

W5 class car 777 stands at East Brighton terminus, the southernmost point of regular tramway operation in the world today.

South Melbourne Depot Services

South Melbourne Depot virtually has no services to call its own — those that are generally regarded as such are shared at least part of the time with other depots such as Brunswick and Preston. Primarily it provides cars for the South Melbourne Beach, South Melbourne and St. Kilda Beach and the St. Kilda Beach (via St. Kilda Rd.) routes. Additional cars are also supplied during peak hours to assist the Malvern Depot cars on the Toorak line, a total of 38 cars being required to meet the morning peak with three less in the evening. The following 53 cars are attached to the depot:—

L class: 104.

W2 class: 234, 245, 251, 262, 277, 323, 328,

Forty-six

366, 376, 384, 385, 403, 437, 441, 444, 479, 491, 493, 496, 515, 523, 531, 538, 539, 556, 565, 567, 593, 596, 602, 629, 639, 647.

W5 class: 727, 756, 773, 774, 794, 796, 823, 824, 838.

SW6 class: 894, 895, 896, 903, 939, 940, 943, 952, 955, 957.

The South Melbourne Beach route is normally through-routed with East Coburg via Swanston St., City as Route 1 but additional cars operating only between the City and South Melbourne Beach (usually during the weekday peak and lunch hours) are designated as Route 2. Outbound cars leave the St. Kilda Rd. group at Nolan St. to wend their way along a variety of streets through the old factory and residential suburb of South Melbourne to the terminus on the shores of Port Phillip Bay.

375 in picture in 1926 booklet

1974

Trams crash, 31 hurt

By GRAEME WALKER
FIFTEEN people were taken to hospital after two trams collided at Essendon yesterday.

A Met spokesman said 16 others were treated by their own doctors. About 30 people on the orange Airport West trams were thrown to the floor when the accident happened, on the corner of Mt Alexander Rd and Thorn St, about 1.15 pm. Police said one of the trams slammed into the back of the other, which had stopped at the corner.

An Essendon policeman, Constable Craig Kelly, was on board the first tram and was waiting to get out at the next stop when the accident happened.

"I had nothing to do but go flying down the tram," he said.

"It wasn't a pleasant experience."

"It wasn't till I got up and looked back, thinking 'what the hell hit us?' that I saw what happened."

Constable Kelly, who was returning to his station after attending the Moonee Ponds court, helped some of the passengers out of the tram.

An Airport West couple heard the smash and ran to help.

Mr John Tullio, 31, and his wife, Sheila, 53, said they heard a "tremendous" crash.

There was glass flying

up in the air," Mr Tullio said.

"I raced across and forced the doors open and I got about eight people out."

"Some of them were laying on the floor and were all cut up."

"They were crying and yelling and that's why I forced the doors open."

Mr Tullio said he asked the woman driver of the second tram if she was injured, but she told him not to worry about her but to help the passengers.

Mrs Tullio said the leading tram was pushed about 10 metres up the tracks by the impact.

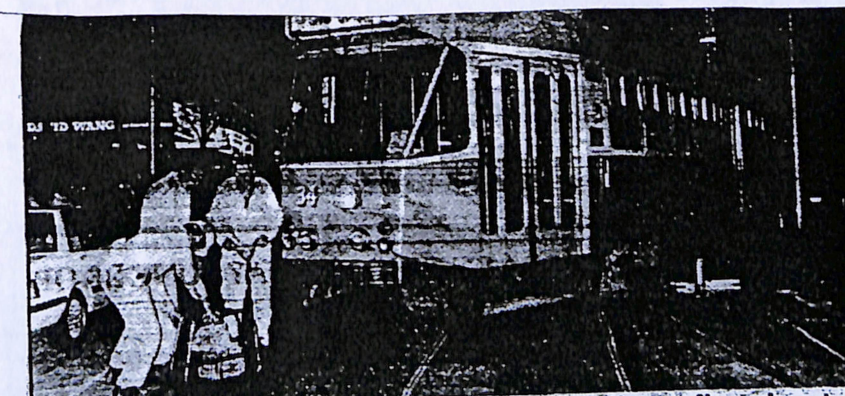
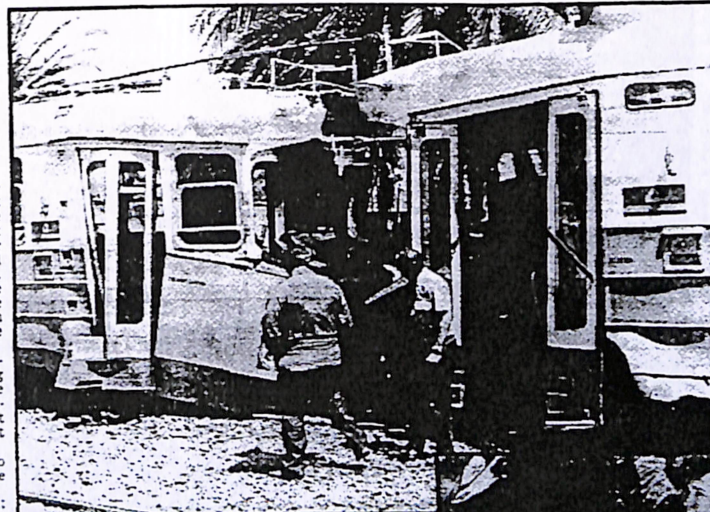
Another passenger on the first tram, Mr Mark Entwistle, 21, of Tullamarine, said the accident happened "out of the blue".

The 15 worst injured patients were taken in three ambulances and a mini-bus to the Maribyrnong Medical Centre, the Royal Melbourne, and Preston and Northcote Community Hospitals.

An ambulance spokesman said they suffered cuts, bruises and shock.

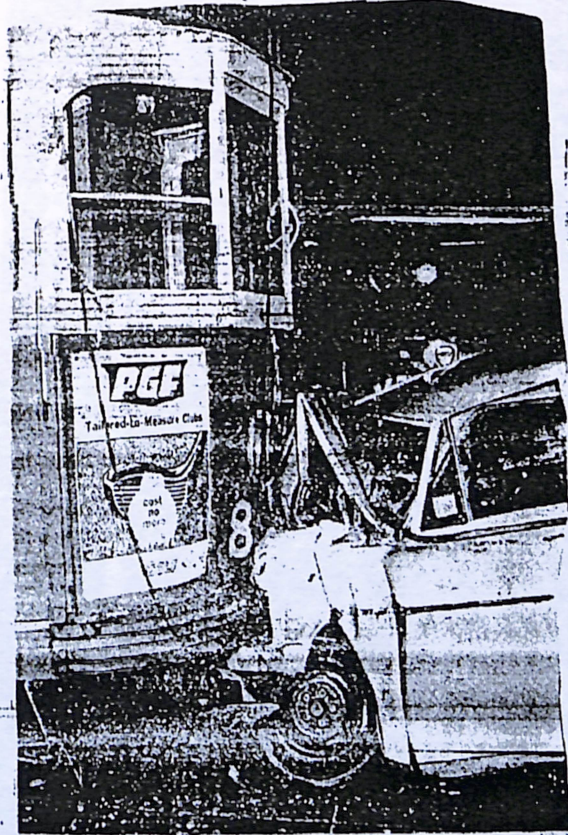
● LEFT: Met workers examine the damage to the two Airport West-bound trams after the collision at Essendon yesterday.

● BELOW: Patrick Makris helps his father, Nick, who was injured in the accident.



City crash sends tram off the rails — five hurt

FIVE people were hurt when a tram and bus collided in the City last night. The tram ran off the rails after the crash at the corner of Russell and Bourke Sts. A tram emergency crew used powerful hydraulic jacks to get the tram back on the rails.



A man was killed instantly and five other people were injured seriously when a car ploughed into the rear of this stationary tram in Riversdale Rd, Hawthorn, late last night.

The impact of the accident, which occurred outside the Camberwell tram depot, forced the engine of a early model Holden into the front seat. Police blocked off the area for more than an hour while efforts were made to rescue the occupant of the car and firemen were called to the scene to wash petrol from the road.

The tram which was empty at the time of the accident was waiting to enter the depot.

bullets Fired at Two Trams

Police are investigating the firing of bullets into trams in two separate incidents late last night.

A 22 bullet struck a tram travelling in Mt Alexander Road, Flemington, near Princess Street, passing through the smoking compartment of the vehicle, but inflicting no one.

Flemington C.I.B. found no sign of the offender. Northcote C.I.B. found no sign of a person who fired a 22 bullet or air gun pellet through the window of a tram in St. George's Road, Northcote.

The tram was travelling north when the bullet smashed a window in the smoking compartment. Again, no one was injured.

Smash ties up trams

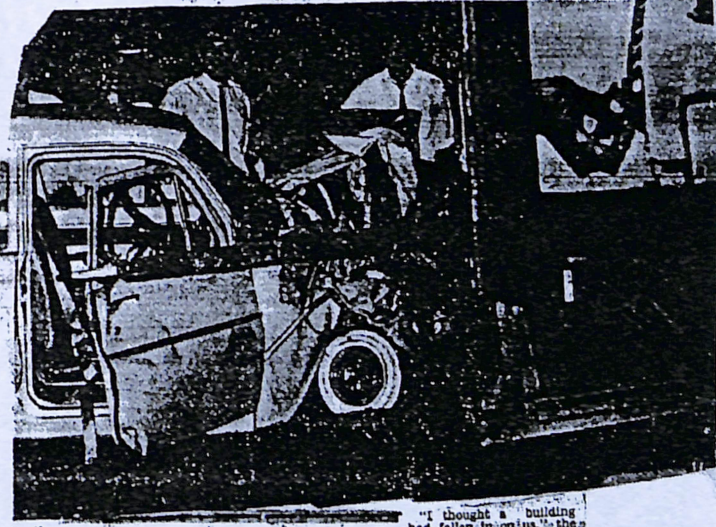
A fully loaded 19-ton petrol tanker and a tram crashed head-on in William St., City, at 4.58 a.m. today.

Nobody was hurt but the smash caused a bank-up of 14 trams in William St. and six in Peel St.

Breakdown crews took 31 minutes to free the locked vehicles, and tow the petrol tanker from the tramway tracks.

The crash happened near the corner of William and Franklin Sts. The tram, travelling to Glenhumpy, did not have any passengers.

THE AGE, Tuesday, February 7, 1967 CAR, TRAM COLLIDE



The driver of a car was seriously injured after his vehicle collided with and derailed a tram at the corner of Collins and Queen Street last night.

The driver was Allan Burnell, 25, of The Grove, Camberwell. He is suffering from a fractured skull and severe head lacerations.

Five other people — all passengers in the tram — were taken to Royal Melbourne hospital suffering from shock and slight injuries.

ABOVE: Spectators gather around the wrecked car. The driver and conductor of the tram escaped with a shaking after the collision, which occurred soon after 9 p.m.

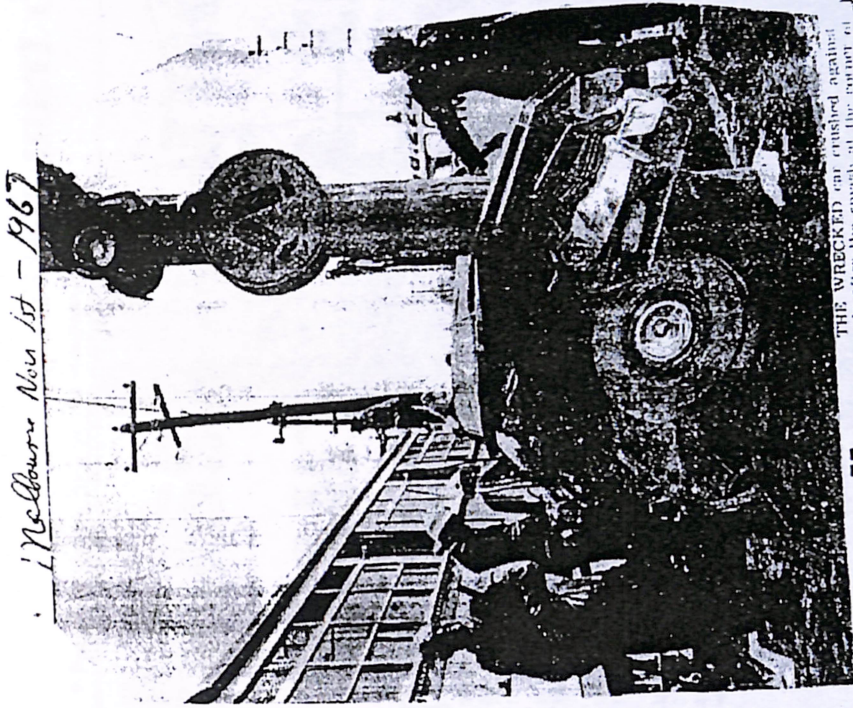
The car travelling south in Queen Street, collided with the tram in the front forcing it off the rails and across Collins Street which was blocked to traffic.

