken to the Alfred Hospital.

Firemen using "jaws of life" rescue gear took 90 minutes to free the critically injured driver. They took more than two hours to cut loose the body of the passenger.

The smash happened in Balclutha Rd., North Caulfield, at 11.40 p.m.

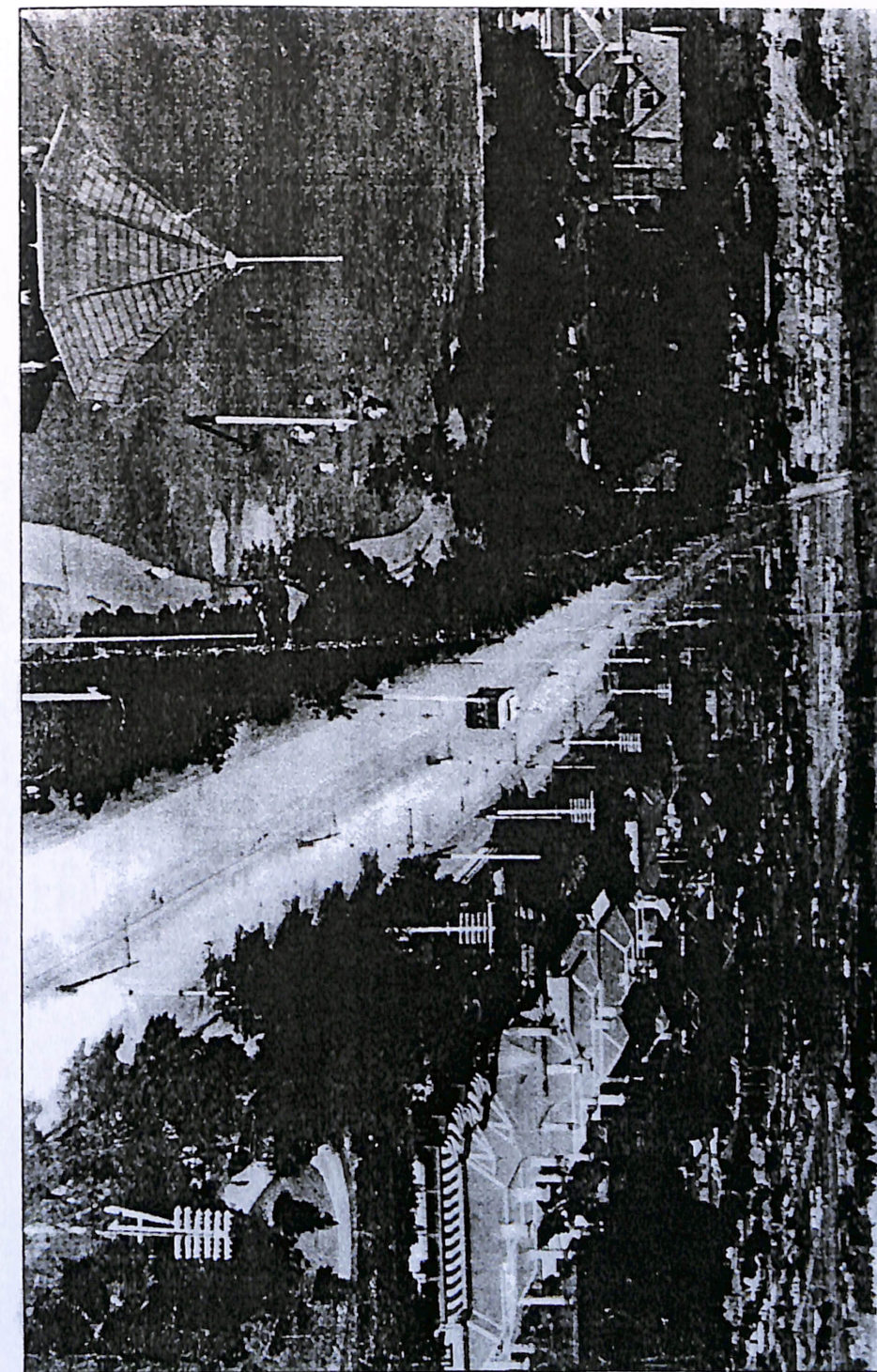
There were no passengers on the St. Kilda Beach tram but its driver was taken to the Alfred Hospital suffering shock.

The woman, conductor or about 50, was unhurt.

The impact damaged a bottom corner of the tram driver's compartment and the tram took about 25 metres to stop.

Ambulance officers hooked up emergency equipment to the injured man as firemen worked to free him.

HIGH STREET, LOOKING EAST FROM THE TOWN HALL TOWER 1913
 The tram service along High Street was opened in 1910 to Lonsdale Road and a few years later extended to the terminus at Malvern Road. This greatly contributed to the development of Glen Iris, which had been named after J. C. Linner's property on Gardiners Creek.



When 19-ton truck and 16-ton tram meet

THE TRAM GETS JUST A DENT;
BUT THE TRUCK TIPS OVER

6 women hurt in St. Kilda crash

Six women were hurt when a 16-ton tram and a 19-ton cement truck collided at the St. Kilda Rd.-Union St. intersection, St. Kilda, today.

The impact threw them to the floor of the tram's rear compartment.

It was a terrific "tearing, bouncing," she said, that she was hurled against the opposite seat and on to the floor.

She was thrown so suddenly, she said, that she hardly realised what had happened until she found herself being lifted from the tram floor.

Mrs. Rollings was treated for light shock at the Alfred Hospital and allowed to leave.

Mrs. Mary Crawley said from her hospital bed: "It had been such a lovely day and it all had to end like this."

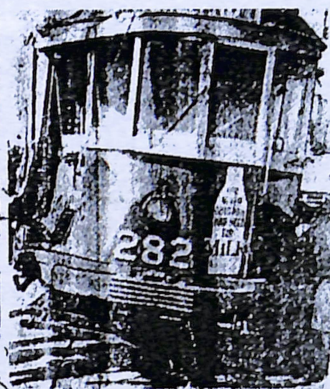
Continued on Page 3

TOOK AN HOUR

After an hour the damaged tram was moved. The driver escaped unhurt, which was only superficially damaged.

The women taken to hospital were:

Janet Montgomery, 69, of Eildon St., St. Kilda; Mary Crawley, 77, of Perth St., Prahran; Alma Bridgford, 75, of Malvern Pde., St. Kilda; June Moss, 26, of Liberman Rd., Park Hill; South Australia; Eleanor Rollings, 65, of Miltford St., St. Kilda; and Lily Geschert, 25, of Closeburn Av.,



THE FRONT of the damaged tram.

Trams in a jam

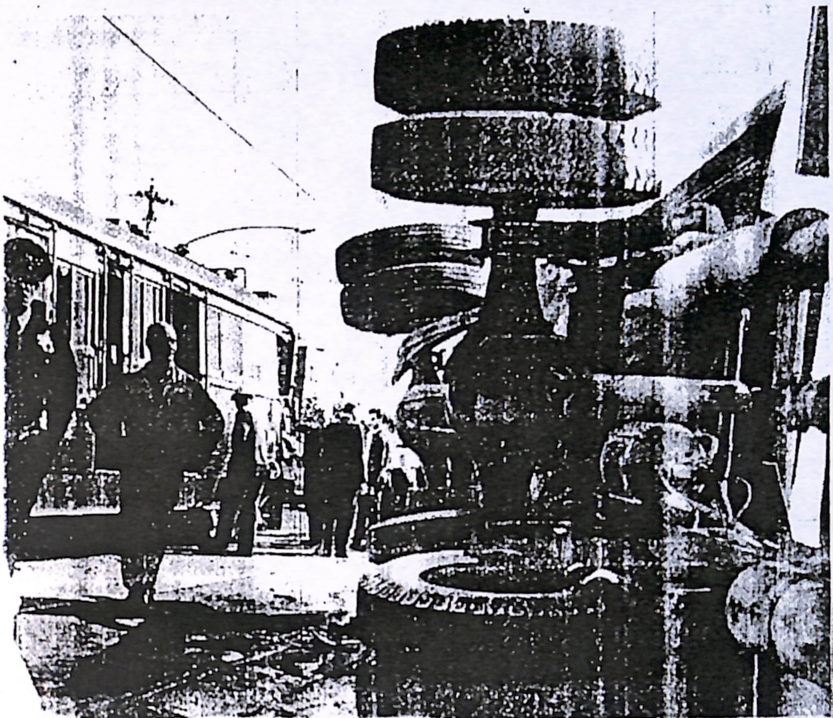
TRAM from East Malvern crashed into the back of a tram from Glen Iris in St. Kilda Rd. yesterday.

The passengers were hurt. It was 3.15 p.m. and more than 65 trams were delayed.

