

# Malvern tram in ACT

A Melbourne tram, No 447, which has travelled 1,375,751 miles (about 2,200,000 kilometres) and, according to its destination roller, is going to East Malvern and Darling Road, was placed in the courtyard of the Canberra Tradesmen's Union Club in Dickson yesterday.

The tram is a major part of the club's redecoration in the style of Australian buildings between 1850 and 1930.

Inside the club is a sign proclaiming the virtues of an ointment for swollen breasts, inflamed eyes and bowels and for the treatment of piles. Another urges readers to buy the biweekly Rutherglen Sun.

A spokesman for the Old Canberra Tram Company said that the intention of the club was to construct an "old-fashioned station" in the courtyard. Work has begun, including telling patrons where to hail cars and where they stop.

The tram was brought to Canberra by W. Thomson and Sons of Huntingdale, Victoria.

The tram company spokesman said that he hoped the tram would be patronised by many community groups for lunches, meetings and other functions.

He thought it would be interesting for children who had not seen a tram and for former Melbourne residents. It would give "a bit of atmosphere".

The tram was completed on August 18, 1927 and went into

service on September 19 of that year. It had its first major overhaul in 1936. It was involved in its first accident in 1930. Repairs cost one pound and two shillings. Its second accident was in 1932 and repair costs were one pound, four shillings and seven pence.

Blackout lights were fitted in 1941, pneumatic windscreen wipers in 1944 and extra head and tail lights in 1959. The tram had its last major overhaul in 1967. Special approval was needed from the Tramways Board for it to come to the club.

Tickets will be printed for the tram. One side will be a replica of the 1927 Melbourne tickets which cost a penny a section. If you do not have a penny you can go on the tram for nothing.

# Back on the tram tracks

THE ARTICLE by Bob Rooks on Brisbane's trams brings to mind the fight Mr Andrews and others put up to have Brisbane retain its trams.

Mr Jones at the time gave an undertaking that the tracks would remain and only points and crossings would be removed and in most cases this was done.

In Logan Road and Old Cleveland Road they were covered over.

So there is no reason why trams can not run from the South Brisbane station to the Belmont tram terminus and then via the median strip to the Chandler complex and on to the fast growing area of Capalaba.

The new three articulated unit trams described in Mr Rooks' article could be used.

Also we could borrow trams from Melbourne.

Melbourne has just bought 100 new trams and most trams use a standard gauge and 600 volt DC power.

The trams could operate as trams to Belmont and then as trains. That means only stopping at special places or platforms, at say every 500m as in Paris.

So let us do it now and stop just talking. — E. W. Wood, Waterloo Street, Cleveland.

## "ADVERTISER"

17th April Bendigo, Vic.

# Old No 26 is back on the rails

This day eight years ago, Tramcar 26 made its last trip to Eaglehawk.

Two days before, it made its last trip as a regular passenger tram.

Tramcar 26, the acknowledged "Eaglehawk tram," was the last of the trams to run on the Bendigo urban service.

It has spent most of the intervening eight years crammed beside the Eaglehawk log jail on a tiny block beside the Eaglehawk Court House.

At Eaglehawk it was a regular target for vandals, and the Eaglehawk Borough Council, on behalf of the citizens of the borough, eventually gave it to the Bendigo Trust. The Trust placed it with the rest of its tram collection.

Now, after an expenditure of about \$12,000 for repairs and restoration, it is back on the rails again — this time carrying tourists instead of Bendigo workers and shoppers.

## "AGE"

7th April Melbourne, Vic.

# Some tram services facing cuts

By GERRY CARMAN

Tram services south of the Yarra will be cut from this week.

The chairman of the Tramways Board, Mr. Snell, said late last week the proposed changes would be similar to those introduced on routes north of the river in October.

On that basis, the board is likely to cut one peak hour service on each route and reduce Saturday morning services.

State Opposition backbencher, Mr. Keith Remington, had said earlier that tramway union officials had been warned about "wide-spread cuts". Mr. Remington claimed Saturday morning services to the city from the Glenhuntly, Malvern, South Melbourne and Camberwell depots would be slashed as soon as rosters could be changed.

Daily services along Chapel Street, from Glenhuntly, would also be reduced, he said.

"It is ridiculous to cut tram services to the city when great concern is being expressed about the future

Yet the new tram line to East Burwood and a new bus service from Altona to the city were doing excellent business. This showed that people wanted better and faster services.