Mr. Burnell was thrown from the car under the middle section of the tram, but was not trapped. He was removed by ambulance.

"I thought a building had fallen on us," the tram conductor said. "The noise was terrific, and the passengers screamed and fell to the floor."

The tram was travelling east in Collins Street, bound for West Preston and Northcote before the collision.

Trams in Collins Street operated a ferrying service to the intersection until the tram was set back on its tracks at 10.20 p.m.



THE WRECKED car crushed against tram after the smash at the corner of George's Rd and Beaver's Rd, Northcote.

Man dies in smash — crushed — then

A young man was killed when his car was sandwiched between a city-bound tram and a wooden power pole at the corner of St. George's Rd. and Beaver's Rd., Northcote, this morning.

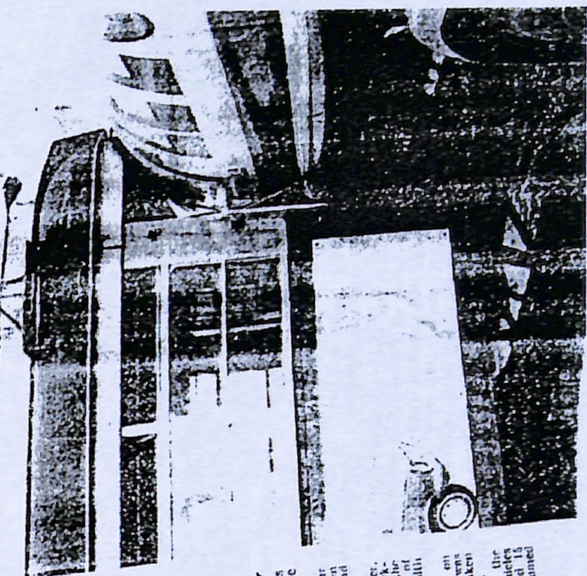
The car, which was travelling north, was crushed against the tram and the power pole.

The tram was travelling south when it collided with the car. The car was crushed against the tram and the power pole.

The driver of the car, a 22-year-old man, was killed instantly. The tram conductor was injured.

The tram was travelling south when it collided with the car. The car was crushed against the tram and the power pole.

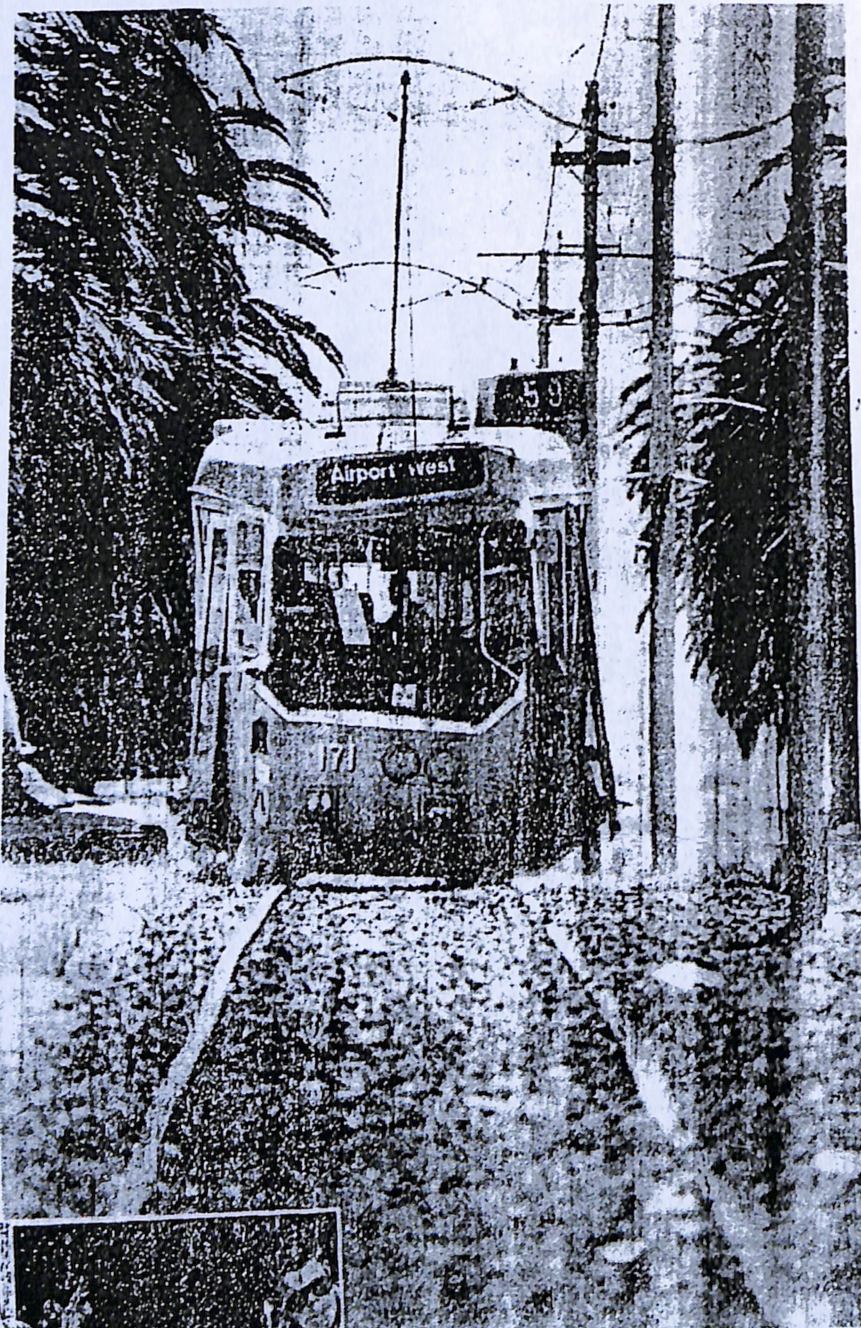
September 29, 1969



The tram which was travelling south when it collided with the car. The car was crushed against the tram and the power pole.

A painful end to tram journey

Picture: CRAIG ABRAHAM



The badly damaged rear section of one of the trams.

By INNES WILLOX, chief police reporter

The Met is investigating the crash of two trams in Essendon yesterday that resulted in 15 people being taken to hospital.

Police said one tram, bound for Airport West, had stopped on the corner of Thorn Street and Mount Alexander Road. Witnesses said a second tram, travelling close behind, was unable to stop. Both trams were badly damaged. The cause of the accident has not been established.

The crash threw travellers from their seats. Most of the injured were on the first tram. Only five people were in the second tram.

An ambulance spokesman said most of the injured had received cuts and bruises. Some had mild shock. They were treated under trees next to the tram-lines before being taken by ambulance to hospital.

Another 16 passengers with minor injuries were advised to see doctors. Traffic on Mount Alexander Road was not affected by the accident.

* Page 2 — The Sun, Saturday, Feb. 7, 1970

Missing man found in tip arave

POLICE last night found the body of a man they believe was shot dead at his Hawthorn house on Thursday.

He was Richard "Bill" Brain, 44, a tram driver, of Harts Pde., Hawthorn.

Mr Brain was last seen by workmates when he finished his shift at 1 p.m. on Thursday.

When his wife, Mrs Doreen Brain, 27, a tram conductress, arrived home soon after 6 p.m. there was no sign of her husband and some of his clothing was missing.

Bloodstains were smeared on the walls in the hallway of the rented house, patches of blood were on the floor and a roll of carpet was missing.

Mrs Brain called the police.

Acting Chief of the Homicide Squad, Acting Det.-Insp. Dick Knight, said last night that the body was found in a shallow grave in the Malvern tip at the corner of Henderson Av. and Toorak Rd.

A squad of police, all carrying shovels, searched for the grave with the aid of portable spotlights.

The tip is an abandoned quarry.

Bullet from 22 rifle

The body was taken to the City Morgue where the Government pathologist, Dr Jim McNamara, began a post-mortem examination.

Police believe the man was killed by a bullet from a 22 rifle.

After the body was recovered, a police guard was placed on the tip until this morning when a search will be made for a weapon.

The hunt for Brain began at 10 p.m. on Thursday night when his disappearance was reported to the Hawthorn police.

Yesterday afternoon Detective Sgt. Doug Baker and Senior Detective Ken Erenden, of the Homicide Squad, were assigned to take charge.

Early this morning homicide Squad detectives were questioning a 28-year-old man.



ABOVE: The dead man, Mr Richard "Bill" Brain, on his wedding day. BELOW: Mrs Doreen Brain at her home last night.

Oct. 20 - 1970
He wished husband was dead

= Widow tells court

The widow of a tram driver told the Criminal Court today that her lover had often said that he wished her husband was dead and that they could continue living together.

Her lover, another tram driver, had also expressed anger when she decided to return to her husband and make a go of her marriage, she said.

Mrs Doreen Brain, 27, was giving evidence at the trial of Duncan McDonald, 34, who is charged with the murder of her husband, Richard William Brain, 44, at his home in Harts Parade, Hawthorn, on February 5.

McDonald, of Auburn Rd., Auburn, has pleaded not guilty to the charge. Brain's body, with a bullet wound in the head, was found buried in the Malvern tip, off Toorak Rd., on February 6.

The prosecution alleges that McDonald, waylaid Brain at Brain's home and killed him with a .38 calibre pistol stolen from the Malvern tramway depot, where McDonald worked.

Today, Mrs Brain, a tram conductress now living in Simon St., Hawthorn East, said that she married Brain in June, 1964, and was the mother of a five-year-old son David.

She said that she first met McDonald in October, 1968, when he went to the Camberwell depot where she worked. Her husband also worked there, as a relieving driver.

Mrs Brain said that an association developed between herself and McDonald.

By March, 1969, she said, the relationship had developed to the stage where she left home to live with McDonald, but returned to her husband after about a fortnight.

Mrs Brain said that she lived with McDonald on two other occasions and left him for the last time on January 3 this year.

She told McDonald then that she was going to try to make a go of her marriage.

McDonald was upset about her going back to her husband and said he would take her back at any time, she said.

"He said a few times that he wished my husband would die so that we could be together," she said.

The hearing is not finished.

PAGE 24 TRAMWAY RECORD, SEPTEMBER, 1986

South Melb

HANNA STREET HAPPENINGS

BY P. MACDOWALL

SOCIAL NOTES

Under the social calendar first of all we would like to congratulate MAHR and JES on their engagement and wish them all the best for the future - they will be getting married in September.

NEW FACTS

Welcome to South Melbourne the following C'tors... (if I neglected to mention anybody, I apologise - blame DARRIN and the Boss for forgetting to tell me)...SUE HUBAN, JIM LOUGHAN, DIANNE WILLIAMS, LAIRD, TUNSON, TAI ANSA, LUFF, SPENCER, DU, MILLAN, BEST, JAMES, ADRI, WILSON, YURIE, RICHAN, SOMAS, PHAN, DE BAKER, TIM WILLIAMS, Mr. & Mrs. IRLAND and McARTHUR.

NEW C'tor/Drivers

O'HEARA, O'BRIEN, NUGEN, DAVIS, CASSELL, VYAS We wish all of you the best in the coming months as new drivers and please take a lot of care on the road.

NEW Drivers

To all the new C'tor/Drivers who have been normalised for sometime and finally become full drivers...we wish you happy, careful driving...SUSIE DWIDIANO, TONY MURCHAY, GIBSON, PATRICK and NOD.

TRAINER/DRIVERS

At last we are finally getting some new Trainer Drivers in our Depot... SAMMY RADID, CHRIS JACOBSON, VIVIANE SPONNER and TONY RAY.

CLEANERS

Isn't it good that we have finally got two new cleaners in our Depot... they are doing an excellent job at keeping it nice and clean - for a change. We hope they enjoy their stay here - please members try to help them if possible - thank you. It is also nice to see our Depot has finally got a new coat of paint at long last!

