

10 JUN 1981

27<sup>TH</sup> MAY

Sydney, N.S.W

Whittlesea, Vic.

27<sup>TH</sup> MAY

Call to bring back trams

Now saturation of ground-level parking has resulted.

If a clean sweep were made of the existing City Council; if the dead hand of the Government was removed from Launceston's transport; if the arterial clot of the Brisbane St mall were opened again to let traffic flow through the city heart; and if Launceston trams were restored and operated by Launceston for the benefit of Launceston, matters might well improve.

After all, trams today are proving their value, effectiveness and popularity in such places as Melbourne and San Francisco, as they once did in Launceston. -- ARGUS.

Sir -- Erection of multi-level car parks is but a sop to Launceston's growing transport cancer.

The rot set in back in December, 1952, when the City Council surrendered its efficient, way-paying electric tram system to the Government.

The Government replaced the trams with trolley buses, which ran at a loss, and then put in diesel buses, which continue to lose money.

City trailers also began to lose business, because customers in their thousands had been robbed of cheap and efficient transport through the heart of the city in Brisbane, Charles and Elizabeth Sts.

So the Brisbane St barons backed construction of the Brisbane St mall.

What this achieved was to create a clot in the city's main traffic artery.

CAN ANY other reader remember when the old trams used to run in Sydney? We used to go for outings on them when I was a child and, as we enjoyed any type of excursion, thoroughly enjoyed the tram rides.

Heaven only knows why! They were

uncomfortable, slow, and usually over-crowded. So much so that half of the intending passengers were usually left at the tram stop.

"There's room on the roof", the tram conductor would yell ironically at somebody struggling to get a foothold inside. Or, if it was a day when one of the old "footboard type" trams was pressed into service again, "Leave room for ME on the footboard, or don't you want me to COLLECT your fares?"

The old "trammies" were tough -- they needed to be to survive in their jobs. In wet weather, they must have been soaked to the skin while collecting fares; when it was hot, they must have roasted in their serge uniforms.

Not only did they have to bear with the weather conditions and the collection of fares under the most uncomfortable conditions, but they had to take the abuse and complaints of the travelling public.

But, all in all, they were good-tempered, cheerful, and very courteous to the aged, the handicapped, and the mother struggling to keep her brood together (as mum was with us).

People still talk of "bringing the trams back." Looking back, I wonder why. And I guess there would be many an old "trammie" who would agree with me.

\$10 to Catherine Arundell, Toongabbie, NSW.

WPS Editors note: \$10 for this - unreal in 1981.

From

"MORNING HERALD"

11<sup>TH</sup> JUNE

Sydney, N.S.W.

Mr Barry Neilsen, 34, a postman from the western Sydney suburb of Kings Langley, will probably never forgive the State Government for abolishing trams back in 1961.

"As long as I can remember I have wanted to be a tram driver, but the Government stole them from me," he said yesterday. Although Mr Neilsen had to abandon his ambition to be a professional tram driver, he has almost won his way.

For he is now the proud owner of a working half-scale model of an old Los Angeles tram which he built himself for \$1,200 and drives at shows and the Bulli Tram Company Museum.

"My grandfather was a tram driver and we lived at Bondi. I can't remember ever wanting to be anything else," he said as he took a group of wide-eyed children for a ride at a Blacktown model railway exhibition.

"As a postman I am a square peg in a round hole. I have often thought about moving to Melbourne where they still have trams, but, well, no one would really want to do that."

"NEWS"

11<sup>TH</sup> MAY

Perth, W.A.

KIRWAN WARD

ON the day that Perth's last tram car went rumbling off to the breaker's yard there were sentimental scenes as the old monster went lurching northwards up Barrack



From

"SOUTHERN CROSS"

6<sup>TH</sup> MAY

Armadale, Vic.

THE Melbourne and Metropolitan Tramways Board is rebuilding the tram reservation in Toorak Rd, South Yarra, between Punt Rd and Chapel St.