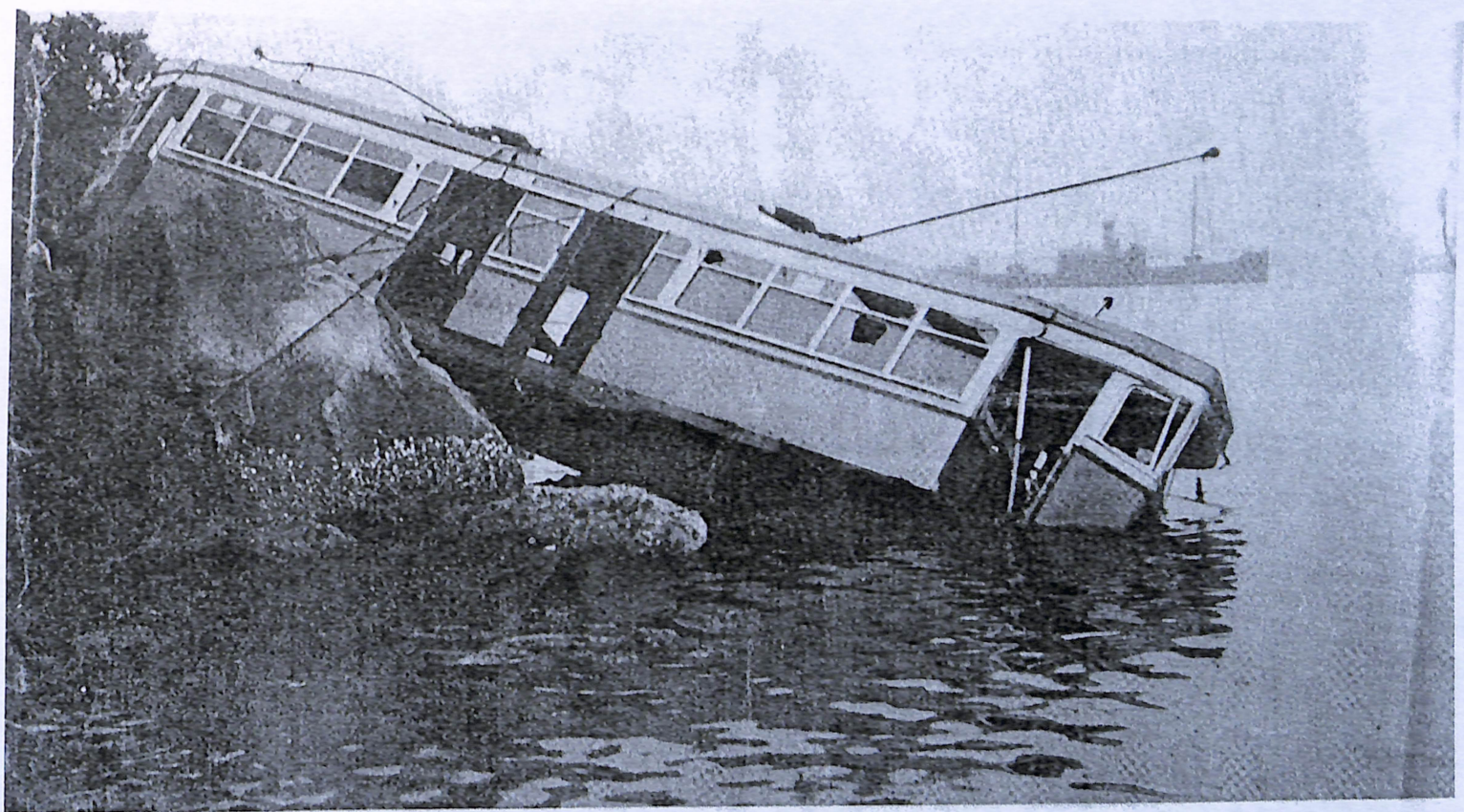
Tramway workers took nearly half an hour to clear the tracks.

Seven people were taken to Prince Henry's Hospital, three to the Alfred Hospital and two were treated at the South Melbourne Police Station. All suffered minor injuries.

First Constable Douglas John Cook, of the police's mobile unit, who was treated at the Alfred Hospital for a cut lip, said many of the passengers in the accident were thrown to the floor and showered with glass.



THE OVERTURNED bulk cement truck lies on its side in St Kilda Rd.



Above: N. Chinn, Right: D. Budd

The steep grade down to Athol Wharf was the scene of three spectacular runaways, of which the second occurred in 1952 when R 1890, above, overshot the terminus and came to rest in the harbour. R1 2000, right, demolished an ash and sleeper buffer before taking to the sea in 1958. All three trams had to be retrieved by a floating crane.

Mr Reliable clocks off for the last time

LOS ANGELES — After more than 75 years working for Los Angeles public transit agencies, a bus maintenance worker will retire today on his 100th birthday.

For decades, Arthur Winston reported to work at a bus yard at dawn.

By 6am he would be supervising a crew of workers as they cleaned and refuelled the region's bus fleet.

But yesterday, Mr Winston abandoned his routine and put on a suit, tie and black fedora and headed downtown to meet the Los Angeles County Board of Supervisors.

There, he was lauded for his nearly perfect work record with the now Metropolitan Transportation Authority.

"I'm kind of nervous about leaving the job. I've been doing it for so long," Mr Winston said.

"I'm going to miss my crew. But I'll find plenty of things to do with my free time."

Mr Winston has missed only one day of work in his entire career. That was in 1988, when his wife of 65 years died.

"He has an impeccable safety record, he never calls in sick, he's always on time. He's Mr Reliable," Mr Winston's manager, Alex DiNuzzo, said.

Co-worker Sergio Rubalcava said Mr Winston began work by touching his toes to demonstrate that he was fit to work.

Mr Winston was born in Oklahoma and began picking cotton when he was 10. When droughts and storms ruined several crops, his family headed west and in 1924 he found work with the Pacific Electric Railway Co.

Mr Winston said he could have retired when he was in his 70s, but he wanted to continue working to support family members.

He plans to keep busy in his retirement by doing charity work and using his free bus pass to explore the city. — AP



One sick day in 75 years: bus depot maintenance supervisor Arthur Winston. Picture: AP

When the Met meets in the middle

August 30 1988



What began as a trip in a Port Melbourne bus ended as a sprint to Prince Henry's by ambulance for these two young women after their bus and a tram collided in South Melbourne at about 12.15 this morning. The drivers of the tram and bus were also treated for minor injuries after the crash at the intersection of Spencer St and Yarra Bank Rd. The tram was derailed after the impact, and had to be towed back on to the tracks on the Spencer St bridge to allow traffic to pass the roundabout. The Met is investigating what seems more than a clash of timetables.

PICTURES: MARK MORRISSEY

The Sun, Tuesday, August 30, 1988

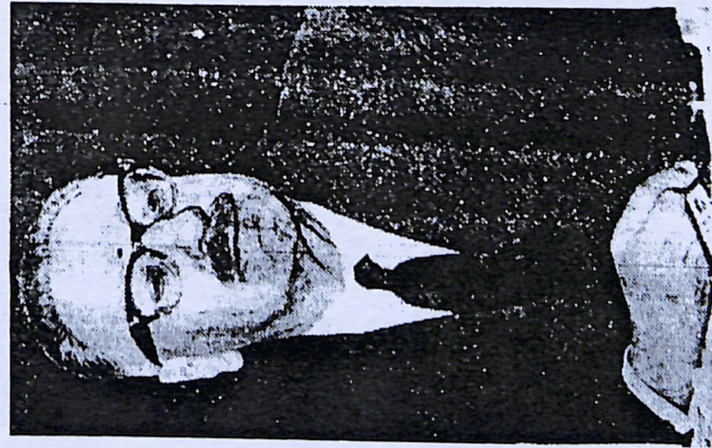


Above: Melbourne's St Kilda light rail is a former railway, as is evident from this photo of car 2112 on 11 April 1993. (R. J. Marsh)

Below: The same car 2112, on the same route and date, but a contrasting scene of street running past St Kilda's Luna Park. (R. J. Marsh)



1960s
RISSEON, MINUS WAISTCOAT, SAYS:



MR RISSEON ... with waistcoat.

Heat is a state of mind

By JOHN SORELL

There wasn't a bead of sweat on the chairman's brow.

And that was somewhat surprising.

For Mr Robert Joseph Henry Risson, 65, of the Tramways Board, was having one of those days.

If he looked cool on the outside, he was definitely boiling inside.

Mr Risson was trying to answer two phones at once while dictating memos to his secretary. He had an appointment uptown in 10 minutes.

The morning sun poured through the frosted windows of his second floor office in Little Collins St. The bright floral carpet added to the heat.

There wasn't an air conditioner in sight, just a small hand fan at his elbow.

Mr Risson, whose stand on tramway uniforms has upset a section of his work force, was impeccably dressed — but not for the heat.

SUIT COAT
He was wearing his usual dark grey heavy serge suit, white shirt, a stiff white collar and engineers' institute tie.

On his feet were a pair of highly polished black shoes.

He apologised for not wearing a waistcoat.

"This is only the second time I can remember not putting on a waistcoat in the morning," he said. "But it wasn't because of the heat — I'm so busy I forgot it."

VAULTED

He slung a brief case under his arm and vaulted down the stairs, his secretary at his elbow, still dictating the morning's problems.

The big black chauffeur-driven car which takes him to and from work each day was purring at the kerb. The boss hopped in and was off. Leaving us all panting behind.

"I feel hot but not uncomfortable, the thing to do is not to worry about the heat. It's all in the mind."

Mr Risson said he never mentioned in my office.

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* Page 2 —The Sun, Saturday, Jan. 11, 1969

Threat to trams still on Tom's view point

THE Melbourne tramways dispute remained deadlocked yesterday after a six-hour stoppage of all services.

The centre of the dispute, black-listed tram driver Tom Pesteranovich will remain working at the Glenhuntly tram depot.

And members of the Tramway Employees' Union will continue to refuse to work with him and a conductor, John Brooker, who worked on Pesteranovich's tram on Thursday.

The unionists decided to continue their ban at a stop-work meeting attended by 1600 at Unity Hall yesterday.

The chairman of the Tramways Board, Mr Risson, said late yesterday that the board would not accede to the union's demand that Pesteranovich be transferred to another depot.

"He doesn't want a transfer, he lives nearby," Mr Risson said.

He added Pesteranovich had paid the union a \$5 fine and apologised for allegedly working during a stop-work meeting.

This was all the union originally demanded, he said.

Yesterday's stopwork meetings cut services throughout Melbourne from 9 a.m. until 3 p.m. In the Arbitration Court, Commissioner H. G. Neil said there was no justification for continuing industrial trouble.

He inserted a three months' ban clause in the union's award, prohibiting all stoppages.

Another dispute developed yesterday when James Banko, a driver, was downgraded to conductor by a disciplinary officer, Mr L. East.