SICKNESS

To all those people who are off sick or on Compo, we hope you feel better and return soon to your friends here.... IRMA SANDOVAL, MURRAY, Driver EVANS, C'tress ELSIE (who is

going to Hospital) very soon - speedy recovery!

GOODBYE

Goodbye and good luck to the following work-mates who have gone from our Depot...KERRY GIBBERI (on a long holiday) and SUE LOCHILL (who is studying).

BEHAVEMENT

We heard the sad news on Fri. 4/7/86 that one of our C'tor/Drivers ROGER DASHWOOD's wife mother had passed away, also RAY LLOYD's mother - the members at South Melbourne express their deepest sympathy to their families.

WELCOME BACK

After a long holiday from the Depot, we welcome back NOLA WRIGHT and DEREK who had a tasty fall from a tram in the Shed.

HOLIDAYS

I don't know if anybody has noticed why it is so quiet in the Depot lately - because C'tress ANITA CASIRO is on long service leave overseas in the U.S.A. We miss her terribly and do hope she is enjoying herself.

LADIES TOILETS

While the Depot was getting painted the Ladies Toilets had to be transferred to the mens... that was alright but the men had to go down to the Running Sheds and all the drivers and C'tors were saying that they should claim for extra 'running time'!

NEW BABIES

We have some good news for the Depot - I hear the following gentlemen and their wives are having new babies...we congratulate the following...CLIVE DUNN, ALAN JOHNSON, Driver FOD NYGEN and C'tor IIA, KIM JEFFRIES, SUNNY SUNTHORN and GRAEME PORTER.

SPECIAL THANKS

The members of South Melbourne Depot would like to thank JEFF CHRISTIE for the time and effort that he has put into the news paper for our Depot ... THANK YOU JEFF.

Contd./... on Page 25

No ticket machine could be half as helpful

May 14-1986

There were eight trams banked up on busy Flinders St.-wanston St. intersection.

Passengers scrambled off the tram and boarded another.

They were joined by the people pouring out of Flinders St. station to catch a tram down town.

It was the middle of the morning peak in Melbourne, and the pace was hectic.

Joining the rush on this particular morning were a couple of women with prams.

The conductors, already busy issuing tickets and trying to keep the trams on schedule, dropped what they were doing to help lift the prams on board.

It is one of the conductors' unwritten laws to help a woman struggling with the burden of a small child in a pram.

It is another unwritten law, no matter how far behind schedule, a conductor will get off the tram and help any blind person trying to cross busy St. Kilda Rd at the blind Institute.

Personal attention also

By BILL AYRES
Herald Transport
Reporter

must be given to any disabled person waiting for a tram.

"It is simply a matter of one person being able to help another," according to the acting secretary of the Australian Tramway and Motor Omnibus Employees' Association, Mr Norm Maddock.

"What would these people do if there were no conductors?"

Concentrating

"The driver is busy enough concentrating on driving the tram. It is the conductor who knows what is going on inside the tram and who wants to get on and off."

Mr Maddock rode Melbourne's trams with us to observe tram conductors at work.

The 1300 "connies" are as much a part of Melbourne as the MCG and Myer.

They have been around for as long as the rattling old trams on which they ride.

Now it seems the State Government is again con-

sidering means of phasing out all tram conductors.

Recommendations including replacing conductors with ticket machines on trams, are contained in a draft report to the Government, which is preparing a transport strategy plan for the next two years.

It is obvious the conductor does a lot more than just sell tickets.

Anyone wanting to know whether a particular tram will take them to their destination only has to ask the conductor.

He not only knows how much it will cost, but roughly how long it will take to get there.

And he will tell the passenger when to disembark.

It is all good public relations, but passenger safety is one of the conductor's prime functions.

"They have been talking about doing away with conductors for a long time and for one reason only - to save money," Mr Maddock said.

"What would happen if someone was creating a disturbance? The driver shouldn't be expected to look after passengers."

"The State Government

would be ill advised to adopt any plan to get rid of the conductors from our trams."

"Imagine the chaos if a driver not only had to drive the tram but make sure fares were collected and look after the passengers."

"This Government is committed to keeping people in jobs but here we have a plan that will put many hard working people on the scrap heap."

"Conductors won't go. They have to remain because they are essential for safety reasons and to assist people."

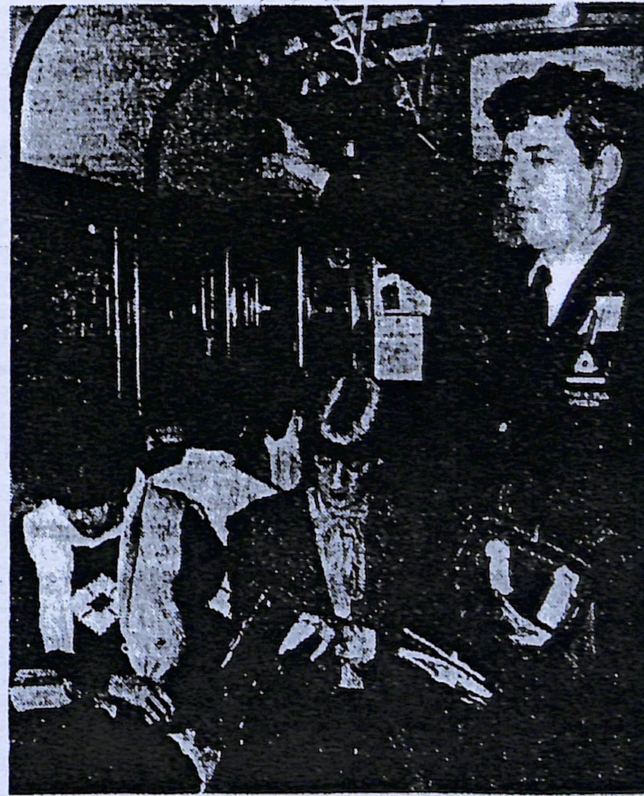
On the trips we made there was one small incident where the conductor helped a passenger by pulling the right cord to tell the driver to stop.

On another trip, the conductor got the passengers to move further down the back of the tram so that a few more people could climb aboard.

All might seem paltry, but important at the time for those people involved.

"I've been with the tramways for 40 years and there have been many plans to get rid of conductors," Mr Maddock said.

"I don't think the people of Melbourne will allow it."

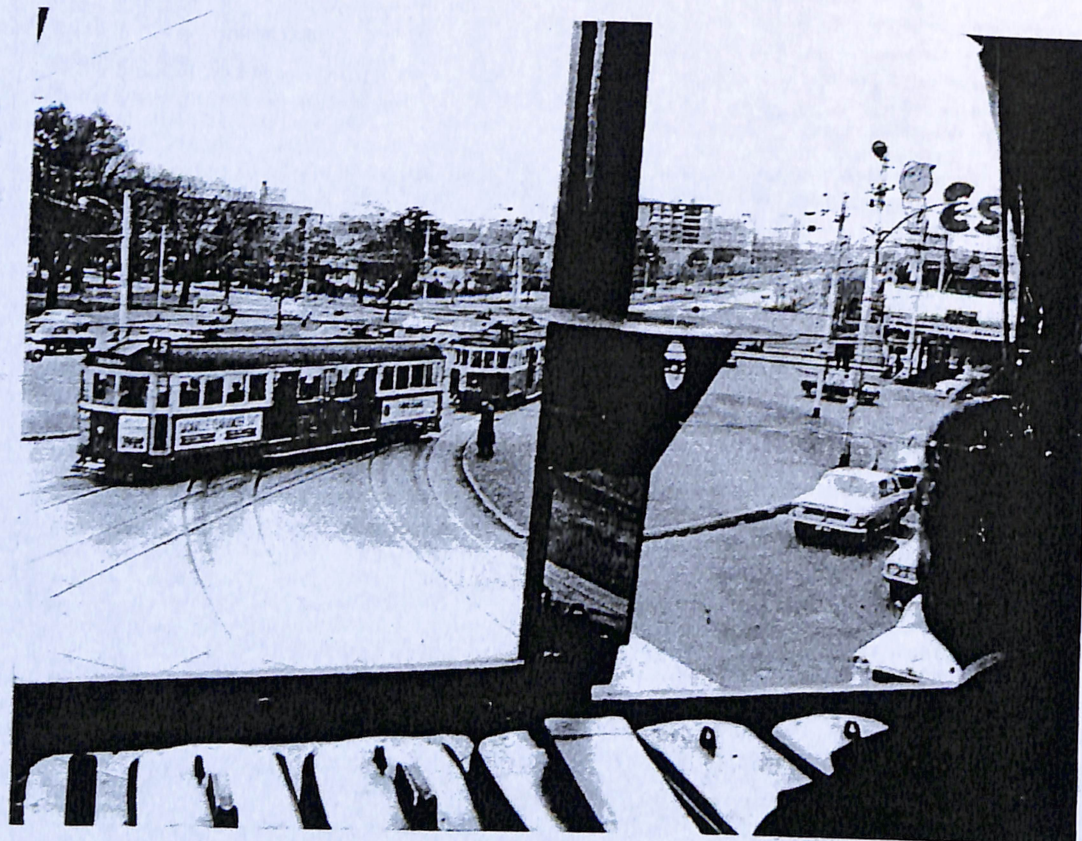


Conductor Jim Leousis takes control of a morning run to the ch

Volume 3, Number 6

in page 6-7
July 1 August, 1966
R. Roberts

M.M.T.B. NEWS



no 15
turning
right
into
Fitzroy St.
THE MAGAZINE OF THE
MELBOURNE AND METROPOLITAN
TRAMWAYS BOARD

New Junction
Undersides
built
1965

Tram
no 15
for 67
was
High St

Old "Junction" hotel on left was demolished 1973 -

The former soldier who fought for and saved
Melbourne's trams without taking off his hat

19605



AUCKLAND TRANSPORT BOARD

SPECIAL INSTRUCTION NO. 18/34.

TO MOTORMEN & CONDUCTORS

INTERFERENCE WITH BELLS

Recently when a car was being inspected for an alleged defect in the electric bell it was found that paper had been wedged in around the gong so as to prevent the bell from ringing.

In other cases it has been found that nails have been driven through the box containing the bell.

Motorman and Conductors are instructed that THEY ARE NOT PERMITTED UNDER ANY CIRCUMSTANCES TO INTERFERE WITH THE ELECTRIC BELL and in future if it is found that an employee has interfered with the electric bell, a serious view will be taken of the offence.

A.S. Ford

MANAGER

Transport Board Offices,
Custom Street West,
AUCKLAND. C1

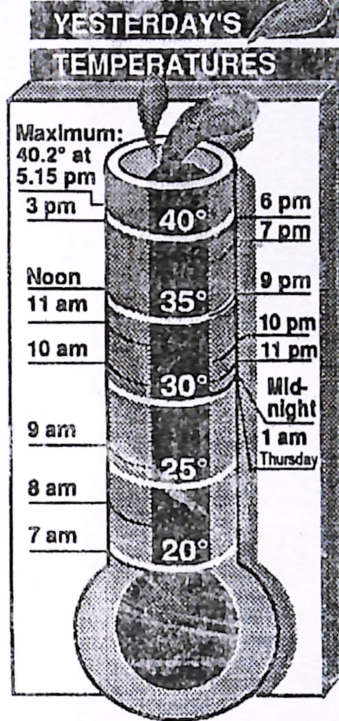
Date posted 3 AUG 1934

Time posted _____

It's 40 degrees in Riversdale Road, Camberwell, the tram lines are buckling and a conductor cools off with water from a workman's hose. Tracks along Kings Way also buckled in yesterday's heat.

Tram lines buckle as heatwave takes hold

January 2nd



By BRUCE TOBIN

Victoria faces another day of total fire ban today with scorching temperatures and strong winds forecast across the state.

In Melbourne, it is expected to reach 42 degrees. In the state's north-west, 44 degrees is expected before a cool change tonight.

Melburnians sweltered yesterday when the temperature reached 40.2 at 5.15 pm, making tram tracks buckle. The highest temperature, 43 degrees, was at Nhill.

A man drowned after he went swimming in an irrigation channel at Kiaila East, near Shepparton, yesterday. Police search and rescue squad divers found the man's body last night. His name has not yet been released.

Firefighters will be on standby today because of the high risk of bushfires created by heat and wind across an already parched countryside.