Work started last Monday on the northern track immediately east of Punt Rd and the return works on the southern track will proceed back from Chapel St to Punt Rd.

The work will take about four weeks. Traffic will be diverted during off-peak periods. One lane of traffic will be maintained at peak times.

The Federal Government's Razor Gang recommendations may have finally ended hopes for an extension to the East Preston tram line, the Member for Batman Mr Brian Howe said this week.

Buried in the Prime Minister's statement was a recommendation that responsibility for urban transport be transferred to state governments, he said.

Mr Howe said the withdrawal of the Federal Government from this area must be seen as a blow to urban public transport.

"The State Government had already cut public transport to the bone and the underground loop absorbed an enormous amount of funds, he added.

In April the Post reported that State Treasurer, Mr Thompson announced that no funds would be available for the extension either this year or next.

The decision was greeted with dismay by

parliamentarians, interested organisations and residents who had been fighting for years to have the line extended past Tyler St.

Mr Howe said places like La Trobe University and the Mill Park Estate seemed doomed as far as public transport went.

Melbourne Herald

Ballarat has gone one up on Melbourne -- it officially opens its Bridge St. Mall today.

While Melbourne has been dithering over the designs for the Bourke St. Mall, Ballarat Council has been busy building its own.

It is Victoria's first fully constructed pedestrian shopping mall outside Melbourne.

Footscray has the only comparable metropolitan mall.

The Ballarat mall cost \$790,000. Adjoining retail traders provided a third of the finance.

To build the mall, the council had to divert the Western Highway, of which Bridge St. was a part.

And it doesn't have any trams. The last tram to run in Ballarat was in 1971.

Energy crisis experts say they now realise that trams are twice as fast in cities as buses. They don't pollute with exhaust fumes, they run at half the cost of buses, and carry more passengers. Twelve trams, so they say, provide the same service

**The existence of a little-known railway tunnel in the heart of the city has led to bold new proposals for a tunnel under Sydney Harbor.**

It will provide relief for commuters by the use of revolutionary "super trams".

Plans, based on the work of two Sydney University scientists, call for a light rail system to serve the Circular Quay and Opera House areas, apart from the proposed tunnel, as well as the eastern suburbs and inner west.

Anybody can walk into St James station and look at the open space between the two platforms which is the empty rail bed of the part of the tunnel which passes through the station.

**MacArthur's HQ**

The tunnel extends south to the region of the War Memorial in Hyde Park and runs north to the vicinity of the Public Library ... more than 1.2km.

Part of the northern section of the tunnel contains a spur railway track which is used as an emergency siding for the main railway line. The tracks run for about the length of an eight car double-decker train.

At the end of the line is a massive rock formation which served as a bomb-proof operations centre for General Douglas MacArthur when he commanded Allied forces in the Pacific during World War Two.

Beyond the rock formation is the continuation of the tunnel which has become a lake because of water seepage complete with stalactites.

The tunnel has excited Sydney University men Dr John Gerofi, an electrical engineer, and Dr Kemp Fowler, a medical scientist.

**Inner-city circle**

Both have been heavily involved in the city's transport problems through personal interest, and Dr Gerofi has produced a comprehensive study, called Better Transport in Sydney's Inner Western and South-Eastern Suburbs, on behalf of the Glebe Society.

Dr Gerofi said that the tunnel was built in 1926 for a proposed inner-city circle and line to the eastern suburbs according to the plans of Dr John Bradfield, the Chief Engineer, Sydney Harbor Bridge and City Transit.

"Unfortunately, when Dr Bradfield retired he lost control over the plans and they were never implemented," Dr Gerofi said.

Dr Gerofi's study had a section dealing with the connection of "super tram" lines from the inner west and south-eastern suburbs with a line running north under Hyde Park and through St James.

This would continue down to Circular Quay with a station near the Public Library on the way.

**Suggestion**

From Circular Quay a spur line would go to the Opera House for patrons on performance days.

But a suggestion from an interested citizen at a public meeting excited the professor into expanding his study to take in a harbor tunnel.