Banko was penalised because he blocked a tram being driven by Pesteranovich at Glenhuntly depot on Thursday. He was also suspended for a week.

Banko yesterday urged his workmates to return to work.



BLACK - LISTED tram driver Tom Pesteranovich, 28, and conductor John Brooker, 20 (left), relaxed watching television together in Tom's East Malvern flat last night.

Brooker, who has also been declared black because he worked on Pesteranovich's tram on Thursday, said: "I reckon Tom is getting a raw deal."

He added: "I'm positive the public is getting a raw deal, too. The union is going too far."

Brooker, who lives with his parents in Brighton, said he was "fully aware of the consequences" of supporting Tom Pesteranovich, who has been a friend for 13 months.

"And if I had the chance I would do it all again," he said.

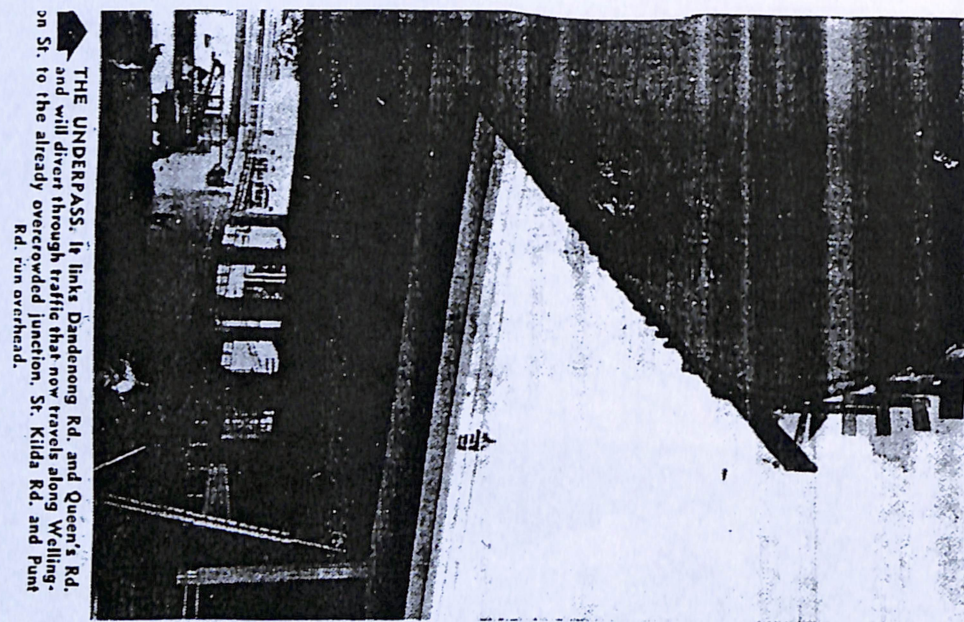
"I know Tom has been threatened and suffered a lot of abuse. But that is not going to worry us."

"There are a lot of people at the depot who support us, and these things have gone too far also. But they are afraid to come forward."

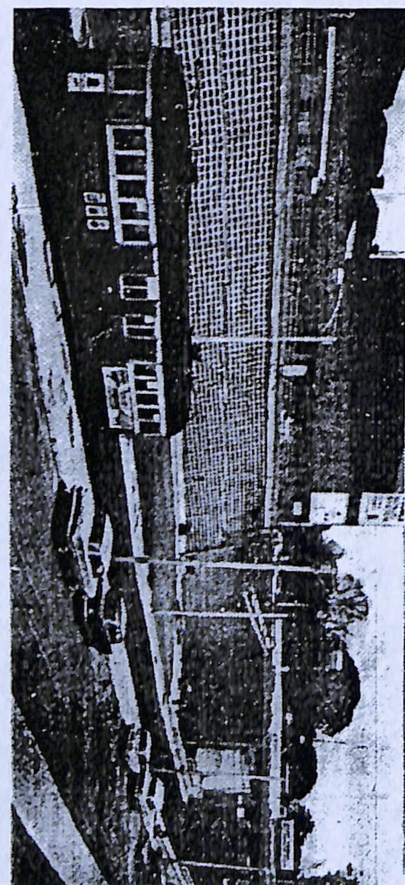
"Anyway, we are not going to quit, and they won't drive us out. You can't be a defeatist."

Tom Pesteranovich said: "You can run away from anything but you can't run away from yourself."

"I've looked for another job, but there's nothing suitable, any



THE UNDERPASS, it links Dandenong Rd. and Queen's Rd. and will divert through traffic that now travels along Wellington St. to the already overcrowded junction. St. Kilda Rd. and Punt Rd. run overhead.



Peak-hour traffic trying to filter through the junction from six different directions has often been brought almost to a standstill.

The opening of Queens Way marks the completion of a scheme that should change all that. It is the last major work in the Board of Works \$11 million St. Kilda Junction project. Some surface works are still to be done, but they are expected to be finished within a few weeks.

Queens Way, which has taken less than two years to build, passes under the busy St. Kilda Rd. and Punt Rd.

It links Dandenong Rd. and Queen's Rd. And it allows through traffic to bypass Wellington St., which has for so long been a major cause of congestion at the junction.

The board's project has also involved improvements to St. Kilda Rd. and Punt Rd. at the junction to speed traffic flow.

The board began buying properties in the area more than three years ago in order to start the project.

Since then it has demolished 156 houses, 52 businesses, 42 shops, three service stations and three hotels.

The cost so far is more than \$3½ million. And some compensation cases have still to be settled.

Trams have had to be re-routed, bridges and underground drains widened and a comprehensive system of traffic signals erected.

"But it will be worth it," said a board engineer. "It should rid the city of one of its worst traffic black spots."

THIS is the new look at St. Kilda Junction. It may seem a little untidy at the moment, but it represents \$11 million of public money spent to quicken the flow of traffic through one of the city's worst bottlenecks. The major work is all done. Tidying up will be completed soon.

1968.

Unblocking a bottleneck

By DENIS CRAWFORD

MOTORISTS will get a faster, smoother run through St. Kilda Junction when the Queens Way underpass opens next Wednesday.

The junction has been a notorious bottleneck for years.

Peak-hour traffic trying to filter through the junction from six different directions has often been brought almost to a standstill.

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Since then it has demolished 156 houses, 52 businesses, 42 shops, three service stations and three hotels.

The cost so far is more than \$3½ million. And some compensation cases have still to be settled.

Trams have had to be re-routed, bridges and underground drains widened and a comprehensive system of traffic signals erected.

"But it will be worth it," said a board engineer. "It should rid the city of one of its worst traffic black spots."

MALVERN STRIKE GOES ON

TRAMWAY employees at Malvern depot decided yesterday **NOT** to return to work under the new rosters introduced last Monday.

How it all started

THE Malvern depot stoppage, now in its fourth day, was started by crews' discontent with new rosters.

Malvern depot has 166 weekly roster tables or shifts operating — and this means that a crew of two would work a particular shift only once in about three years.

Twenty-one shifts were changed in the rosters which started last Monday.

Drivers at the depot say table 115 is one of the worst of the new shifts — it finishes 1 hr. 8 min. later than the old table.

Total daily working time on 115 is now 7 hr. 58 min. — an increase of 37 min.

Another disliked roster is table 25 which ends 25 minutes later than previously.

Under this both new and old rosters have the same working times before the lunch break, but where the old shift worked from 11.15 a.m. to 2.46 p.m., the new shift operates from 11.20 a.m. to 3.11 p.m.

Table 59 is 19 minutes later and table 43 ends 12 minutes later.

Two shifts end earlier

But table 107 and table 142 both end 13 minutes EARLIER than the previous tables.

On table 107, crews used to work from 7.21-11.14 a.m. and from 2.10-6.20 p.m.; but now they work from 7.35 a.m.-12.08 p.m. and 2.10-6.07 p.m.

Most of the other shifts had only minor time differences.

For example, table 46 formerly worked from 11.40 a.m.-3.20 p.m., and from 4.16-8.55 p.m., but now operates from 11.40 a.m.-3.45 p.m. and 4.45-9.01 p.m.

This means for an indefinite period there will be no trams on the five routes serviced by the depot and none in St. Kilda Rd. and Swanston St.

The five routes are Glen Iris-City; Malvern (Burke Rd.)-City; Toorak-City; East Malvern-City, and Kew, Coltham Rd.-St. Kilda.

The diversion of Carnegie and East Brighton trams along Chapel St. and Batman Av. to the city will continue.

Yesterday's meeting, attended by 177 of the depot's staff of 274 drivers and conductors, decided to strike until the old rosters were restored.

But yesterday afternoon the Minister for Transport, Mr. Meagher, said he would meet a deputation from the Tramway Employees' Association if Malvern Depot crews returned to work first.

Only then would he consider discussing modifications to the new rosters.

Two motions were put to the day-long meeting.

Two motions

● That the men stay on strike indefinitely — until their demands were met.

● That they return to work under the new rosters, discuss the dispute with the Tramways Board and the Minister and if the discussions were not satisfactory, strike again next Wednesday.

The second resolution was suggested by the secretary of the Tramways Employees' Association, Mr. O'Shea.

After the meeting, Mr. O'Shea said the men would stay out until their demands were met.

"The members feel that neither the board nor the Minister has made any real attempt to solve the problem," he said.

Mr. O'Shea said he did not expect other depots to become involved.

The chairman of the Tramways Board, Mr. Risson, said the continued strike was "most regrettable." He added: "I thought the men would show better judgment."



Search for Car After Fatal Crash

July 11, 1964

POLICE are searching for a car involved in a hit-run accident in which the driver of a station wagon was killed at the corner of Clarendon and Raglan streets, South Melbourne, yesterday afternoon.

The driver of the station wagon, George Hatzopoulos, 44, of Thompson Street, South Melbourne, died when his vehicle was struck by the missing car and dragged 20 yards by a tram.

The station wagon and the tram are pictured after the collision.