Mr. Snell said he was "tired of the garbage" being put out by some people.

"There will be only minor changes . . . it is simply a continuation of what's been done on the other side of the river," Mr Snell said. He said he would not comment further.

But at the time of the October cuts Mr. Snell said they would be limited to one vehicle a route in peak times. He also said there was "some over-servicing on some routes on Saturdays."

## "TELEGRAPH"

9th April Brisbane, Qld.

# Trams needed

AS a constant bus traveller on all routes, I have only one complaint and that concerns the Merthyr - Dornoch Terrace, No. 29 route.

The service on this line is nothing less than deplorable, considering the number of passengers who frequent this service.

To look at the timetable takes about five seconds and after 12.16 p.m. on Saturdays the service is discontinued, as it is all Sunday. Why?

Surely the city fathers could rectify this deplorable situation.

Maybe the answer would be to revive those old faithfuls, the trams, and I am sure there are many who would agree with me.

Electric traction cannot be surpassed.

Maybe the State Government could subsidise the Brisbane City Council with the possible intention of

"SUN" 29th April Melbourne, Vic

THE green tramways bus that stops at the end of Queen St. pumps out oily fumes

COMMUNITY RADIO

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**SUDDENLY** the inner city is popular — people in Brisbane and other places are talking about moving back and how terrific it is going to be.

People who go into the city to look at other things than shop windows are finding out how interesting the place is.

Which is why Yvonne McComb's suggestion about bringing back a look-about tram service to Brisbane is going to rate more than a passing interest.

Mrs McComb, the Liberal Party president in Queensland, in a letter to The Courier-Mail yesterday, talked about a tram circuit which would bring "charm and a dash of fun" to Brisbane.

Bring back the Edward Street tram, she said. And let's have a circuit from the city and around Gregory Terrace and Spring Hill.

Small open trams, something like San Francisco's cable cars, Mrs McComb said. Good for tourists and better than smelly buses.

The architect Robin Gibson who wrote the "Give us back our river," piece in the The Courier-Mail this week, was on the right track, she said. Use the river, use the ferries, but why not trams, too?

Well, Brisbane really isn't San Francisco. It hasn't got San Francisco's hills (has any place?) and the Powell Street and Union Street cable car lines from downtown to Fisherman's wharf are part of that city's history. And they beat walking.

London's visitors can peer down at the sights from the top of double-decker buses.

So does Brisbane need quaint old trams that could be a lot of fun, or does it really need a first-class modern commuter tram service, the sort of thing that Amsterdam and Munich turn on?

Or something in between? Here are a few opinions.

## Petrol prices

Mr Tom McHenry, the Australian Tramway and Motor Omnibus Association state secretary: "It will be very difficult to operate the buses by 1984 with petrol at \$6 a gallon and diesel line near enough to \$5.

"Everywhere they'll be going back to electric traction. Here, it will be trolley buses first, maybe for 10 or 15 years, and then the trams.

"But they won't be like the old trams — more like a rapid rail system, with one, two or three carriages."

The buses were forced on Brisbane, Mr McHenry said, as an excuse to get a second oil refinery going here. It was a big mistake to burn the trams and tear up the tracks.

In Melbourne, 60 per cent of people using public transport used the trams, and Adelaide's one remaining tram line, to Glenelg, was hugely popular.

Mr Philp Day, head of Queensland University regional and town planning department, agreed that ripping up the tram lines was an appalling mistake.

But Brisbane did not need just to copy San Francisco to create a tourist feature. Sure, have a tram up Edward Street as Mrs McComb suggested, but make it part of a wider tram commuter system.

It was a good thing that people wanted to do something about the inner city. All the evidence pointed to a trend back, not just in commercial terms, but for living, too.

The location of tram lines would depend a lot on where the City Council finally decided a Queen Street pedestrian mall would be, and on new routes of access cross-ways to the traditional north-east to south-west run up Queen Street and its parallels.

Maybe the Edward Street tram and its system could fit into that, he suggested, along the Botanic Gardens to Wickham Terrace access.

Mr Graham Stehn, the Queensland Tourist and Travel Authority manager, had a different idea.

The trams would be a great tourist attraction, he acknowledged. But in the wrong places they could really get fouled up with automobiles.

What about a tram line along the river from Dutton Park, from the university ferry into the city.