Instead of finishing the line at the Opera House, an extension under the

North Sydney and be ready to link with corridors into the Manly Warringah area."

Dr Gerofi said that part of the tunnel could be in the form of pipes lying on the sea-bed.

The tunnel would consist of two tubes 5m in diameter - standard measure for a light rail system and one metre less per tube than needed for a conventional railway line.

"To put a light-rail tunnel under the harbor would be very cheap per head of population for a system which would be a sound, long-range solution rather than a patch-work remedy."

"Super tram" could move 2500 passengers an hour through the tunnel - about 10 times as many as cars in a motor tunnel

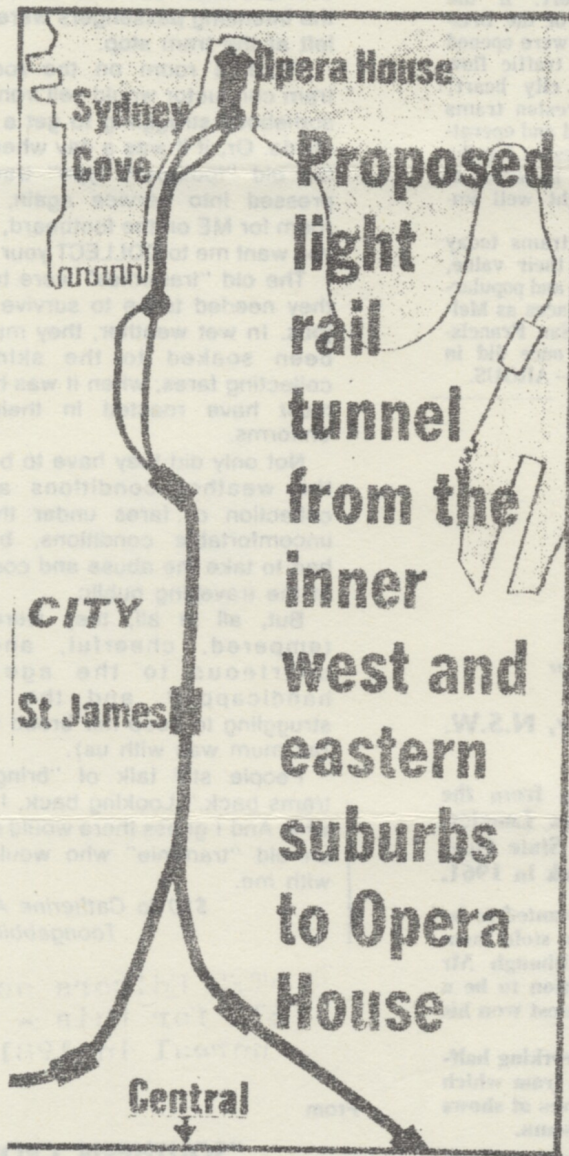
cost of tunnelling. "A second system would operate around Manly and along the peninsula to move the local population not requiring long-distance travel. "The third could go through the Frenchs Forest area to the other developing centres such as Chatswood.

"After all, not everybody wants to go into the city to shop.

local shopping centres accessible by train or bus."

The State Liberal member for Pittwater, Mr Max Smith, is heading a committee to investigate proposals for a pontoon bridge across the Harbor.

Mr Smith has also been a long-time advocate of a feeder-bus system on the Warringah Peninsula which would link up with a light mass-transit system into the City.



relationship which Sydney riders had a love-hate relationship

until the early 1960s when the bus took over.

They would be quieter, have better acceleration and braking and be more energy efficient.

The "super trams" would be based on those in operation in parts of Europe and America, particularly Switzerland.

The Swiss trams carry about 200 people and are articulated in the middle so that the extra length of the carriage can manoeuvre around city street corners.

**Link-up**

One or two extra carriages could be attached so that one driver would be able to move at least 300 or 400 people comfortably on selected routes where space permitted the "super trams" to operate as light trains.

Single carriages could operate in the city, mixing with traffic, then be linked up with others at selected points on fringe areas.