The other car is believed to be an early model dark blue or dark green Holden with extensive damage to its front.

Six trams were delayed for about 20 minutes by the accident, which occurred during the peak period.

1964
JTH. Melb.

would
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crimes among

News
Diary

with DOUGLAS
AITON



On the wrong track with orange trams

January 20, 1977

Having lived in San Francisco for more than a year, Heather Symons feels she has a right to be angry.

Living in San Francisco gives people a feeling for trams, in much the same way as living in Melbourne used to.

In San Francisco, the cable cars they are still using were made at the turn of the century. In Melbourne we are getting rid of the green trams which are in some cases nearly as old. Most of them, at least, were made before 1940.

Which is why Heather Symons is angry. Furious, in fact. What she wants to know, basically, is why?

"I just won't get on the new orange trams. The doors sort of open and close on you. It's all mechanised and computerised and creepy."

Accordingly, she refers to them as the Clockwork Orange trams.



Heather Symons

discovered a long time ago. The people of San Francisco wouldn't dream of having modern trams replace the cable cars.

She said that in San Francisco, the cable car lovers can help to preserve them by taking out a yearly subscription.

"And they have such things as competitions for the best bell ringer. Everyone loves them. At the Fishermen's Wharf terminus, the car has to be swivelled round on a rotating platform to face the other way. The public do that. They get out and push it round."

Heather is in Melbourne, her home town, on holidays. She is a teacher, and lives in Sydney. During 1975 she was in San Francisco doing a course at the State university.

"I went to live in Sydney because everyone said it's so like San Francisco. In fact, Sydney is more like Los Angeles. San Francisco people are like Melbourne people. Very friendly, outgoing, invite you home, that sort of thing."

Heather wants to know if we are going to try to ape modern European cities, or if we are prepared to retain a little culture of our own.

And she has one last word about the clockwork oranges.

"People in them don't smile like they do on the green trams."

Terrified

"I have not heard anyone say a word in favor of them. I was talking to an 80-year-old woman this morning who was positively terrified of them. She won't go near them and she's been travelling on trams all her life."

On Tuesday it was revealed that the cities of San Francisco and Seattle were interested in buying Melbourne's green trams. They are prepared to pay \$5000 for each tram and then a further \$25,000 to ship each tram to America.

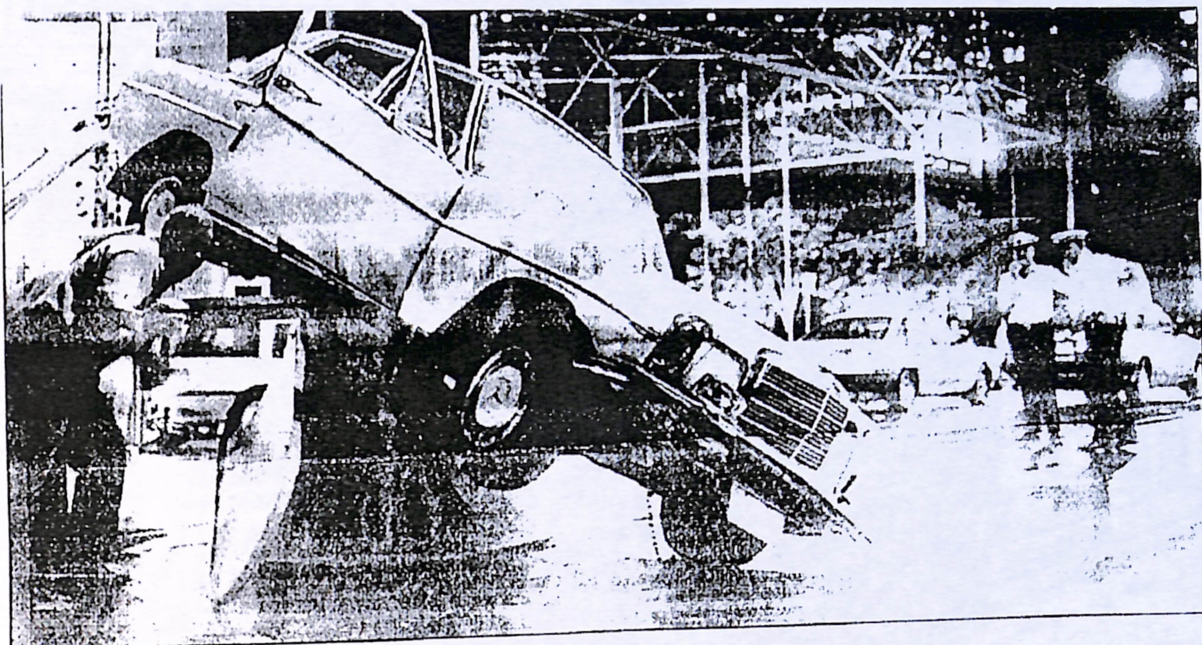
At that price, it is reasonable to ask ourselves: should we be so eager to get rid of them? Obviously other people apart from Melbourne's green-tram-loving public have noticed something attractive about them.

Heather Symons has the same criticisms of the Clockwork Orange Trams and same reasons for liking the green trams as most people. That is, the orange trams are difficult to get into with one entrance, difficult to get out of with one entrance, and intimidating in their over-mechanised approach.

The green trams, apart from being a delight to look at, are far more relaxing to travel in, with several entrances and no regimentation of passengers.

[She is not interested in other considerations — such as the orange trams being faster, smoother, quieter and having more comfortable seats. And the fact that more than a million dollars a year is lost on the green trams by passengers not paying.]

"People seem to think," she said, "that the green trams must be out of date because they were made so long ago. But in fact the best way to design trams for the public's pleasure was



Tram zone horror

A SECOND city tram-stop smash in three days has prompted a call for a radical re-design of safety zones.

Commuters waiting for a tram in Elizabeth St, near the corner of La-Trobe St, were terrified last night when a Mercedes Benz slammed into the safety zone.

Police said it was lucky no one was killed.

The Public Transport Users Association has demanded a new design for 'ety zones.

n Sunday, a car, feered into a safety

By DEBI TAYLOR
and DAVID JARVIS

zone in Swanston St near Flinders St Station, injuring four people. A man 18, has since died.

The association said safety zones exposed commuters to accidents.

Association spokesman, Mr Patrick O'Connor, said it was disgusting that people using one of the city's favorite tourist attractions were being put in danger.

"Where safety is in-

involved changing the safety zones has got to be a priority," he said.

Mr O'Connor said the design of the zones was also dangerous to any cars that may clip them.

He said cars that hit the zones could easily flip over.

Mr O'Connor said a lights system should be used so that passengers could wait on the foot-path and when the tram arrived could cross to the middle of the road with the traffic stopped.

"It would be much safer," he said.

A spokesman for the Public Transport Corporation yesterday said Sunday's accident was a "one-off".

"The design of the zones is more than adequate in normal circumstances," the spokesman said.

"We've had 41 other cases of cars hitting the zones and in only one was someone injured, and that was the driver of the car."

Sgt John Scicluna from City West said the driver involved in last night's accident ran from his car

after the smash.

He said the 42-year-old driver was arrested by police after a short chase.

Sgt Scicluna said three police officers from City West saw the accident about 6.30pm.

He said the driver slammed on his brakes near the corner of LaTrobe St and skidded across the wet road.

"The only thing that stopped him from going over the safety zone was the post that holds up the sign," Sgt Scicluna said.

A Mercedes-Benz is perched high on the safety zone outside Melbourne Central in Elizabeth St after skidding out of control.

Picture: PETER WARD

Sept. 4th 1970

Flames sweep smash: 2 hurt

TWO men's clothing caught alight when a truck and a tram collided yesterday.

Braving the flames, two passersby dragged the tram driver from his wrecked cabin and through the burning tram to safety.

The truck driver, his hair and jacket burning, managed to free himself.

He ran to a grass median strip, where he ripped his clothing off before collapsing.

An elderly woman, the only passenger in the tram, was not hurt in the smash — at the corner of St. George's Rd. and Normandy Av., Thornbury. She was helped off the tram by the conductors.

2 ablaze in smash

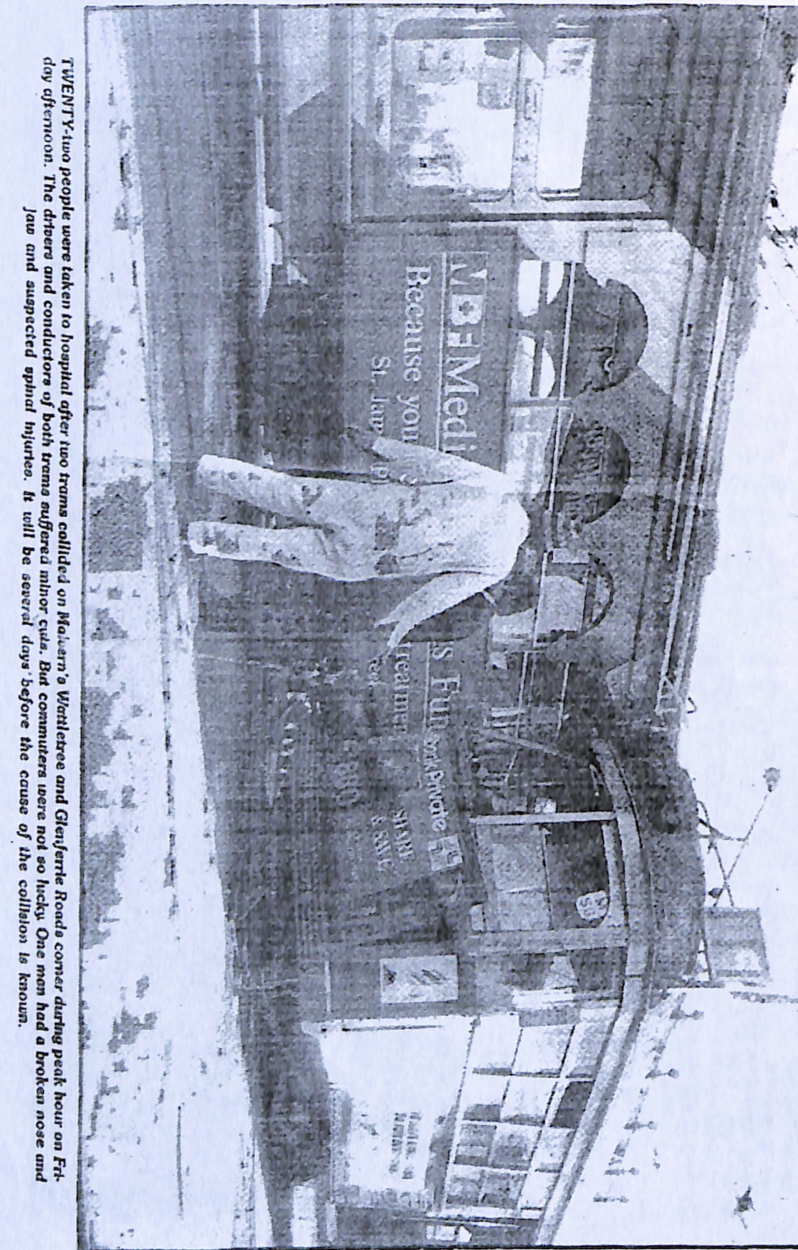
A passenger dragged a tram driver from his blazing cabin after a smash in Thornbury yesterday.