There wouldn't be much traffic, it would have a good view across the river and it would provide a useful commuter service.

The Brisbane Tramway's Museum archivist, Mr Tom Carter, provided the picture taken in 1927 of tramcar 53 — one of two specially converted for the gardens shuttle service and fitted with fare boxes.

The tram service operated from the turn of the century to 1946 from the Trades Hall at the top of Edward Street down to the gardens and the gardens ferry, which crosses to Kangaroo Point.

It was popular, Mr Carter said. In 1944-45 it carried 829,678 passengers and in 1945-46 another 832,771. For those who like figures, it was laid in 1903 and was 57 chains long.

Mrs McComb probably deserves the final word.

Trams were an integral part of Brisbane's past, she said yesterday. Nostalgia was a good enough reason for bringing them back.

They didn't impair traffic any more than buses do now and perhaps they could run down one side of the road, as the Sydney trams did.

Trams were easier to get on and get off than buses with the added bonus of no pollution Mrs McComb said.

So the question is: Are we really going to have them again? Probably yes, it seems, if what the rest of the world is doing is any guide and if, as we can reasonably expect, transport authorities find the price of oil too much to bear.

If we're lucky, some urban planner will brighten our lives by giving a dinky old tramcar a small place in the new electric traction transport network.

## Visit by U.S. train group

Thirty members of the National Railway Historical Society of America and 400 local railway enthusiasts arrived in Ballarat by steam train on Saturday.

The American group, from Philadelphia, is visiting Australia to see railway and tramway operations.

A highlight of their Victorian visit was a ride on the famous Ballarat trams.

Five trams were used to convey the visitors through the Botanic Gardens after an inspection of the tram depot and museum display.

The Ballarat Tramway Preservation Society has decided to operate the trams every Wednesday until May 7 in addition to the normal Saturday and Sunday operations.

## "AGE" 20th March

### Melbourne, Vic.

**A Melbourne transport researcher wants public transport in off-peak periods made free for a year to entice travellers back to trains, trams and buses.**

Mr. Peter Dumble, a senior research scientist with the Australian Road Research Board, also wants a Big M-style advertising campaign to push public transport.

"I don't think I've ever seen an advertisement on television for public transport, it just isn't done," Mr. Dumble said yesterday.

"Marketing people would love to get their hands on public transport. If it is ever going to be successful it should be now with people thinking very seriously about the price of petrol."

Mr. Dumble said that selling public transport "like a soap powder" would be successful in itself, without the attraction of free off-peak fares for a year.

"The tired old cliché about buying more trains and buses doesn't impress the commuter in his car. Perhaps we could have a Big T transport campaign."

Mr. Dumble said people would not move to public transport unless there were big changes to the system or were convinced that there had been big changes.

## Provide

But free off-peak travel is more than just a gimmick to attract the public's attention. Mr. Dumble said peak-time travel was more heavily subsidised than off-

## "TELEGRAPH" 25th March

### Brisbane, Qld

**THROUGH** no fault of its own making, the Brisbane City Council again is faced with the prospect of having to raise the fares on its buses.

This is, of course, caused totally by the oil pricing policy of the Federal Government, wherein the Brisbane City Council not only has to pay sales tax but is further burdened by the parity pricing concept of that government.

The State Government must support the call to have local authorities that operate a public transport system exempted from sales tax.

This would have many effects, such as reducing fares, or at least stabilising them, more patronage, less traffic congestion and moreover less fuel consumption.

We can only hope that the Federal Gov-

## "GAZETTE"

23rd April Nunawading, Vic.

**Prospects for extension of the Burwood Highway tramline to Vermont South improved last week.**

State Member for Forest Hill, Mr John Richardson announced that the Tramways Board was considering a line extension eastward beyond Springvale Rd.

The Minister for Transport, Mr Maclellan recently responded to Mr Richardson's representations by advising that Vermont South would be included in the study.

This represents a study extension because earlier reports suggested that the Tramways Board study was for an extension as far as Springvale Rd only

from the present terminus at Middleborough Road should service the Vermont South area where major residential development is occurring."

He said there was still a long way to go in the fight to extend the line.

The Tramways Board had to decide that the further extension was viable and then the public works committee had to hold a public hearing.

"Ultimately, of course, the project will depend on the availability of funds," Mr Richardson said.

"At present the Government would be hard-pressed to find the millions needed to fund the con-