

Traffic chaotic at terminus

Preston City Council is fighting for traffic control signals to be installed at the intersection of Gilbert Rd. and Regent St.

Although the Road Safety and Traffic Authority agrees the lights are necessary, it wants the council to urge the Tramways Board to shift the tram terminus before lights are installed.

City engineer Mr Ray Bramham reported to council that he had received little co-operation from the Tramways Board.

The board had resisted all requests to shift the terminus, even a few hundred metres.

up at the terminus, traffic became chaotic.

When there were two or more trams banked

"But it seems likely the Tramways Board will further extend the East Burwood line before money becomes available for the East Preston or West Preston extensions," Mr Bramham said.

Agitation for the resiting began more than five years ago.

Mr Bramham said if council decided to instal the lights on its own initiative, under the ROSTA deferred payments scheme, they could be operating before Christmas.

The installation would cost \$23,000.

"Although not on this year's schedule, we would get the money back when their priority came up, perhaps in a couple of years," he said.

"POST TIMES"

= 1 JUL 1980

Preston, Vic.

TRAM BOARD SAYS 'NO' TO EXTENSION

The Tramways Board has turned down a Preston City Council request to extend the West Preston tram terminus north along Regent St.

The council wanted the terminus shifted so traffic lights could be safely installed at the Regent St — Gilbert Rd intersection.

But the Minister for Transport, Mr Robert Maclellan, advised the Member for Preston Mr Carl Kirkwood, that an extension of the West Preston line

to Edwardes Park was not justified.

"The area which would be served by the extension is already well provided with public transport," the minister said in his letter.

This reply puzzled several councillors, who could not remember having asked the minister to examine such a proposal.

They had wanted the extension only to run a few hundred metres.

Cr John Hall said he

did not know how such a request could have got into the original resolution and he had taken up the matter with the town clerk.

"They won't have a bar of taking it to Edwardes St. But if you discuss changing the terminus you might have a chance," he said.

Preston's Mayor, Cr Arch Gibson said, "We must accept there are funds to take the tram through to Edwardes St."

"SOUTHERN CROSS"

Malvern Edition, Vic.

16 JUL 1980

Malvern Rd interruption

TRAM tracks in Malvern Rd are to be reconstructed and work is to start next Monday (July 21).

The first stage will be the north track between Cromwell Rd and Williams Rd, and the second stage the south track in the same area.

Estimated to take about three weeks, the works will be carried out in two shifts between 9am and 3pm and 10pm and 7am.

Through traffic will be allowed during peak periods but will be diverted at other times.

When this area is finished works will continue from Williams Rd to Orrong Rd on both tracks.

A conference has been held between the police, Road Safety and Traffic Authority, the Tramways Board and representatives of the Hawksburn traders to minimise inconvenience to shoppers in the Hawksburn shopping centre.

Buses to and from Brighton will be diverted during the first stages of the works via York St and Clarke St between 9am and 3pm.

During the last stages, between 9am and 3pm, the buses will be diverted via Williams Rd and High St.

"POST"

Whittlesea, Vic.

11 JUN 1980

The Tramways Board holds the key to traffic problems in the Bundoora area.

This was confirmed at a committee of councillors, senior officers and Country Roads Board and Road Safety and Traffic Authority staff on May 26.

In a report to last week's council meeting, it was claimed that CRB officer, Mr R. Patterson told the committee that no land would be bought in the Plenty Rd, Grimshaw St and Settlement Rd area until the Tram-

ways Board made a decision on the East Preston tram extension.

Mr Patterson told the committee meeting that council should exert more pressure on the Transport Minister, Mr McLellan to get a firm commitment.

The report said that although the CRB would be prepared to pay for minor improvement works in nearby Bent St, it would not

provide substantial funds for such work.

The full council decided to prepare another deputation to the Minister to get clarification on the future of the tram extension.

The council will also ask ROSTA and the CRB to consider removing the left turn into Bent St out of Plenty Rd and continue the inside lane to Grimshaw St.

Springvale council has called for a tram or trolley bus service from Frankston to Ringwood along the Scoresby freeway reservation.

Springvale's Mayor, Cr Graeme Duggan, put the proposal before council at its latest meeting.

Dr Ralph Howard (Lib., Templestowe) has also called for a rail link around Melbourne's outer suburbs.

By
ALASTAIR BETLEY,
Herald Transport
Reporter

"I thought we could set up a consultative

Bay tram 'needs overhaul'

Viability of the Glenelg tram line was endangered because of the half-century-old equipment which was fast wearing out, it was claimed today.

President of the Australian Electric Traction Association (SA div), Mr R. T. Wheaton, said in a submission to the Transport Minister, Mr Wilson:

"If the Glenelg line is to perform a useful function in future, a substantial investment in new tramcars, an upgrading of the track and overhead wiring, and the provision of bus connection facilities will have to be made soon.

"As presently operated, the role of the Glenelg

tramway could just as easily be performed by buses—it is an under-utilised asset."