The trapped driver was engulfed in flames from the split petrol tank of a truck which crashed into the tram.

The driver, his hair and jacket burning, freed himself but was pictured above as a passerby helped him to mop up the flames.

The petrol tank, torn off the truck in the smash, is blazing on the ground in the foreground of the scene (right).

Continued on Page 2.



TWENTY-two people were taken to hospital after two trams collided on Melburn's Wattle Street and Glenferrie Roads corner during peak hour on Friday afternoon. The drivers and conductors of both trams suffered minor cuts. But commuters were not so lucky. One man had a broken nose and jaw and suspected spinal injuries. It will be several days before the cause of the collision is known.

YOUR INDEPENDENT COMMUNITY NEWSPAPER SINCE 1858

Southern Cross

Toorak South Yarra Prahran

Wednesday September 12, 1990

Price: 20¢

MONDAY JOB MARKET

by ROBERT GARR

Life on the tracks

ALL kinds of people work on Melbourne's trams. There are refugees from academia, refugees from Asian wars, and people who just like the life of a trammie.

Why do they do it? "The old trams tend to be cold, leaking and falling apart," says Anna, a driver on the old green rattlers. "But there is something appealing about them."

"The woodwork against the green," suggests Isi, a conductor.

"It's beautiful choofing out to Mont Albert early in the morning with the sun shining through the window," he says.

Isi started conducting a year ago because he wanted a job. He had an arts degree and had tutored at Melbourne University, but jobs were scarce. "I needed some money, so I thought, 'Why not work on the trams'."

"It soon became more than just a job," he says. "Every week is a totally new experience. People think it's boring running up and down the same line every day. It's not."

"One of the really nice things about being a tram driver is the people you work with," says Anna. "Everybody sticks together. It's a bit of an underworld."

Anna started working on the trams two years ago during university holidays. She decided to stay. Like all drivers she started as a conductor — "on the bag" as the trammies say. After three months a conductor can apply to become a driver, which is what she did.

"Conditions are pretty good," Anna says. "The pay is OK and there are penalties. But the shift work can be unpleasant."

Many trammies work a broken shift, starting at 6.30 am and ending at 6 pm, with a break in the middle. The shift covers both peak hours.

"If you don't have the broken shift you start early, at 5 am, or finish late,

at 1 am," Anna says. "That frustrates some people socially, but you learn to cope with it, in an erratic way."

"It's a close, friendly working environment on the trams. The relationship between the driver and the conductor is always very strong, because whatever happens you always stick together. I find that refreshing."

"I don't reckon it's like any other job," says Isi. "You have a heavy reliance on the people you work with. You become part of a community."

"This community isn't just between driver and conductor," says Anna. "It extends to all the depot staff."

The life of a trammie is not all cheer. "Sometimes you're treated as part of the tram, as a piece of machinery," Isi says. "They hand you the fare and you hand back the ticket without a word. Drunks can be a problem. Young kids test to see how far they can push you. Women conductors seem to get hassled more."

"There are problems with traffic," says Anna. "You realise how discourteous Victorian drivers are. Many of them seem not to be aware of trams. And a lot of people don't realise that a tram's brakes are not as effective as a car's."

"But being a driver has its good points. There's no foreman looking over your shoulder. You don't get hassled in the cabin. And you can sing to yourself as you drive along."

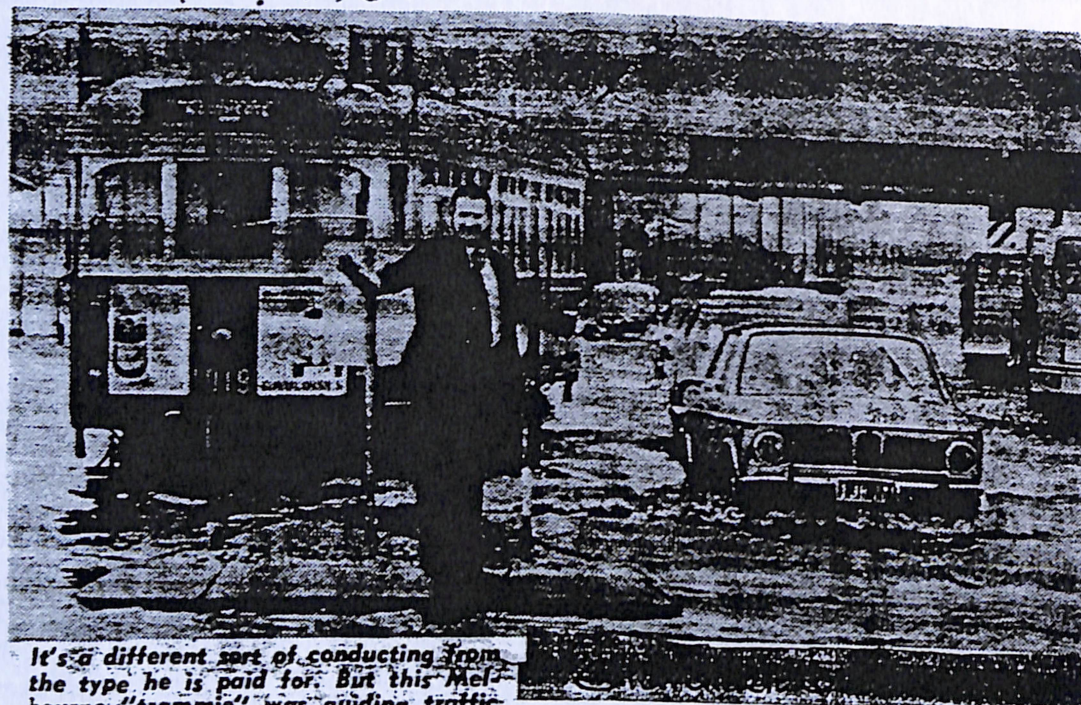
There are about 2900 tram conductors and drivers in Melbourne, and about 10 new conductors are recruited each week, according to a Metropolitan Transit Authority spokesman. A conductor starting out earns about \$310 before tax, including penalties.

For more information phone the MTA on 618 3333.

Anna, a driver, and Isi, a conductor, with their North Balwyn rattler.



Jan 13. 1980



It's a different sort of conducting from the type he is paid for. But this Melbourne "trammie" was guiding traffic round his stalled tram in South Melbourne after the city copped one of its heaviest downpours in years. The cloud-burst hit about 10 a.m. and gutters overflowed and cars stalled as it came down in the proverbial buckets for about 15 minutes. The rain washed out yesterday's one-day England-West Indies International cricket match as well as all other cricket and bowls.

STH. Melb.
conductor
Kevin Vann.

PAGE 31 TRAMWAY RECORD, DECEMBER, 1987

ARTICLE... "FAREWELL MELBOURNE'S WORKHORSE!!!"
By ANONYMOUS R.S. (Tram Buff!)

You may know them as... small cars; old bombs; green rattlers.. K35.. or the 'W-2' class. You may love them... or, as most crews do.. you hate them! but, to some of us.. we love them and would like to pay tribute to them.. because they have given Melbourne 64 years of GREAT SERVICE.

These trams are now known worldwide.. New Zealand has one.. England has one.. America has more.... operating in Seattle and the Streets of San Francisco.

During 1923 25 were constructed (Nos. 219 to 248) at the Holden St. Fitzroy Workshops. Others were built by JAMES MOORE in City Rd., South Melbourne and by HOLDEN Body Builders at Woodville, South Australia.

TRAM 219 commenced duty in August 1923 for driver instruction purposes, while TRAM 220 commenced service in September 1923, spending time on each route so as to introduce them to the City of Melbourne, as they did with their new 'Z' class some 50 years later.

These new cars were more modern than other tram-cars at that time.. they were drop-centre.. centre entrance.. equal wheel.. 4 motor and the seating in the 'Smoker' section faced inwards to the centre.

In 1927 - Tram 364 appeared as a new design which had an open centre section with outward facing back-to-back seats. This was known as the 'W' class or summer car. 20 were built to this design. These cars were numbered 419 to 438.... 364 being renumbered 422. The seats were later altered to tip over back style which enabled passengers to face inwards during Melbourne's inclement weather.

10 further trams were built in 1928 and took their numbers - 470 to 479.

1927 saw PRESTON WORKSHOPS build the first group of 'W-2' class trams, these being 439 to 458.