The Country Fire Authority's deputy chief fire officer, Mr Harry Rothsay, described the

fire danger as severe. He said the extremely dry vegetation would have held the heat from yesterday and could easily ignite today.

There were more than 50 fires reported across Victoria yesterday — more than 40 in the country and 10 around Melbourne. They were small and caused no great problems. Today's threat is much worse.

Mr Rothsay said a firebug was believed to be responsible for a blaze at Violet Town, south of Benalla, which burned about 50 hectares. He said the fire had 11 separate ignition points. A helicopter and about 100 firefighters tackled it.

About 90 firefighters took almost an hour to bring a grass fire under control at Greenvale, north of Melbourne. The fire burnt about 40 hectares.

Last night, firefighters from the Department of Conservation and Environment were battling several outbreaks near Mount Kosciusko, which were possibly started by lightning strikes

Fire crews were flown into the Dan's Spur area by helicopter because of the rugged terrain and were lowered by ropes to fight the fires. Two water-bombing aircraft were used to control a fire at Benambra, near Omeo.

The department's chief fire officer, Mr Rod Ince, said firefighters would be on the alert for lightning strikes with today's late change.

A Met spokesman, Mr Pat Wilson, said city-bound tram tracks in Riversdale Road, Camber-

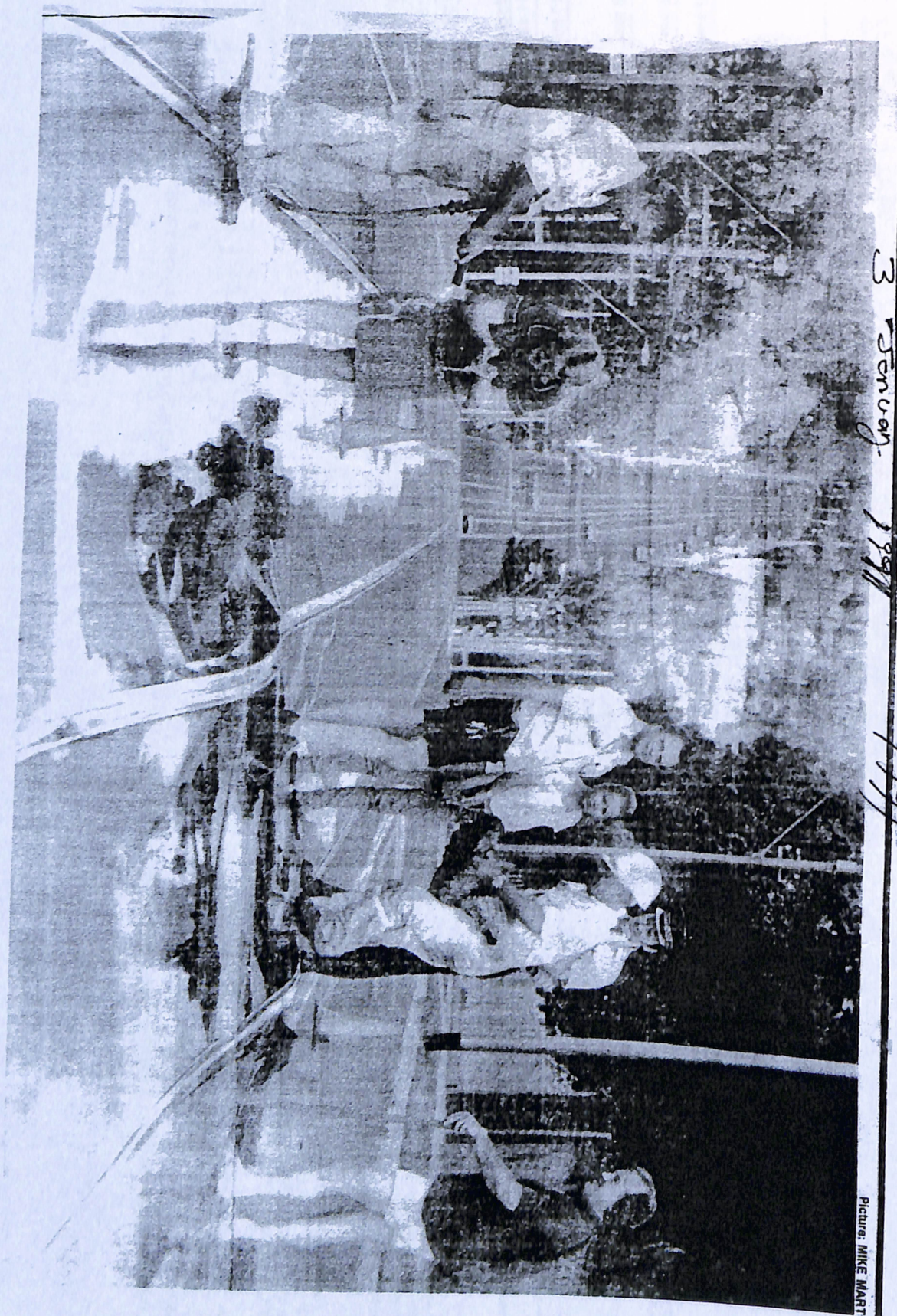
well, and tracks along Kings Way buckled in the heat. No train lines buckled but some trains were cancelled.

A weather bureau spokesman said many country towns in the state's north faced temperatures in the 40s today. He said a cool change with showers and isolated thunderstorms was expected tonight.

PAGE 4: More reports.

PAGE 11: Burning under a mid-summer sky.

cool on Friday 4th and Saturday 5th



Splendor is in the Memories

The beautiful yesterday
 is fading away like a blushed twilight
 Though nothing can bring back
 the hours of sweet treasured past
 I will grieve not,
 but rather find splendor
 in the memories.

JOHN CHARLES CREGAN

Conductor for the workers

Tram conductor

Born: May 19, 1914
Died: April 17, 2006

JACK Cregan was a staunch unionist in the days when Melbourne's tramways faced its greatest industrial challenges. His union secretary, Charlie O'Shea, even went to jail for a few days over a dispute in the late 1960s.

As a delegate for 12 years in the key and militant South Melbourne depot, Jack was one of O'Shea's strongest supporters and a mainstay for the union as it battled employers. Jack lived for the union. From the time he began work-

ing on trams he believed in workers' rights and was involved officially with fellow retired employees until only a few years before he died.

Jack was born at Walpeup, near Ouyen, the son of a publican who ran hotels in country Victoria and NSW.

He left school in grade 6 and worked in a Richmond foundry with the brother of Dolores Hude. Before long Jack and Dolores, as she was better known, had formed a serious relationship.

They wed in Hawthorn on Easter Saturday, 1937, and lived at Ascot Vale for many years.

In 1946 Jack began working for the Melbourne Metropolitan



Jack Cregan

Tramways Board as a conductor with the South Melbourne depot, the network's most important. He stayed for 33 years, helping the depot run smoothly.

Jack's home life was disrupted severely when Dolores contracted tuberculosis in the early 1950s and was in a sanatorium for 12 months. He visited her every weekend and during the week, depending on his shifts.

In the early 1960s Jack and Dolores moved to Hadfield, near Glenroy. Soon their daughter made them grandparents, giving Jack a new and favourite way to relax when not tackling union issues.

Jack played cricket with the tramways as a wicketkeeper, which pleased his extended family because they ended up with the used bats and gloves. As a keen Hawks supporter Jack would organise his Saturday

shifts so he could go to the games, especially when they were at Glenferrie Oval. Each week during the 1960s and 70s Jack and his fanatical mates would analyse the game as they played cards together, wondering how their team could win another day.

They were rewarded for their loyalty when Hawthorn entered its golden era of premiership in the 1980s. He rarely took his job home and was never known to discuss the tramways over the dinner table.

But in retirement he was not impressed when conductors were taken off the trams to be replaced with the current ticketing system.

After retiring, Jack remained active in the tramways, helping organise the retirees' social club. His efforts were considered largely responsible for the club's longevity.

On his return from a Queensland trip an eye was surgically removed after he suffered a serious infection. The family joke was that it made no difference — he was always a one-eyed Hawks supporter.

Dolores died in 2004, cut Jack deeply but he carried on stoically, living with his daughter and her family. Jack and Dolores had been married for 66 years.

Jack, 91, died in a Coolaroo nursing home. He is survived by one child, four grandchildren, and four great-grandchildren.

"Safety First" in Electric car driving (Contd/- from PAGE 9):

Q56 ..What would happen if controller is moved slowly when shutting off power?

A ...It would cause an arc, which would blister contacts and fingers.

Q57 ..What would happen if the lightning arrester became grounded?

A ...It would blow circuit breaker immediately pole was put on wire.

Q58 ..What should be done if lightning arrester became grounded?

A ...Take pole off wire, and, if possible, clean between the two tips of arrester. If not possible to do this, cut the lead going into the arrester. If neither of these are possible, or if traffic is being delayed, drive car from the other end. There are two lightning arresters on cars No.107-138; on all others there is one arrester.

Q59 ..What would you do if car would not start when controller handle is working on the power notches?

A ... Turn on the lights, and if they burn, open and close the circuit breaker to make sure it is making a good contact. Then work controller handle notch by notch to first parallel notch. If car then starts, cut out one motor and try series notches again, and if car will not start, cut that motor in and cut out the other. If car does not start then on the first parallel notch, shut off controller and go to the other end of car and try from that end. If car will not start then, get pushed out of the way, not forgetting to ring up the Depot as soon as it is found that the car will not start.

Q60 ..What should be done when you cut out a motor?

A ...Cut it out in both controllers, and send for another car.

Q61 ..Would the third emergency act with a motor cut out?

A ... No.

Q62 ..If all brakes failed at Motorman's end, what would you do?

A ...Signal Conductor to apply brakes at rear end of car.

Q63 ..What would you do if circuit breaker or contactor continually blew while operating controller?

A ...If it blows in series, cut out No.1 motor; if in parallel, cut out No.2 motor.

Q64 ..What would you do if light circuit would not burn?

A ...Examine globes and light fuse, and replace defective globes, if any. See if pole is on wire. See if car was insulated from rail by means of dirt then ring up Depot to see if power was on.

Q65 ..What would you do if resistance set fire to car?

A ...Use sand. If sand is of no avail, use water. Then when driving, pass over resistance notches as quickly as possible till resistances cool down, taking care to allow car to attain full speed on the first running notch.

Q66 ..What would you do if trolley wire broke and fell on the track?

A ...Cut trolley rope off pole. Stand on a wooden box or seat of car. If available, put on a pair of rubber gloves, or wrap a dry coat round wire. Bend end of trolley wire into a loop, tie rope in bend of wire, thus preventing rope from slipping off. Pull wire up as high as possible to a pole or verandah post, but do not let the wire touch pole, post, or tree, if any.

Q67 ..What should you do if trolley wire fell on a man?

A ...Put on rubber gloves or wrap a dry coat round wire, and make a contact with the wire on the rail on the side of the man away from the broken end, if possible. If not possible to do this, make a contact with the end of the wire on the rail. This will blow the converter station circuit breaker, and the man can then be moved quickly, still keeping wire in contact with rail. Then tie wire up, as in previous instruction.

Q68 ..What would you do if any passengers were getting on or off front of car?

A ...Look around to see all is clear before starting.

Q69 ..When car is travelling, what should be done if a person suddenly stepped in front of car on track?

A ...Apply emergency brake as soon as possible, not forgetting to use sand.

Contd/... on PAGE 11

"Safety First" in Electric car driving
Contd/- from PAGE 10):

Q70 ..What should a Motorman do at each terminus?

A ...Make a short inspection of his car for hot bearings, broken brake shoes, or any loose parts.

Q71 ..How would you get a car ready for the road?

A ... See that handles and punches are in position, open circuit breaker, try both controllers try sand gear and life guards at both ends of car. Put pole on overhead wire, on air brake cars see that compressor automatically ceases working when proper pressure is reached. Try lights, test brakes, examine car for recent damage, sound gong to warn any man working under car, then drive car a short distance to prove brakes are working well.

Q72 ..Should a Motorman run without a headlight?

A ...No. he must at once communicate with the Depot, and if the headlight cannot be fixed, car must be changed over at once.

Q73 ..When passing a section insulator, or overhead switch or frog, what position must the controller handle be in?