Mr Wheaton believed the Glenelg tramline was seen by many people as a tourist attraction—its existence being for the purpose of nostalgia and "joy-riding," and not as efficient transportation for people commuting between the city and the south-western suburbs.

It was doubtful — considering the bus-orientated operations of the State Transport Authority and the tendency of Liberal administrations to favor road solutions to transport problems — whether the finance for re-vamping of the Glenelg line would be forthcoming unless the requirement was seen in a broader perspective.

"NEWS"

18 JUN 1980

Perth, W.A.

TWIN - BUS PLAN UNDER FIRE

New transport uses being studied by the government for the Perth-to-Fremantle rail reserve were "economic and practical nonsense," it was said today.

The chairman of the Friends of the Railways, Darrald McCaskill, said: "The government's latest gimmick of considering twin buses—run by overhead electric wires with diesel engines for side-tracking—is an operation in dream time."

The Minister for Transport, Mr Rushton, said yesterday that new urban modes of transport were being evaluated.

He said that options for the Perth-to-Fremantle rail reserve included conversion for light trains, trams or twin-purpose buses.

The "duo buses" seems to be favoured.

Mr McCaskill said: "All these systems have been evaluated by overseas railways in past years and rejected in favour of electric suburban rail systems, similar to Brisbane's.

"The Paris Metro—which has run on guided rubber tyres for years—has, because of practical and economic experience, turned back to ordinary electric rail on its new lines.

"With a \$36.4 million loss coming up, a big drop in passengers and less equipment, the government should be ashamed of its infantile statements."

Mr McCaskill said that the government had hinted at future reductions on the Armadale passenger service.

"The mention of development of rail reserve at Armadale seems to be a seed being sown for the shortening of the passenger rail service back to Kelmscott," he said.

"Bus routes already indicated on MTT diagrams show this is a distinct possibility. The government has never promised to keep the Armadale service and will not commit itself publicly.

"ADVERTISER"

Bendigo, Vic.

26 JUN 1980

DROVE TRAM FOR PREMIER

A veteran Bendigo tram driver was buried at Kangaroo Flat yesterday following a service at the Uniting Church, Kennington.

He was Mr Tom Hulls, who came over from the State Electricity Commission to the Bendigo Trust in 1972.

He drove Birney No. 30 with the Premier, Mr Ha-

Minister to get prod on transport

PUBLIC transport in Moorabbin, or the lack of it, will be the subject of a reminder letter from the council to the Minister of Transport, Mr Maclellan.

Cr Don Bricker said last week that the council met the Minister last year in a deputation making a plea for a tram down Nepean Highway and South Rd.

"The Minister informed us then that there was a feasibility study being taken, but to date we have heard nothing of the result. It is time we reminded him," said Cr Bricker.

The council itself had been prodded by a letter from Bentleigh MLA, Gordon Hockley, who raised the issue of "the inadequate public transport system" in the city.

He told Council that there were large areas in Moorabbin which were up to a mile from public transport.

"Your council's support for the new moribund Nepean Highway tramway service indicates your willingness to back up any proposals for a more efficient transport system," he told council.

Cr Bricker took the matter up. He moved that the Minister be reminded that he owes the council an answer after its deputation to him.

"NEWS"

30 APR 1980

Perth, W.A.

VERY interesting, the government pondering electrification of railways and electric buses.

Why didn't it look to the future before scrapping such vehicles it once had?

It drags up the old bogey of Perth being scattered. Of course it is. And it hasn't helped matters to bring thousands of vehicles into the city each day instead of trying to keep the damn things out.

Melbourne invested in modern trams and it has been proved that there is nothing to beat them so far as crowd moving goes.

When I came here, the trolley buses ran an excellent service to Floreat Park.

I have been told that the MTT has been kicking itself for scrapping these vehicles.

They were quiet, clean and pulled into the sides of streets with ease.

Why doesn't the MTT stick to one make of vehicle?

The cost of keeping the mass of various spare parts and storage must be enormous.

-H. F. Bateman, Fremantle.

"ADVERTISER"

Bendigo, Vic.

10 JUN 1980

Tramcar 26

The Bendigo Trust's Tramcar 26 will soon bear a sign acknowledging that it was the last tram to Eaglehawk.

Eaglehawk Council has given approval for the trust to attach a 1.5 metre long sign to the tram which last ran to Eaglehawk more than eight years ago.

The tram was put back on the rails earlier this year after a program of restoration and repairs costing about \$12,000.

Before the restoration the tram spent most of the eight years on a tiny block beside the Eaglehawk Court House.

It was then given to the Bendigo Trust by Eaglehawk Council on behalf of the citizens of the Borough.

At Thursday night's council meeting Cr W. Bullock said the sign would let tourists know that it was the "Eaglehawk Tram."

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ON THE DIAL

LISTEN TO THE RAILWAY

IT looks like a long, slow haul for the East Burwood tram extension.

Slow haul for tram