In 1928 to 1930 ..130 trams were built 480 to 609; 100 at Preston, 30 by JAMES MOORE. Due to the success of the 'W-2' class, the 200 'W' class were converted between 1928 and 1933 to the 'W-2' class.

In 1929...433 became the first tram painted in green and cream in lieu of the chocolate and cream.

A further 30 trams - 624 to 653 were constructed in 1930-31.

By 1938 the 'W' fleet was standardised with 406 'W-2' in service.

The last 'W-2' built, 653 entered service on 3rd June, 1931.

In 1952..644 was badly damaged after being hit by a M. & M.T.M. bus and in 1953, 275 was hit by a Victorian Railways tram. Both trams received heavy rebuilding and re-entered service to a design resembling the new 'W-2' design.

These trams were to be prototypes for the modernisation of the whole fleet. Only a lack of funds, as usual, prevented this project.

275 being the only tram to run in three different guises - as a 'W' class, then 'W-2' class and finally 'SW-2' until 681 was converted from 'CW-5' class, 'W-5' class and now the 'SW-5' design.

1959 was the year to start the decay of the 'W-2' tram when in March of that year 313 caught fire at Balacra Junction. 313 was scrapped in June, the first of the 'W-2' fleet to be deleted from the register.

Then 325 was burnt out following a collision in November, 1959.

301 had the distinction of being the first to pass the 1½ million miles in Sept. 1968. The 'W-2' which remain in service were maintained to a very high standard. Painted at an average of four year periods, with major overhauls to the bodies every two years, or 50,000 miles, for truck and electrical servicing. Regular day-in servicing is performed in the Depots.

Original 'W' class 220 finished its working life as a 'W-2' class at Malvern Depot and now lives on at the BYLANDS TRAMWAY MUSEUM where its members hope to restore her to its 1923 splendour. On Thurs. 29th Oct. we saw all remaining 'W-2' and 'SW-2' trams called to the workshops for the last time. 456 - 646 being the last 'W-2' in service while 644 became the last 'SW-2'.

All these faces are indeed an immense tribute to the men who.. DESIGNED, MANUFACTURED, MAINTAINED and OPERATED these GREAT VEHICLES....

1923 - 1987.

CHANGING TIMES

Published for PTC STAFF

Vol 1 No 9 • 2 May 1991

Time and Trams Free for Chernobyl Kids



Hands went up all over the room when South Melbourne depot workers were asked for volunteers to man two trams on a Sunday afternoon "Chernobyl children's special".

The Corporation provided the trams for the trip from the corner of Swanston and Flinders Streets to Luna Park, and back, free of charge as well on Sunday, 21 April.

"The tram crews were absolutely marvellous with the kids - they were compassionate and understanding, but didn't make the mistake of treating them like Dresden china either," said Mr Tony Rogers.

Mr Rogers, from the Global Concerns Committee of the Uniting Church was the organiser of the afternoon.

The 53 children aged from eight to 15½ were picked up by the Metman-painted tram and another W-Class at 1.30pm, and taken to Luna Park for the afternoon.

"Once they realised that the stamp-mark on the back of their hands meant every ride in the park was free, they just disappeared. That was one highlight - the other for the boys was being allowed into the tram driver's cab," said Mr Rogers.

The children chosen to spend six weeks in Victoria are all "moderately ill" with radiation sickness. It is believed that the time spent here on a radiation-free diet and fresh air will greatly increase their life expectancy.

Volunteers who gave their time free on Sunday were Conductors Dianne McDonald (seen wearing badge centre front) and Tony Martin (Acting Secretary ATMSEA), and Drivers Elsie Smith and Stuart McQuade (seen either side of the boy in the Collingwood beanie to the left of picture).

Two more groups of children from Chernobyl will visit Victoria later this year.

Consultation on Regional Change

The PTC's old V/Line regional structure is changing.

A review, tentatively due to be implemented next month, has recommended the cutting of up to 57 management, supervisory and administrative jobs.

However, discussions on the number and mix of affected positions is likely to alter the review recommendations.

Read more about the regional change proposals on page 3.

July 23 - 1996 PHA*



Helping India stay on track: staff from Calcutta's sister depot, South Melbourne, (from left) Misvah Eissa, Bradley Williams, Roberto D'Andrea, Marina Andrews, and Amrith Rej

Trams: we are not alone

India Inc's fading tram gets a brighter future

By MANIKA NAIDOO

WHEN Melbourne tram conductor Roberto D'Andrea was holidaying in India two years ago, he heard the familiar sound of ding-ding and kshish-kshish as a tram rattled down a street in Calcutta. He closed his eyes and thought he was strolling down Swanston Walk.

The disoriented connee stumbled on board the tram and soon learnt Melbourne and Calcutta not only had the same colonial heritage and passion for cricket, but shared an intense love for tramways.

When D'Andrea visits Calcutta in September, he will return knowing his efforts to promote friendship between transport staff in Calcutta and Melbourne have helped save India's last tram system from bureaucratic short-sightedness and political apathy.

D'Andrea, a conductor and driver on Melbourne's tramways for eight years, says his interest in Calcutta's tram system was sparked by its similarity to Melbourne's. "The big

tram systems of Milano, Prague and Budapest run on different voltage levels and don't have tram conductors. But you could easily grab a tram from Calcutta and run it on our tracks here."

His first ride on a Calcutta tram was exciting. "Eventually I managed to convince the driver I was from a far-flung tramway city in Australia, and one of the conductors got quite enthusiastic and invited me back to the Balgachia depot," he says.

"They were beautifully hospitable and I came away with 20 addresses, promising to write to them all."

But it was only on returning to Australia that he learnt of the West Bengali Government's plan to slowly phase out Calcutta's 115-year-old tram service and replace it with buses.

With help from Niva Finch, of Melbourne's Public Transport Users Association, D'Andrea contacted Dr Debashish Bhattacharyya, a Calcutta tramway enthusiast who is fighting to keep the system alive. In his letters to the PTUA, Dr Bhattacharyya alleged that West Bengali politicians wanted the

trams to go so they could get kickbacks offered by bus suppliers.

The thought of Melbourne without trams prompted a horrified D'Andrea to establish an informal sister relationship between the South Melbourne and Balgachia depots as an act of "solidarity and support".

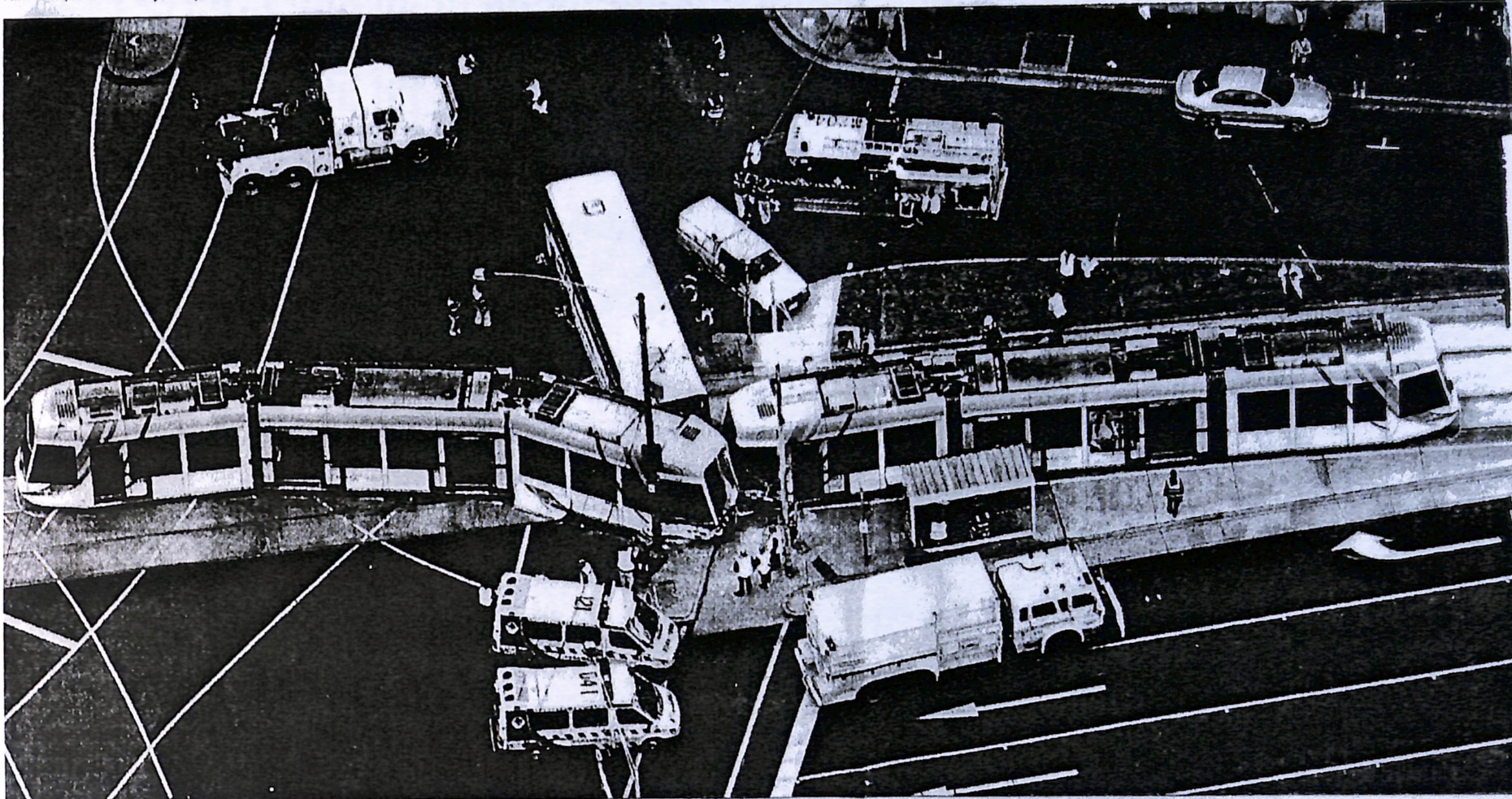
In 1995, the Indian depot members sent their sister depot a package of information and a friendship banner. "The people of Calcutta have an affinity for their tramways as we do in Melbourne. We are two rare survivors supported by the will of the people to keep the system alive," D'Andrea says.