A ...Controller must be in the "Off" position while passing under section insulators and frogs, but several notches may be cut simultaneously after passing, according to speed at which car is travelling.

Q74 ..What should be done by a Motorman if he hears a dull thumping noise or a sharp rattling noise made by the motors, or anything unusual about the running of his car?

A ...He must at once report the matter to the first Inspector met with, and in the event of not meeting an Inspector, must notify the Depot at earliest possible opportunity.

Q75 ..What is a Motorman's duty before signing off?

A ...To knock out all switches, see that trolley pole is off wire, place controller handles and brake handle and punches at end of car. At next entrance, report all car defects and irregularities in the book provided for that purpose, and remove all minimum fare boards, etc.

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I hope these questions and answers from the old "safety First" book will be of interest to members....

I wish the membership and their families..

"ALL THE BEST FOR CHRISTMAS AND

A PROSPEROUS AND BENEFICIAL NEW YEAR


N. Maddock
NORM MADDOCK

YOUNG
ON THE ROAD... 1966
in a tram!

DING-DING . . . ding-ding . . . ding-ding . . . I throttled back eight notches, stamped on the sand release and slammed on two brakes, bringing 17 tons of metal, wood and machinery to a grinding stop.

[illegible][illegible][illegible][illegible]

So the other day, I dropped a line to our old roommate, and he told me that the pictures I sent him were "just what I needed to have a clear look at one." "Certainly," he said, "I'll be glad to do that for you." I was a little surprised to hear that, but I didn't say anything. I was just glad to hear that the pictures were of some use to him. I was a little surprised to hear that, but I didn't say anything. I was just glad to hear that the pictures were of some use to him.

[illegible]

MIKE gets the tips on tram-driving instructor, Mr. C. R. Imman, and, left, takes a turn at driving in Riverside. Just for safety's sake, there were passengers in the tram.

THIS WEEK
MIKE
BROWNING
TAKES A TURN
ON THE RAILS

06 June 2017

Tram-endous track to tourism

TRAMS are one of those love-hate relationship things. I hate them at peak hour when driving in Chapel St, Prahran. They are awful in High St, Malvern, or if you really need a place to drive you into a fist-thumping frenzy, try Sydney Rd, Brunswick.

Of course at the wheel of a car you are superior to all creatures, human or metal. What right has anything to be in your way? The car is God.

Sometimes in full frenzy you make amazing calculations. Let's see, actually there is room, 4mm on either side, to just squeeze between the tram and the parked cars. You haven't the nerve. So you have to wait and wait. Hate trams, why don't they get rid of them?

They are terrifying too on a bicycle, because all the God cars want to funnel in, to get to the prime position where they can pass immediately after the tram stop. Hate trams.

Others hate them because they dispose of an unconscionable amount of public money. Buses would be cheaper. Of course the barbarians were saying exactly the same thing in the 1960s when all other unenlightened cities were getting off their trams.

Mercifully they were saved for us by that splendid old martinet, tramways chief Major-General Risson.

Every city has its own peculiar sound and the sound is the cry from the soul. In



KEITH DUNSTAN

Sydney it is the thump, thump, thump of the wind-screen wipers. In Los Angeles it is the sound of the garbage trucks. Los Angeles has the noisiest garbos in the world.

In Melbourne it is the peculiar yodel of the trams. We used to have a flat on Toorak Rd and always heard the first tram howling past at 5.30am.

It was a comforting noise, one knew that the world was still working.

Wadhurst, circa 1939 I think, was the first establishment to install sound-resistant windows. The trams as they turned from Domain Rd into St Kilda Rd would let out this terrible cry of pain.

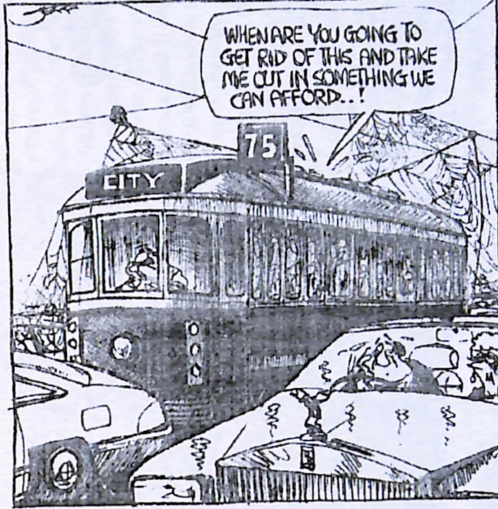
It sounded like King Lear having his eyes removed.

The new trams are rather more silent but a good mint-condition W-class juggernaut can still make that astonishing howl on turning a bend.

Oh yes, unquestionably it takes a true square-wheeled W to make the quality noise that is Melbourne's soul.

Now here is the case for us keeping the trams.

Remember back in 1978 when Melbourne was going through its normal inferiority complex, the Hamer Govern-



ment launched a \$100,000 Landmark competition?

Other cities had landmarks. New York had the Empire State, London had London Bridge, Paris the Eiffel Tower, Sydney the Harbor Bridge.

What did Melbourne have? The Hills Hoist at the Arts Centre?

SO WE had this competition and the entries were remarkable.

One character suggested we should build a gigantic kangaroo which would have helicopters on its paws, a garden on its pouch, a revolving restaurant way aloft in its cran-

ium and a waterfall pouring out of its tail. Another wanted us to build a 150-storey whopper right in the middle of Port Phillip Bay, the tallest building in the world.

There were ideas for a gigantic penguin, a huge koala, a tower of flowers, an enormous self-supported glass tube filled with successive levels of gardens.

Barry Humphries suggested a fibreglass Ayers Rock. It could be named Rockman's Rock. Irvin Rockman was Lord Mayor at the time.

Naturally the Landmark scheme was a failure.

Patrick McCaughey, who was one of the judges, des-

cribed it as a brain-damaging experience. But don't you see, what nobody realised was this: Our Landmark was there all the time. It was our dear old Melbourne W-class tram.

Now look what San Francisco does with its trams. The cable tram is San Francisco's landmark. Yet San Francisco has about one-tenth the number of trams we have. Melbourne has a magnificent system, it is the tram capital of the world.

SAN Francisco's cable tram is exploited as a wonderful, mystical, not-to-be-missed experience.

The shops are filled with "street car" souvenirs. You can buy tram toys, tram pepper and salt shakers, tram earrings, tram T-shirts, tram tea towels, tram biscuit tins, tram key rings and if I remember rightly there is even cable tram confectionery. Eat a tram today.

Oh, I know most people in Melbourne would not consider riding on a tram for a Tattslotto bet.

They have memories of sitting on those uncomfortable seats, rain splattering through the side door and a vehicle that stops every 50 metres on an interminable voyage to the city.

That's got nothing to do with it. The tourist explosion is coming and we have to exploit the tram as a mystical soulful thing. Yes we have the tram restaurant, well done. But we should have a tram on the Melbourne flag, a tram on the Melbourne coat of arms.

You can't even buy a tram ticket anymore, not a dinkum ticket with a picture of a tram

on it, something to take home to Osaka.

When we were children, cluttering up the trams with our Gladstone bags, we used to plead with the conductors to give us their used ticket stubs.

I can't remember why there was bliss to be had from a tram's ticket stub, but we all wanted them.

New Orleans has made a good living out of the quaint factor. Keep the town looking as old as possible. Never tear down a cast iron balcony. Indeed churn them out new.

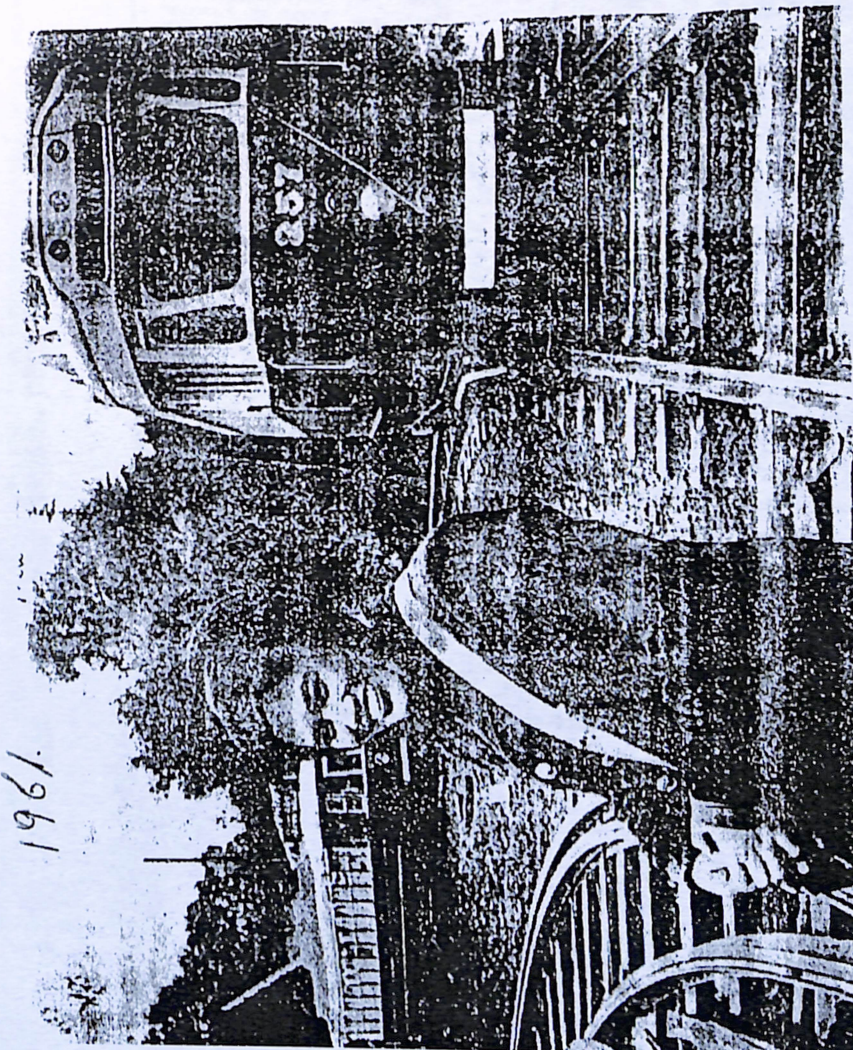
Can you imagine for a second that the citizens of San Francisco would tolerate a new soundless, air-conditioned tram to trundle the tourists down to Fisherman's Wharf?

No, tourist trams are not built for comfort. We should try to make them look as old and quaint as possible. There is an original cable tram now on display at Science Works. Somehow we should get that back into action.

Nor do I want our trams used as advertising gimmicks, I don't want them flogging beer or detergent, I don't want them as amazing sketch boards for artists.

I just want them looking as gorgeous and as 19th century as possible, representing Melbourne's soul, Melbourne's landmark.

As soon as we can get them plastered on every Melbourne piece of stationery, on the cover of every brochure, featured in every movie, video and fax, and even on the inevitable coming 50c stamp, the better it will be.



Mrs S. Swan, of Mt Roskill, a former Wellington conductress, standing between the two trams after the official opening of the tramway at Western Springs on Saturday. Wearing her old uniform, she acted as honorary conductor on the Wellington tram

New Zealand Museum

Minister And Mayor Drive Trams

Trams from Auckland and Wellington cluttered and changed over 800 yards of new track at the Museum of Transport and Technology at Western Springs at the weekend.

The shuttle service is part of the museum tramway section which was officially opened by the Minister of Transport, Mr Gordon, on Saturday.

Mr Gordon drove a Wellington tram and had as his conductress Mrs S. Swan, of Mt Roskill, a former conductress in the capital.

Mr Gordon said at the opening ceremony that he would like to see the tram service extended from the museum to the Auckland rock beach and that Auckland's greatest tourist attractions and probably double their attraction, he said.

