

Trolley Buses 29-9-49

Sir.—As a ratepayer, and one who has travelled on both trolley buses and trams on the various Australian systems, I strongly advise our local council, not only to retain the tramway system, but to modernise it with modern trams. The type I have in mind, which would suit local conditions, are of the bogie type, all enclosed saloons, and fitted with PCC type trucks and equipment, central folding doors and fluorescent lighting.

The PCC equipment gives a silent high speed and acceleration, is much faster than the trolley buses. Thousands of PCC trams are now operating in USA and European cities, besides the large orders yet to be filled. These trams can be manufactured by the Melbourne Tramways Board, who has the sole Australian rights, but the trolley bus chassis would have to come from overseas.

As Mr J. E. Stranger mentions in his letter, the roads would have to be strengthened for the trolley buses, and this is only one of the items the ratepayer must bear in mind. (Fort Wayne, USA, has had to replace the roadway at the stopping places about every 90 days). It is, therefore, of interest to know if Mount Pleasant has been included in Mr H. H. Bell, junr's, report. Back in 1934, it was mentioned that a street would be unable to carry trolley buses owing to the honeycombed nature (due to mining) of that street.

Whatever of the future transport, I would like to congratulate Mr T. Farr, manager, and other SEC tramway employees for their services on our present efficient system.—Yours, etc.,

W. JACK.

5507