Last week, a relieved Mr Bhattacharyya wrote to the PTUA saying the immediate future of Calcutta's tramways now looked secure.

On D'Andrea's next trip to Calcutta, he aims to persuade the city's tramway management to let him use one of their trams for a roving exhibition about Melbourne Tramways. He plans to drive the street car himself wearing the Met uniform.

raid Sun, Wednesday, September 3, 2003

www.heraldsun.com.au



Three into one doesn't go: an aerial view of the crash site. Picture: TREVOR PINDER from Channel 10 helicopter

65

Tram nightmare

By JEREMY CALVERT
ELISSA HUNT,
ASHLEY GARDINER
and SARAH
WOTHERSPOON

TWENTY-five passengers were left dazed, bleeding and bruised when a bus and two trams collided yesterday.

Stunned commuters sat waiting for help — some dabbing at cuts to their faces, others weeping — after the peak-hour crash at the intersection of Hoddle St and Victoria Pde in Collingwood.

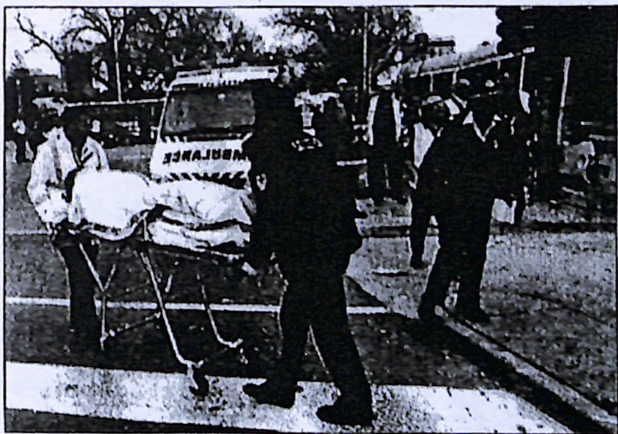
"Glass was everywhere. People all over the place. It was just shocking to see," Adam Sing said.

Most of the hurt suffered cuts to the face, arms, and legs, neck injuries and bruising.

Ambulance officers, who rushed 15 commuters to hospital, were amazed that no one was seriously hurt or killed.

The 8.15am pile-up caused traffic chaos in the inner city, while cars were backed up for 4km on the Eastern Freeway.

The mayhem began when a National Bus travelling south on Hoddle St struck an outbound Box Hill tram on Victoria Pde.



Casualty: a hurt woman is wheeled away. Picture: JOHN HART

The impact derailed the tram, causing a head-on collision with an inbound Port Melbourne tram.

Passengers on the Box Hill tram shared a moment of horror when they realised the bus bearing down on them was not going to stop.

A split second later they were scattered on the floor as their tram was shunted into the path of the oncoming tram.

"I was watching the bus thinking it was going to pull up and it just didn't stop," Mr Sing, from Bun-

doors, said. "The worst thing was you could see what was going to happen but there was nothing anyone could do."

On impact, Mr Sing grabbed a pole, badly straining muscles in his left arm.

"Everyone was in a bit of a panic up the front... everyone in the front section was flattened, on the floor," he said.

"One gentleman just went around and saw that everyone was OK and he called the police."

"The driver came out of

his cabin and he was pretty cut up."

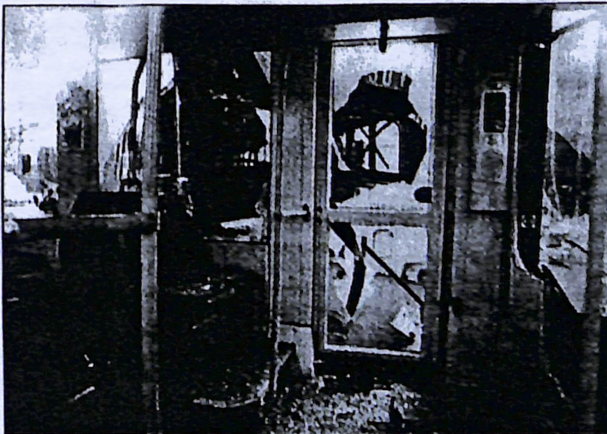
Adam Simonetti was sitting near the rear of the bus.

"I actually looked up and saw it was happening. It was so unexpected," Mr Simonetti said.

"There were a lot of shocked people. Everyone was on the floor."

Some passengers wandered off in shock, making it difficult for paramedics to find those needing help.

"Patients were coming out of the woodwork for up to 20 or 30 minutes



Mayhem: the effect of the collision. Picture: PETER WARD

later," Paul Holman, operations manager for the Metropolitan Ambulance Service, said.

Ten ambulances rushed patients to five hospitals for treatment.

Police said the bus was turning right into Victoria Pde from the bus lane in Hoddle St when the lights changed and the Box Hill-bound tram entered the intersection.

Most of the injured were on those two vehicles, which were not full.

The city-bound Port Melbourne tram was

packed with commuters, but escaped the worst of the impact.

The bus driver, whose cabin was crushed, suffered bad cuts and bruises.

Police said the investigation could take days because so many witnesses were still to be interviewed.

Streets throughout Collingwood, Fitzroy, and Clifton Hill were at a standstill for more than an hour during the morning rush. The wreckage took more than three hours to clear.

Warning on dull colours

By DANNY BUTTLER

TRAMS should be painted in brighter colours to avoid accidents, a public transport advocacy group has claimed.

The Public Transport Users Association yesterday said Melbourne's trams should have remained in their traditional green-and-gold colours.

PTUA spokesman Daniel Bowen said the current light grey livery of many new trams was not ideal for accident prevention.

"Obviously, when you're painting large vehicles like this which fly through the streets, you want distinct colours which are fairly visible," Mr Bowen said.

"When they started to paint some of the old ones grey and the new ones are all grey, we did query the choice of colour at the time — it doesn't seem to be as distinct as the green and yellow."

64

Easier riding on the Z3

By KEN HALEY

The newest trams in Melbourne were packed with free-riders yesterday.

The two Z3 cars, painted Burmese gold and white, glided along Burke Street all day carrying paying passengers.

They have an extra exit — at rear — and the conductor at a 45-degree angle to the rear, which is wider than in earlier models.

New half-drop windows are said to increase natural ventilation, and there is storage space under the seats and air-conditioning consists of eight heating inlets, and four fans.

The chairman of the Tramways Board, Mr. Dudley Snell, said the new Z3s would keep Melbourne "the best tram city in the southern hemisphere".

"Only Vienna and some Russian cities have more trams than Melbourne," he said.

Mr. Snell said the colors were chosen after talks with pigment manufacturers. Burmese gold and white were the least likely to be darkened by carbon monoxide and harsh sunlight, the color of orange trams.

Most first-time users praised the appearance and spaciousness of the new trams.

"They're a vast improvement on the old green rattlers," said Miss Edith Robertson, of Cobden, an occasional visitor to Melbourne, who waited half an hour for a Z3 to arrive.

Tramways Board officers handed passengers pencils and cards to jot down their thoughts about the new breed of tram.

"Less noise appreciated," wrote Mr. Frank Arnold, of Brunswick.

Mr. Frank Arnold, of Brunswick, was also impressed. "I think it's an improvement on the other type. There's more room," he said. Not everyone was happy. "The only thing is that when crowded it is hard to get to the bottom of the tram and we're not allowed to sit in the front," wrote someone, with a PS: "Plus it's getting more expensive."





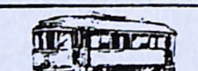

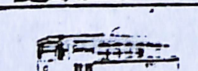



Melbourne now has 740 trams, 100 of them active. One hundred Z3s will be in service by 1982.

The bodies are built in Melbourne and most of the fittings in West Germany.

The last free rides are today. Cars 116 and 117 will take their last fare-paying passengers along Bourke Street on Friday.

More Z3s will be introduced — on Royal Parade, Sydney Road, Elizabeth Street and to Essendon Airport — within a month.

The Z3 is the tenth class of tram introduced to Melbourne,

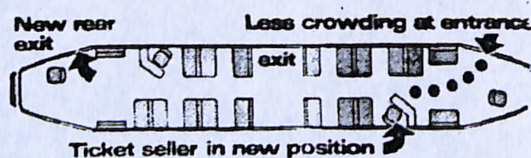
EVOLUTION OF THE MELBOURNE TRAM								
	CLASS	NUMBER BUILT	FIRST RUN	LAST RUN	SIT	STAND	LENGTH	TONNES
	Cable	590	1885	1940	20 (later 22)	22 (later 34)	4.83m (6.72m)	2.8 (2.6)
	T	6	1917	1961	38	70	10.68m	11.6
	L	6	1921	1974	48	109	13.88m	17.8
	W2	406	1923	—	52	90	14.64m	16.8
	X1	10	1926	1962	32	30	9.46m	10.4
	Y	1	1927	1965	53	70	13.88m	16.8
	X2	6	1934	1962	32	52	10.01m	10.7
	W7	40	1955	—	48	100	14.18m	18
	Z	115	1975	—	48	80	16.52m	19.2
	Z3	100+	1979	—	42	83	16.7m	21.8

*To be built by 1982

starting with the first cable tram in 1885. The oldest trams still in regular use were built in 1923.

Only one Class Y tram was built. The Preston Workshops vehicle, built as a tourist tram, ran with great success until 1965.