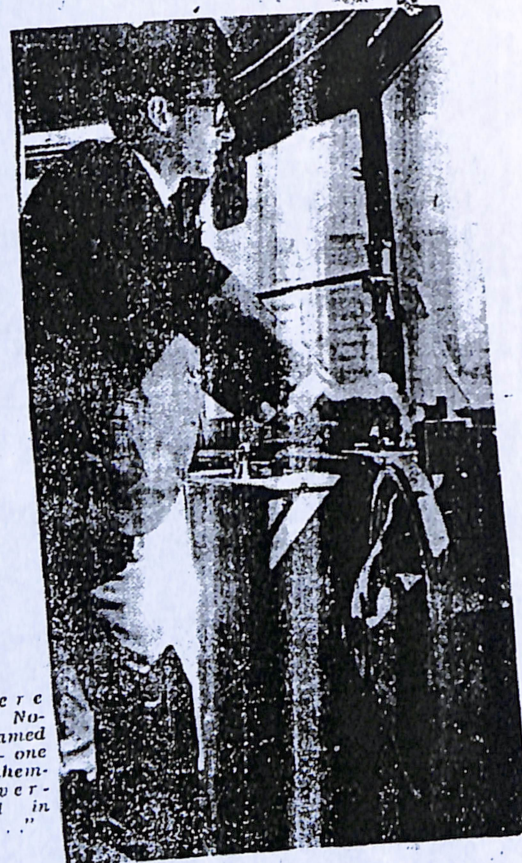
Mr Gordon supported the proposal, which, he said, would provide a wonderful scenic view.

Tram rides, which were free on Saturday, cost 50c for adults and 20c for children.

The day they put me in charge of the tram, I found machinery, wood and metal. . . . Reporter John Mellor samples the hazards facing Melbourne's trammies.

1967

Chaos on the Coburg line



Melbourne's motorists curse them, crash into them, block their lines — but know little about them. They know they hold up the traffic, are powered by electricity and are sometimes blasted with distracting advertisements. And that's about all.

This week I decided to drive one of our 750 "green monsters" to find out just what makes a tram tick. I made a quick phone call to my boss, Mr. Rissos, who arranged for me to take the tram on the Coburg line. That's the widest road in Melbourne. Mr. Rissos rather dryly, "You'll have a trainer with you to make it safe and at Jack at the Flinders St. terminus. There were passengers in the back — including children and old people. As I sat on the tiny perch, emergency exit door, the driver of a tram coming the other way gave me such a scowl he nearly drove through the red light.

At the controls

On the extreme right was the hand brake, a rarely applied wheel used only when all else is lost. On the floor were the two foot controls and the warning bell, often used and often needed, and a button to deposit sand on the rails for greater traction. We cleared the city and Jack indicated it was my turn. I became apprehensive. There were passengers in the back — including children and old people. As I sat on the tiny perch, emergency exit door, the driver of a tram coming the other way gave me such a scowl he nearly drove through the red light.

"We were moving. No-one screamed and no-one threw themselves overboard in panic."

So I could get the feel of the controls, Jack placed his hands over mine. The light went green and we were away. Because the throttle and brake seemed to be the only way to hold back the 17-ton giant I gripped them tightly. Ahead, cars were going in all directions. I realised the rails were straight — no swerving. Concentration bent me forward in the seat. "Relax! Relax!" Jack growled. "Just let your hand rest on the controls."

Coasting along

When I went to put the power on again, Jack stopped me. "Let her roll up to the next stop," he said. It did. Except when going uphill a tram is coasting most of the time. Which is just as well, the motors use 216,000 watts. I became aware that the motorists were persecuting me. It seemed like some kind of protest at my being on the road. They showed a total disregard for the 17 tons of machinery, good and metal, that cannot do anything but follow the rails. You have to brake for the way using a right-hand turn from the middle of the tram line, the pedestrian who is just

HANNA STREET HAPPENINGS

by 'Lone Wolf' McQuade

I would just like to start off by saying farewell to our regular scribe Lindsay "King of the gunzels" Bounds, who has left us for greener pastures as a conductor at V-Line. The place won't be quite the same without our number one batchelor with his old railways tales. I am stepping into big shoes and I only hope to do as well as Lindsay has in past issues.

Welcome

Welcome to all the new conductors that have started since the end of the dispute. I haven't enough room to print your names here as about 60 of you started, anyway I hope you all settle in to our big happy tramways family.

Goodbye

On a sadder note we have to say goodbye to a few people who have left the fold. We wish them all well with their prospective futures. They are Jim Baillie, Mel Hindson and Ron "Restructure" Shahar who are now Revenue Inspectors. Max Davis, Marty El Masri, Phil McDowell and driver Tran who have all gone bus driving, Steve Turner and Mad Collingwood supporter Big Joe Litvik with a special mention to both Steve O'Meara and John Colton who have both left because of long term sickness, and last but not least Dave Eborall who has gone to Passenger relations.

Welcome back to the following people, Alan Lane, Glen "Lisa" Currey, Terry Killmartin and Chris Day also Peter and Alison Burford back from Essendon.

In the Depot — South Melbourne

Over the past few months this depot has been fairly close knit during and after our dispute with the Labor Party over Met Ticket. This has been apparent by the number of social events we have had and will continue having. All these events have been a great success and I would like to congratulate all the people who have been involved in organising them. Our most popular outing seems to be the Tram parties which not only generate interest from our members but also members from our sister depots North Fitzroy, Glenhuntingly and Brunswick. Management permitting we hope to be able to have many more. Watch out in coming months for discos, barbecues and the Xmas break up party.

Nominations for 'Gunzel of the Year' are due to close, this years nominees include Squish, Richard Youl, Barry Neilson, Paul Hart, Jeff Sheldrake, Gavin Wilkinson, Roberto, John Stewart, Greg Davidson, Alastair Fincher, Chris Day, Don and Linda Storey and Uncle Tom McIntosh. Results will be published next issue.

Congratulations

To Jill Neilson for finally getting hitched to childhood sweetheart Ken Cole.

The Dispute

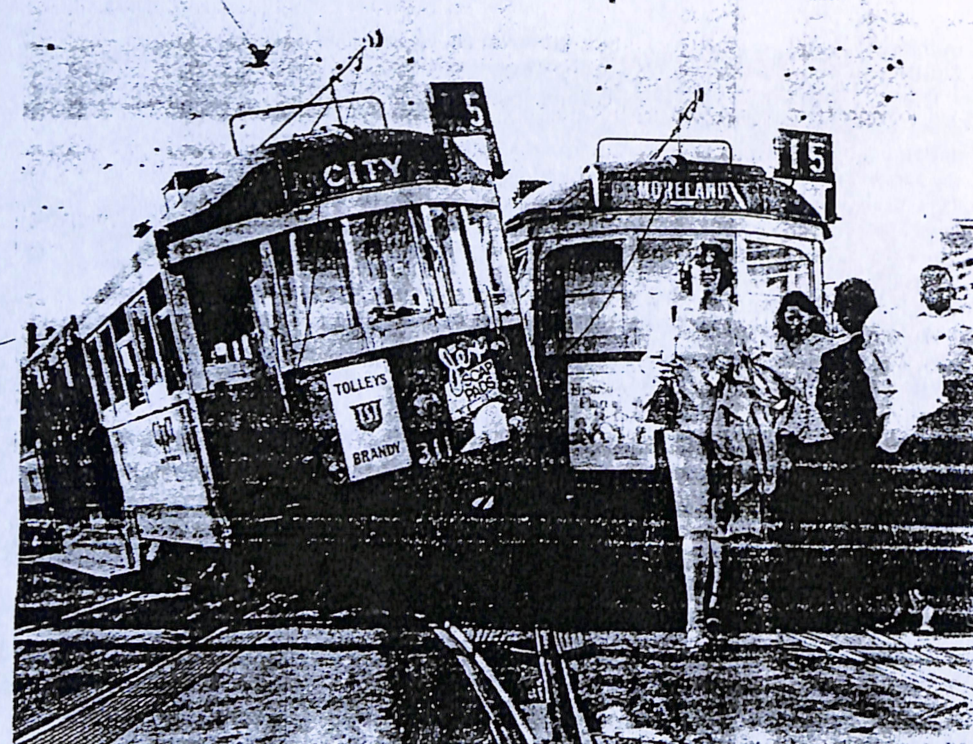
We as Tramway workers are proud of what we achieved with our struggle against Met-Ticket and One Person Operation but we still have

a long way to go. We must realise that if we are to stop O.P.O. then we must save our fleet of 'W' Class trams. A group of people at South Melbourne have gone a step further and initiated moves to have old 'W' and 'Y' class cars running in summer service on the No. 12 line. A new series of bulletins are being distributed to the public. We are hoping to generate interest in the history of our 'W's and their importance to today's fleet. There is no doubt our trams are our city's number one tourist attraction. If only we could convince not only the pen-pushing Bureaucrats in Government and management but some of our power hungry union officials that one person operation may be fine in other parts of the world but this is Melbourne and if we are to retain our unique character and win more people back onto the system then we must restore and maintain these dinosaurs of the world's 2nd largest tram fleet.

That Ad!

On a lighter note have you noticed some of the inflated egos around here lately? You know the budding celebrities from the Channel 9 promo for Brian Naylor and the new Met Ticket ad trying to convince us that we are running an efficient service. What I would like to know is how can these people claim Brian told them when they all do broken and middle shifts and never get home in time to watch the news and none of them can afford video recorders on the wage we earn.

All off at the junction



A tram driver was taken to hospital and treated for minor injuries, after a twin tram pile-up at St Kilda Junction, at 7.28 a.m. today.

It was a hot walk to the city for some passengers. Others waited 15 minutes for services to be restored.

Nine trams filled with passengers were backed up along St Kilda Rd. Three tramways officials directed trams coming along Dandenong Rd. and St Kilda Rd. as they began moving again.

A Tramways Board spokesman said an investigation into the cause of the crash had been opened.

The spokesman said one of the trams involved in the smash was a Brunswick-bound tram.

The other, he said, was a city-bound tram.

The spokesman said the name of the injured driver was not available.

The driver had received only minor arm injuries, he said.

TOAST-RACK RUNS AGAIN

A "toast-rack" tram is back on the tracks in Melbourne. *Don 30-1979*

The tram, which was damaged in a crash at St Kilda Junction, is now being used as a tourist attraction.

Launching the brown-and-lawn V 214 today, Mr Hamer said it would run on Sundays along Balaclava Rd. to the Power St. Hawthorn junction.

A closed-side vintage tram will run in wet weather.

Mr Hamer said it was the same idea as that used in Brighton and Balaclava.

The "toast-rack" tram was built originally for the North Melbourne Electric and Lighting Company 73 years ago.

It was acquired by the Tramways Board when it took over the tramway system and the old tram

was converted into a freight car.

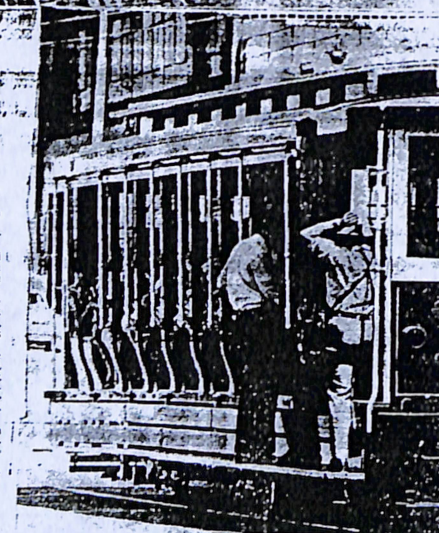
It has now been restored to working order.

The tram was launched before today's cavalcade of transport through the city.

About 1000 vintage velour and classic cars took part with old fire engines, trucks, tramway vehicles and three-wheelers.

Mr Hamer said before the parade started that Australia Day did not yet mean as much to Australians as it did to the Americans.

"But we have as much to be proud of as a victor country than any other," he said.



• ABOVE: Passengers board an open-sided 1906 tram after it was unveiled by the Premier, Mr Hamer.

Trams are their line

By JACK WILKINSON

In many cities throughout the world trams have been, or are being, scrapped. But not so in Melbourne.

Here there are almost 800 of them running on 142 miles of track. They travel about 19 million miles each year.

Last year they carried just on 172 million passengers and tramways buses carried more than 30 million.

This means plenty of work for the 5600 employees of the Melbourne and Metropolitan Tramways Board.

The traffic section, with more than 3500 members, is the largest department.

There are over 1100 tram drivers, nearly 1000 conductors, almost 600 conductresses and more than 350 bus drivers.

The remainder are mostly in administrative or supervisory positions.

The first rung in the traffic department is conductor.

All traffic employees, except office workers, must serve as conductors first.

To become a conductor it is not necessary to have any particular educational standard.

But there is a qualifying test in English and arithmetic and the following physical standards are required:

Height: Minimum, 5ft. 6in., maximum, 5ft. 11½ in.