They could run on median strips or underground.

The plans of Dr Gerofi and the Glebe Society were originally aimed at

solving mass-transit problems in the inner-west.

One of the main proposals is to use the goods train line across Wentworth Park to Darling Harbor as the rail bed for a tram line.

The goods train line is being used less, and costly repairs would have to be carried out if it were to carry conventional trams.

"Look at Anzac Parade," he said. "The old trams ran along the median strip, so why not put a light-rail transit system into operation there?"

His plans follow traditional routes with a line running past the University of New South Wales, and through Maroubra to terminate at La Perouse.

Both in the city and on suburban routes buses would complement and not compete with the "super trams".

Commuters wishing to go anywhere in the city and suburbs could get one ticket which would be valid for that trip on light-rail, train, bus or ferry.

Dr Gerofi believes that a light-rail system servicing the inner-west, south-eastern suburbs and the city to the Opera House could be developed for about \$180 million dollars.

**Comparison**

The suggested "super tram tunnel" under the harbor would cost an estimated \$100-\$150 million but much would depend on how much of it was under the seabed and how much as pipes on top of it.

"It's not much when you consider the Western Sub-

kilometre and each underground station would cost between \$2 million and \$3 million.

"A station for a train costs about \$9 million if built in fancy as those on the Eastern Suburbs line down to about \$5 million with economy.

"Also, the light rail tunnels can be bent around sewers or other obstacles and rise or drop whereas a conventional train tunnel has to be planned to sweep over a large distance.

"But one thing is clear, to get under the harbor with a light rail tunnel would be considerably cheaper than a car tunnel and people who used it would not be choking the city with traffic."

Dr Gerofi said that whatever the Government inquiry decided about traffic corridors to serve the Manly-Warringah area, the Government

than a road tunnel under the harbor.

The State Government is presently undertaking an inquiry into future transport requirements and developments in the Manly Warringah area.

They include a proposal to convert the eastern walkway into an additional lane for motor vehicles. There has also been a suggestion for a road tunnel under the harbor.

**Reluctance**

Dr Gerofi said: "I would hope that the Government calls for input at the inquiry from people with knowledge of light-rail systems.

"That is an area which the Government appears to know little about and does not really want to know about.

FORM 1

CRITERION HOTEL BOOKING  
TENTH ANNIVERSARY CELEBRATION

To: Box 632, Ballarat. 3350

Please reserve for me \_\_\_\_\_ spaces at the function to be held at the Criterion Hotel at 6.30pm on Saturday 19th September 1981

NAME

ADDRESS

PHONE

FORM 2

TENTH ANNIVERSARY BOOK ORDER FORM

To: Box 632, Ballarat. 3350

Please forward me one copy/or..... copies of the specially printed tenth anniversary souvenir book. I enclose \$3.00 which includes postage, for each book.

NOTE: Should the Society receive a large order for these books and the postage cost outstrips the estimate above the orderer will be advised and charged the increased amount.

Please make Cheques payable to B.T.P.S. and Money Orders payable at 'Ballarat'

NAME

ADDRESS

PHONE

FORM 3

RAFFLE TICKETS

To: Box 632, Ballarat. 3350.

I wish to apply for..... books of Raffle Tickets.

NOTE: The conditions of sale of tickets and other information will be despatched with the books.

NAME

ADDRESS

PHONE

FORM 4

MEMBERSHIP RENEWAL

To: Box 632, Ballarat. 3350

I wish to renew my Membership with the B.T.P.S. as under:-

Membership	\$5.00	\$
Trolley Wire Magazine	\$7.00	\$
Donation to Museum Fund		\$

NAME

ADDRESS

TOTAL

\$

FORM 5

SALES DEPARTMENT

To; Box 632, Ballarat.3350

I wish to order the following new line of items from the Sales Department.

VR 'Comeng' suburban train badge	\$2.50	\$
VR 'Z' class steam locomotive badge	\$2.50	\$
Postcard of tram No.26	\$0.20	\$