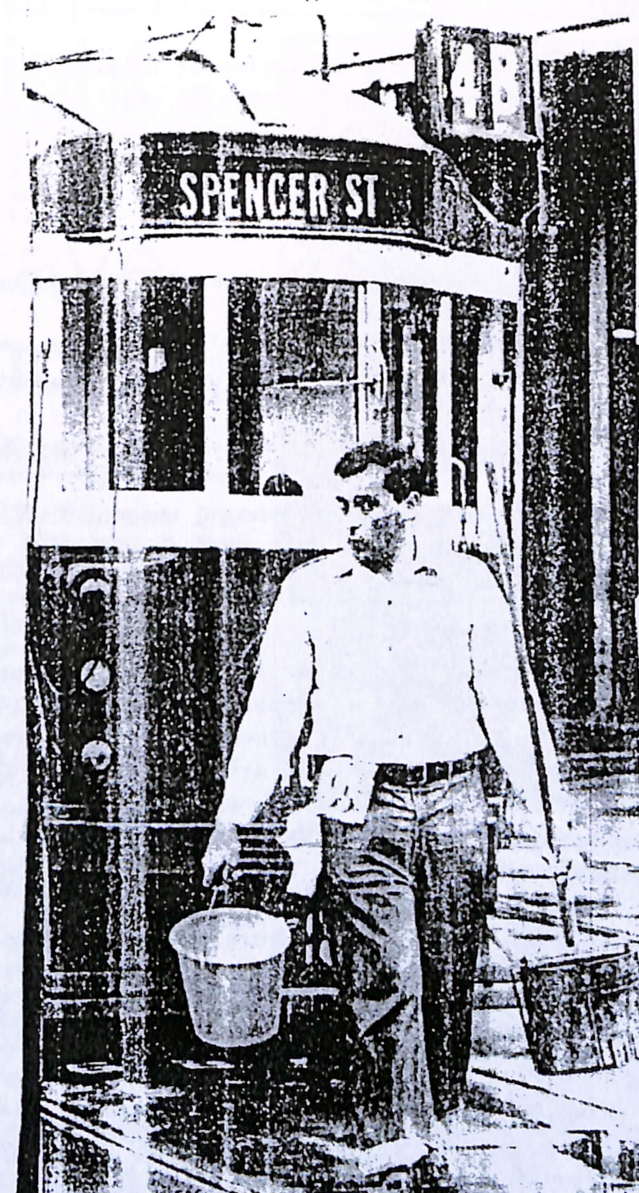
Mr. Snell said the Z3 was one of the leading designs in the world.



Three ways the Z3 will be more comfortable

August 21-1979

Tram cleaning not his ticket



Ex-tram conductor John Harrington finishes his first day as a cleaner at the Kew tram depot. PHOTO: TONY FIDEN

EX-CONDUCTOR INTENDS TO CONTINUE 'CRUSADE'

By GERRY CARMAN

John Harrington completed a full work cycle yesterday — from cleaner to tram conductor and back to cleaner.

"I'm a bit disappointed... it will be a bit difficult to adjust after three years as a conductor," Mr. Harrington said.

It was his first day back at the Kew tram depot after being sacked as a conductor more than three weeks ago for doing his job "by the book".

He was re-employed last Friday after talks between the Tramways Board and Arbitration Commissioner Cohen. In an apparent compromise, he will not be paid for the 21 days he was "sacked" but there will be no break recorded for his service entitlements.

"I am disturbed because I understand my file has been marked 'unsuitable for public contact' — never to be re-engaged in public duties," Mr. Harrington said.

He was sacked for alleged insubordination to officers, for disputes with passengers over safety regulations, and for making passengers carry their litter off the tram.

His base pay rate will drop about \$15. But he is more concerned that he may never be able to be a conductor again.

"I may have to get some advice from the Equal Opportunities Board," he said.

Mr. Harrington is so convinced he was in the right that he has ordered 4000 fresh leaflets to distribute to homes along the three lines serviced by the Kew depot.

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AN OPEN LETTER TO MEMBERS:

Member JOHN HARRINGTON has nominated for the position of Secretary. Members should be aware of the record of HARRINGTON, so that they can judge if this person is fit to hold the high office of Secretary of our Union.

When HARRINGTON worked as a Conductor at Kew Depot, he was in continual conflict with his workmates.

Hardly a day would pass, that HARRINGTON put in a 'SPECIAL DAY REPORT' against his Driver.

He would report his Driver for arriving at a 'bundy' clock a minute early. He would report his Driver for leaving a passenger for a tram immediately behind.

He would report his Driver if he thought the Driver was going too fast or made a rough stop.

He would report his Driver or any other member, who he thought was breaking Tramway Board regulations.

IS THIS PERSON FIT TO FILL THE POSITION OF
SECRETARY??

HARRINGTON, dobbed a number of drivers in, under rule 9 (being under the influence), at 5 a.m. in the morning? On the excuse of 'smell'. HARRINGTON would see a member going into, or coming out of a pub, when they were off duty. He would report the fact to the Starter. Next Morning, and ask the Starter to check if that member was sober.

Since being in the Shed as a Cleaner, HARRINGTON still reports his workmates in the Shed and he still reports traffic members. So he has NOT changed.

HARRINGTON was in continual conflict with passengers. One regular passenger who had a monthly concession card, was so harassed by HARRINGTON, that the man had to appeal to the Tramways Board Official for protection.

HARRINGTON once ordered a young woman with two little kids off his tram because one of the kids was eating an ice cream.

A working man boarded HARRINGTON's tram at Elizabeth Street, carrying his bag of tools, travelling from one job to another. HARRINGTON ordered him to open his bag for inspection, the worker said, "its only my tools mate", where upon, HARRINGTON called the police and claimed that the worker had a bomb in his bag, in no time, police cars and every emergency vehicle surrounded the tram, the tram was evacuated, while the poor worker opened his bag to reveal...his tools.

IS THIS PERSON FIT TO HOLD ANY OFFICE IN OUR UNION?
HARRINGTON WAS A BOSS'S PIMP AT KEW DEPOT. A DOBBER OF HIS WORKMATES.
REJECT THIS PERSON, DO NOT BELIEVE ANYTHING HE SAYS IN HIS CAMPAIGN.
HARRINGTON'S RECORD OF LOBBING IS THE WORST I HAVE KNOWN IN 35 YEARS IN THIS UNION. DON'T GIVE HIM YOUR VOTE. HE IS DANGEROUS.

JACK KENNEDY, DELEGATE, KEW.

August 11- 2005

www.heraldsun.com.au

Right stuff a brave choice

Kelly Ryan

TRAMWAYS man Bill Asker had just a few seconds to make a momentous decision.

As lead on the Melbourne and Metropolitan Tramways Board emergency wagon, he knew shunting a tram forward could cost a young girl her leg.

Reversing over her was a bold but difficult decision to make.

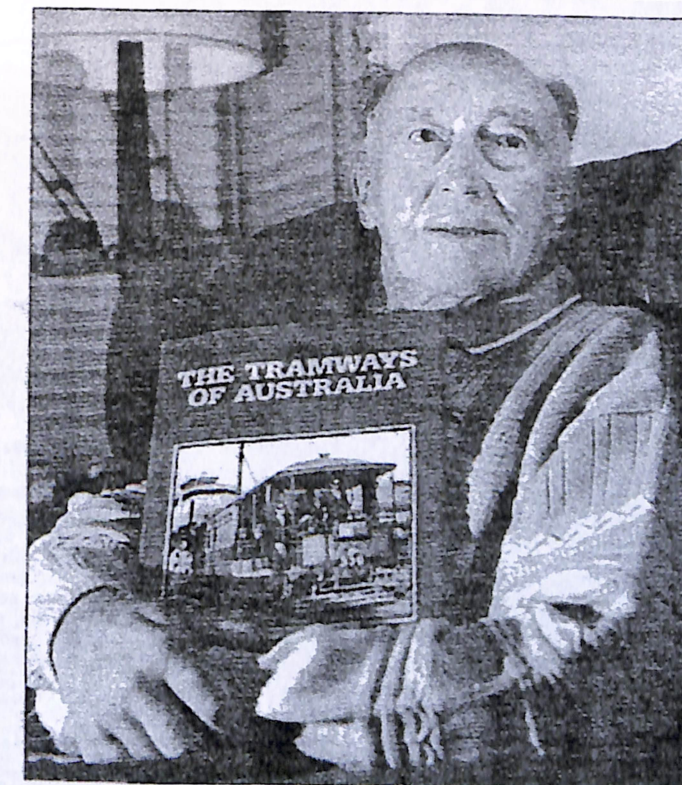
Retired now at 83, Mr Asker was called to many tram accidents.

But the worst was the 1973 incident on Dandenong Rd, when the "cow catcher" on the nose of the tram, an apron meant to stop people from going under the tram, failed to scoop a terrified schoolgirl out of harm's way.

"It could have been because she was small, but she had gone right under and one of the wheels had her caught, pinning the back of her leg to the track," the grandfather of two said.

"Back in those days, we used giant beams to lift trams right off the tracks. But in a situation like that, speed was essential. I thought my best chance was to just run the tram back a bit."

Adding to the drama



Tough decision: reward for a calm head in a crisis, Bill Asker. Picture: PAUL TREZISE



an ambulance officer had climbed under to comfort the child.

"With two of them under there, it was a very delicate operation. I was very conscious of having two lives in the palm of my hand."

He was relieved later to discover the girl was expected to recover, and has thought of her since.

Mr Asker joined the tramways as an oiler boy aged 14.

Apart from a six-year break when he joined the army, the tram enthusiast remained in the industry throughout his 41-year career.

Despite a letter of praise from the then acting chief commissioner, the courage and bravery he demonstrated on that day in 1973, Mr Asker has never been acknowledged.

That was until last week when he was nominated for a Herald Sun Pride of Australia medal.

Nominations close on August 19. Nominate a hero at www.heraldsun.com.au