Weight: Minimum, 9 st., maximum, 12st. 7lb.

It is also necessary to be between the ages of 23 and 40.

Rates of pay for a 40-hour week are: £15/16/6 for the first year and £16/15/- after that.

All conductors are on shifts. Penalties for work on Saturdays, Sundays and public holidays increase their wages considerably.

The uniform is provided free and so is travel on all the tram and bus routes operated by the board.

Three weeks' annual leave, cumulative sick leave and long service leave are other benefits.

Today the board is only engaging male staff, but at one stage there were more than 1000 conductresses employed by the board.

Their wages and conditions are the same as for the men.

Drivers

After completing three months as a conductor an employee can apply for a driving job.

A tram driver receives £17/4/6 a week. A bus driver receives £18/10/- or £19/9/- if he is operating a one-man bus.

Tram Drivers must do a three-week training course. The first two days are spent in the classroom and the next

12 days are spent on the road under supervision.

On the last day there is a written examination and a final practical test in an empty tram.

Once a driver has qualified he goes on the road on six months' probation.

He is instructed and checked regularly during that time.

The checks continue for another five years and a detailed record card is kept on each driver.

His accidents, if any, are listed and should there be too many his job comes under review.

Even after that first five years tram drivers are still checked periodically.

Bus Drivers also have to do a training course.

If a trainee has an ordinary licence he spends 12 hours in the classroom before going for a police heavy vehicle test.

If he gets that endorsement to his licence he spends another three or four days driving an empty bus under instruction.

He is thoroughly tested around the city.

As with tram drivers bus drivers go on six months' probation and are checked regularly.

All traffic staff undergo periodic medical examination.

For further promotion

in the traffic department to such jobs as staff signaller, ticket examiner, traffic inspector or depot master, employees must pass a qualifying examination and wait for a vacancy.

Apart from the traffic department the Tramways Board offers opportunities to young men in the professional, technical, trade and administrative fields.

There are positions for qualified engineers, architects, accountants, draughtsmen and chemists.

Junior Technical standard is the minimum qualification for apprenticeship to the following trades with the board:

Motor mechanics, body-making, fitting and turning, welding, painting, carpentry, panel beating, plumbing, electrical fitting, electrical mechanics, sheet metal work, trimming, boilermaking, blacksmithing, bricklaying, moulding, instrument making and patternmaking.

On the administrative and clerical side the minimum standard is intermediate.

For further information about jobs contact the staff manager, 616 Lt. Collins-st. (23-3211).

Engineers

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For further promotion

Three Virtues of Public Transport

"The three great virtues of public transport are punctuality, efficiency and courtesy. And the greatest of these is courtesy."

The chairman of the Tramways Board (Mr R. J. H. Risson) said this in a luncheon address to the Australian Society of Accountants yesterday.

"These are not my words, much as I should like to claim credit for them," he said.

"They were written by a London bus conductor."

Mr. Risson said he believed the tramway service had regained the position of the best transport service in the Commonwealth and the best uniformed, which it had held in 1939.

The choice of trams was not the result of blind prejudice. A tram cost £16,000 and lasted three times as long as a bus that cost £12,000.

There are almost 600 conductresses in the Tramways Board. All employees in the traffic department, except office workers, must be conductors before they become anything else.

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OVERCOMING THE PROBLEM

This is the Tramway Board's answer to the problem of broken trolley-pole ropes on the emergency rope.

1963.

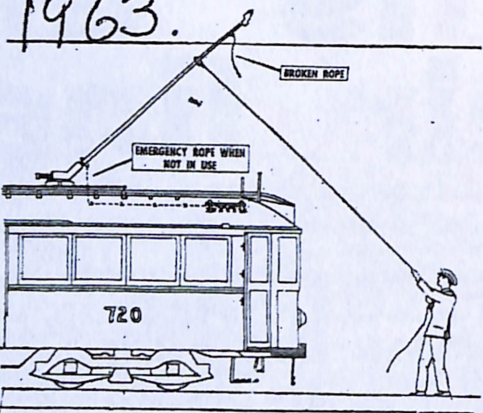
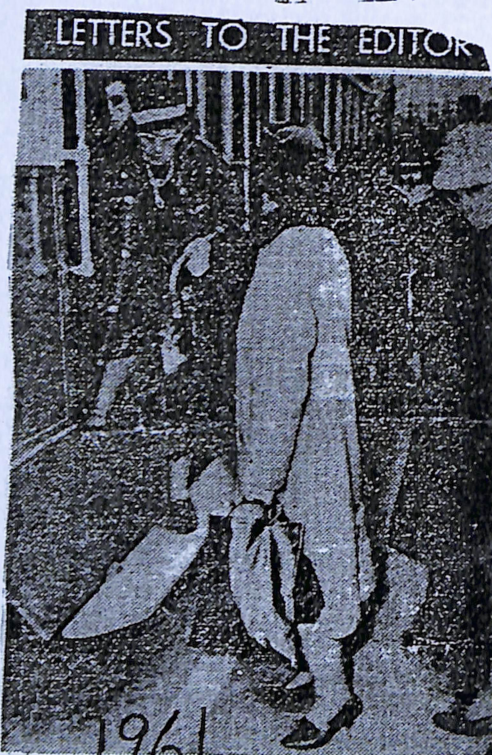
Tram drivers have declared they will not get on tram roofs to adjust trolley poles when the control ropes break.

The ban followed the death of a driver who fell from the roof of his tram.

The emergency rope enables the driver to adjust the pole while standing on the ground. It is tied to a ring which can slide up and down the pole.

When not in use it is coiled around a bracket on the tram roof.

To use it, the driver uncoils the rope and pulls it up the pole, enabling him to pull the trolley pole down.

Tram steps baulk elderly

I would like to point out just how difficult it is for elderly people to manage those terribly high tram steps.

Could not something be done? It would give elderly people more confidence when they are out alone.

— (Mrs) Gwen Clarke, Tashinny-rd., Toorak.

[The Tramways Board chairman, Mr Risson, said the distance from the ground to a tram's running board is about 14 in., and from the running board to the floor is about 13 in.]

The motors and gear cases had to be clear of the road, and the tram floor had to be clear of them, he said.

The Uniform Building Regulations say the "rise" between steps in a building must be no more than 7½ in.]

More tra—increas

CUTS in some-tram ser but an increase in othe last night.

Services from Brunswick South Melbourne, Preston and North Fitzroy depots will be cut in the night off-peak periods and on Saturday afternoons.

The Tramways Board acting chairman, Mr D. H. Eakins, said last night that the cuts would be on the St. Kilda-Moreland, East Coburg-St. Kilda Beach, South Melbourne-East Coburg, St. Kilda-West Preston, West Preston-Moreland, East Preston-City and East Brunswick-City runs.

Intervals between trams would be increased from six to 7½ minutes and from 12 to 15 minutes.

Mr Eakins said that only three trams altogether would be withdrawn.

The men involved would be absorbed in other roster cuts at their present depots.

He said the move would save the board about £40,000 a year in operating costs.

The board was posting new times on its tram stop-

Tramways Profit

The Tramways E of £4800 last financ with a deficit of £73

The Minister for Transport (Mr. Meagher) disclosed this in the Legislative Assembly last night in reply to a question by Mr. Clarey (Labor, Melbourne).

Last year's surplus reduced the board's accumulated deficit to £385,345.

The board last financial year lost £254,152 on its bus operations, but made a surplus of £47,920 on its tram services.

It made a surplus of £211,032 on non-operating activities—mainly advertising on trams and buses, and on the backs of tram tickets.

This was £76,184 more

Miracle escape for car pair

Picture: SEBASTIAN COSTANZO



A fireman, lying across the car's roof, comforts the driver and passenger before one of the trams was jacked up to free them. Amazingly, they suffered only minor injuries. Their car was not so fortunate.

By MARGARET COOK

Rescuers said last night that they were amazed that two 'Age' employees suffered only minor injuries when their car was squashed between two trams yesterday.

The car and a tram collided at the corner of Swanston and Lonsdale streets about 3 pm. The force of the crash pushed the car against another tram travelling in the opposite direction. It was then jammed between the two trams for more than an hour.

Mr David Howell, an ambulance station officer who attended the accident, said: "One tram weighs about 25 tons and the car was squashed between two of them. They were very lucky."

Mr John Durkir, a district ambulance officer, said the car

had in effect become "a one-person car" with the passenger pushed against the driver's seat and then under the dashboard.

Sergeant Chris Harvey, from the police's city patrol group, said: "You only have to look at the damage to the car and realise that trams are impervious."

Peak-hour traffic was held up for several hours, and trams were terminated at Flinders and Lonsdale streets as rescue workers jacked up one tram to free the car occupants. They were Mr John Woudstra, an 'Age' photographer, and Ms Penny Crisp, an 'Age' sports writer.

A doctor at St Vincent's Hospital said Mr Woudstra had minor injuries and had been sent home. Ms Crisp was in a satisfactory condition with leg injuries.

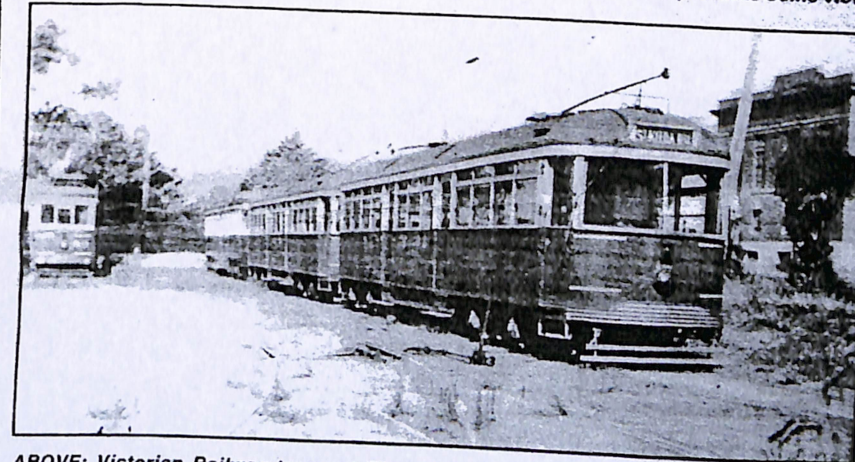
December 8
1992

ELWOOD DEPOT CLOSES

On Saturday 10 August 1996, Melbourne's 90 year old Elwood Depot was sold at auction for \$3.2 million, bringing an end to an interesting and varied public transport role for the 9200 m² former parkland site. The site is zoned residential C, is adjacent to Elsternwick Park and a golf course and will be redeveloped. The new owner plans to build more than 40 townhouses on the area.

The depot at St Kilda Street and Head Street, Elwood was opened on 5 May 1906 by the Victorian Railways to house its 1600mm gauge trams for its St Kilda station to Brighton Beach line. The route was opened in two stages, St Kilda to Park Street, Middle Brighton on 7 May 1906 and from the depot to Brighton Beach on 22 December 1906. The original depot was destroyed by fire in 1907. The line was closed in three stages, Brighton Beach to Park Street, Brighton on 1 January 1957, and from Park Street to the depot on 30 June 1957, with the last section from St Kilda station to the depot closing on 28 February 1959.

After all the trams had been removed the depot was then leased to Melbourne - Brighton Bus Lines Pty Ltd (later trading as MelBright) which had taken over the route from the trams. The company continued to lease the depot until the bus routes were taken over by the Government in 1985 and run by The Met. Upon the sale of 80% of the Government bus fleet and services to National Bus Company on 27 December 1993, the Public Transport Corporation closed Elwood as a service depot, which was used then for a short time to store surplus buses. To mark the closure of this historic depot, TA presents some views from long ago.

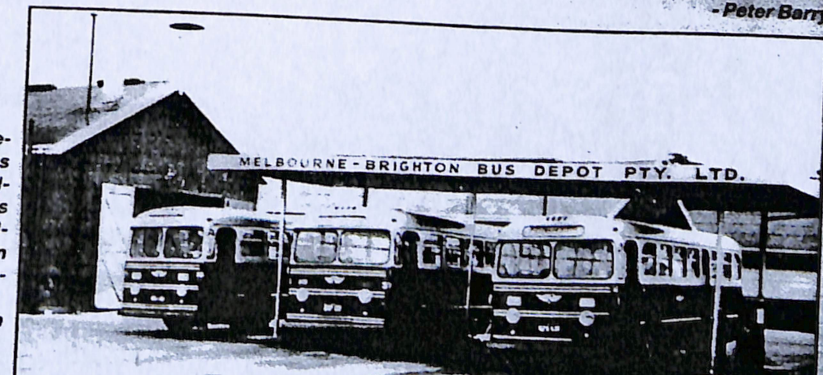


ABOVE: Victorian Railway trams at Elwood Depot on tram closure day, 28 February 1959. Not long afterwards the area was modified for Melbourne - Brighton Bus Lines Pty Ltd and the rails gave way to a concrete bus yard. 'Luxury' tram 54 and one of her sisters with no.51 occupy No.3 road while standard car 50 is on No.1 road at left.

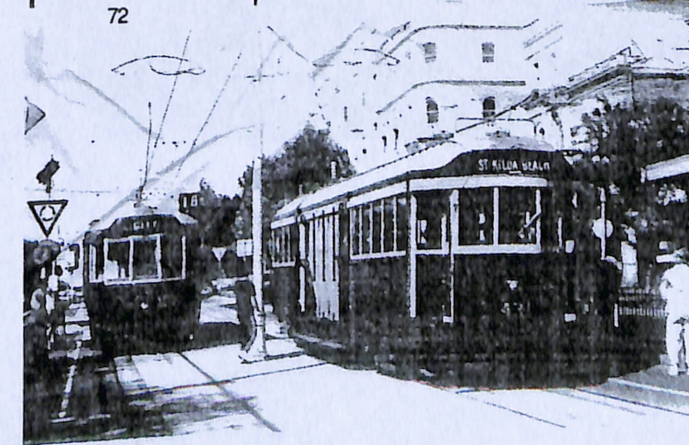
- Peter Barry

RIGHT: Elwood Depot in the final days of Syd Wood bodied AEC Reliances in the fleet of Melbourne - Brighton Bus Lines, 18 August 1968.

- Paul Nicholson

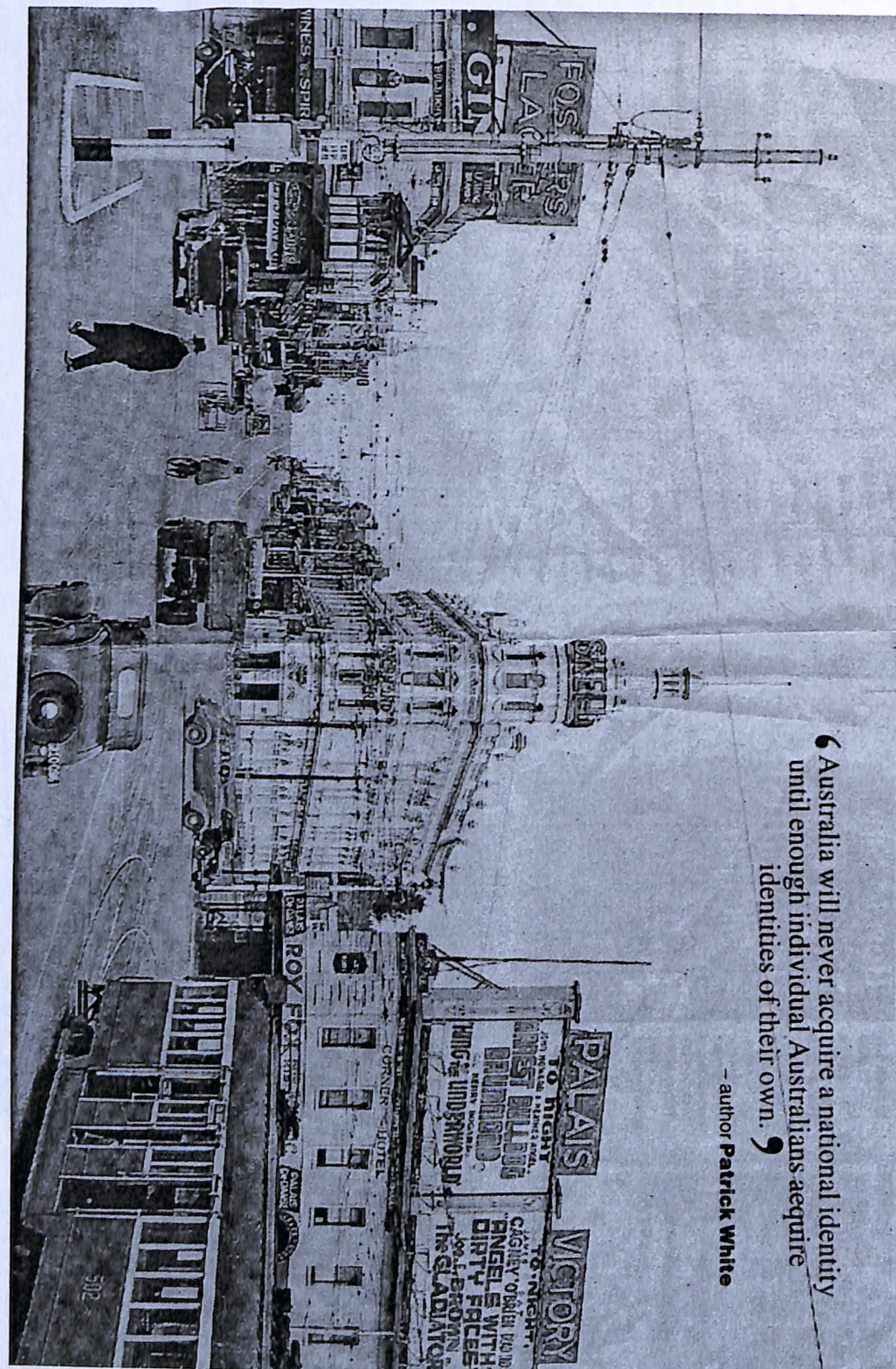


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MELBOURNE: Vintage trams were introduced on Sundays on three regular routes on 18 November. Eight different vintage trams were to be used. The three routes, 68 (City - Zoo), 16 (City - St Kilda) and 69 (Kew - St Kilda), were chosen in conjunction with the Victorian Tourist Commission to enable people to travel to the Zoo, National Gallery, museums, theatres, the Shrine, St Kilda Beach and most of Melbourne's spectacular parks and gardens. Normal fares applied. W1 class car 431 outbound to St Kilda, but about to shunt at the nearby crossover because it is running late, has just passed inbound L class car 104 at the Fitzroy and Grey Streets corner on the first day of vintage tram operation. Other cars in use are 106, 380, 510 and the four Y1s, 610-613.

- Dale Budd



ST Kilda
Junction - 1930

OUR FIRST CENTURY

A SOUVENIR COLLECTION

Australia will never acquire a national identity
until enough individual Australians acquire
identities of their own.

— author Patrick White

Risson's cheesed off, too!

He feels frustrated, irritated, disgruntled and just cheesed off. Just like us.

And just like us he's sick and tired of the whole Pesteranovich business. But he hasn't a clue when it will all end.

It's been the most aggravating dispute on the books," says Robert James Risson. "They all seem to get solved either or later, but none..."

...shook his head. A picture of defeat. No cracks, no quips. Not the usual Risson exuberance.

Met the Tramways this morning. In the 202 at headquarters. Had a good roll up his eyes.

...a great one for him up his sleeves. He was with a certain flourish and flair. It may be a hand-me-down from military past.

...a work of art that could be captured for posterity on film.

Almost four months...

...the real reason. He wanted to see Risson. It's that simple. He's been allowed to see Risson for almost four months.

...somebody give an answer either Risson or the union? Can't they give Pesteranovich's an office?

...Can't they transfer him somewhere else? Can't Arbitration Commission help?

...Meanwhile the public walks to work and the children walk home from school.

...Risson's story is that he's done all he can. Short of capitulation, to clear up the Pesteranovich affair. He says he tried really hard.

...It's a simple case of two men who have done nothing wrong. Nothing wrong in law or in fact. All they have done is offended a union. Personally, I don't think they

on the
SPOT



JOHN SORELL

have broken any union principle. If they have, well it's a false principle.

Risson gave me a run-down from A to Z. How it started on November 15 when Pesteranovich's tram arrived late for a stopwork meeting, and each move since up until a final phone call last night.

...He gave me the run-down without referring to notes. He knows it off by heart. He spent all of Monday putting it down on paper.

...He recited it in a dull monotone, fiddling with a small tape recorder on the desk, and occasionally referring to his secretary for confirmation of dates and times. He wasn't wrong once.

...I think Pesteranovich is perfectly right in his stand. I've neither met him nor Brooker, but I have received reports on them.

...These reports are very

good. I have nothing against either of these men.

...I suggested that Pesteranovich could be transferred to another depot. "Wouldn't this ease the tension?" Risson said. He believed Pesteranovich would not be welcomed at any depot.

...Anyway, he's done nothing to deserve a transfer, and he doesn't want one. This would merely be pushing him down at the request of the union.

...I don't like these dog-fights. I'm a very peaceful individual, and I run away from fights. But nobody believes me.

...I'm so very weary about the whole business. Life is busy enough as it is.

He told me it was pure chance that Pesteranovich and Brooker were rostered to work together yesterday evening. It had just happened that their names were linked together in the normal weekly driver-conductor switches.

...The way our roster system works, and considering the size of the Glenhuntly depot, it could have been up to a year before they were rostered together.

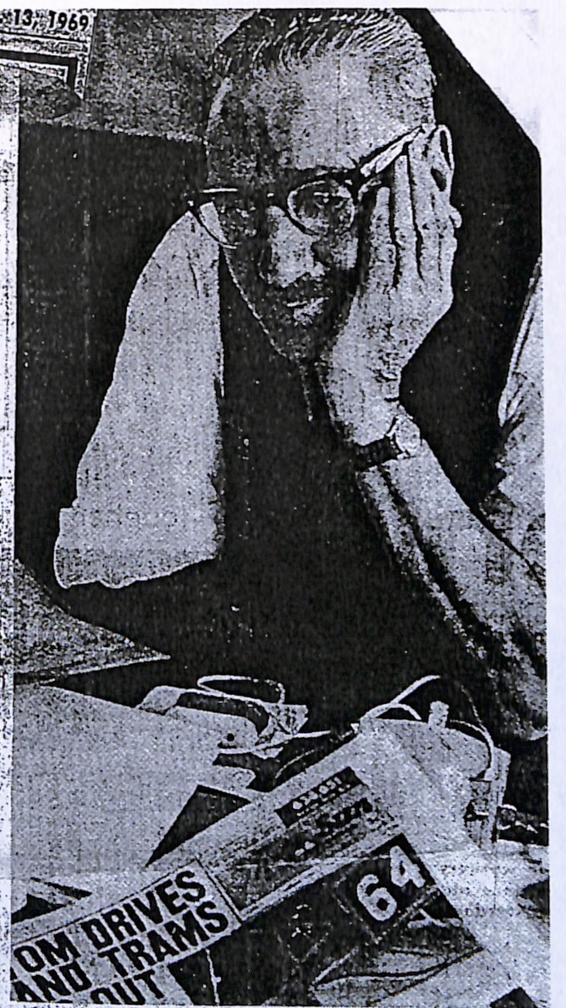
...Believe me, it wasn't organised on purpose. But once it came up the challenge had to be accepted.

It was tempting

...If I had changed the roster it would have meant capitulation. We were faced with this. We decided the roster should stand.

...But I admit it was tempting to take the easy way out.

...Since January 9, when P and B last worked together (and the tram



MR RISSON in his office today. Picture by Neil Town.

The problem of collecting \$81 unpaid fines from the Tramway Employees' Association will be reconsidered.

Commonwealth Industrial Court Friday, Jan. 28

The Melbourne and Metropolitan Tramways Board will report to the court on the legal advice it has received on its own power to recover the fines.

Asked last night if the MMTB had been told it had the power to collect the fines, the chairman (Mr. R. J. H. Risson), replied: "I can only say we have been given certain advice."

Of the \$8100 in fines, \$2400 has been imposed by the court on the T.E.A. for its refusal to lift the black ban on tram driver Tom Pesteranovich.

At a court...

The court of T.E.A. of a further attempt of court to ed the question Pesteranovich ed "black" by November 28 drove a tram (page on Nove

A second M conductor Jc was also de when he agre tram out with on January 9.

Fifteen M have been s refusing to w teranovich or

