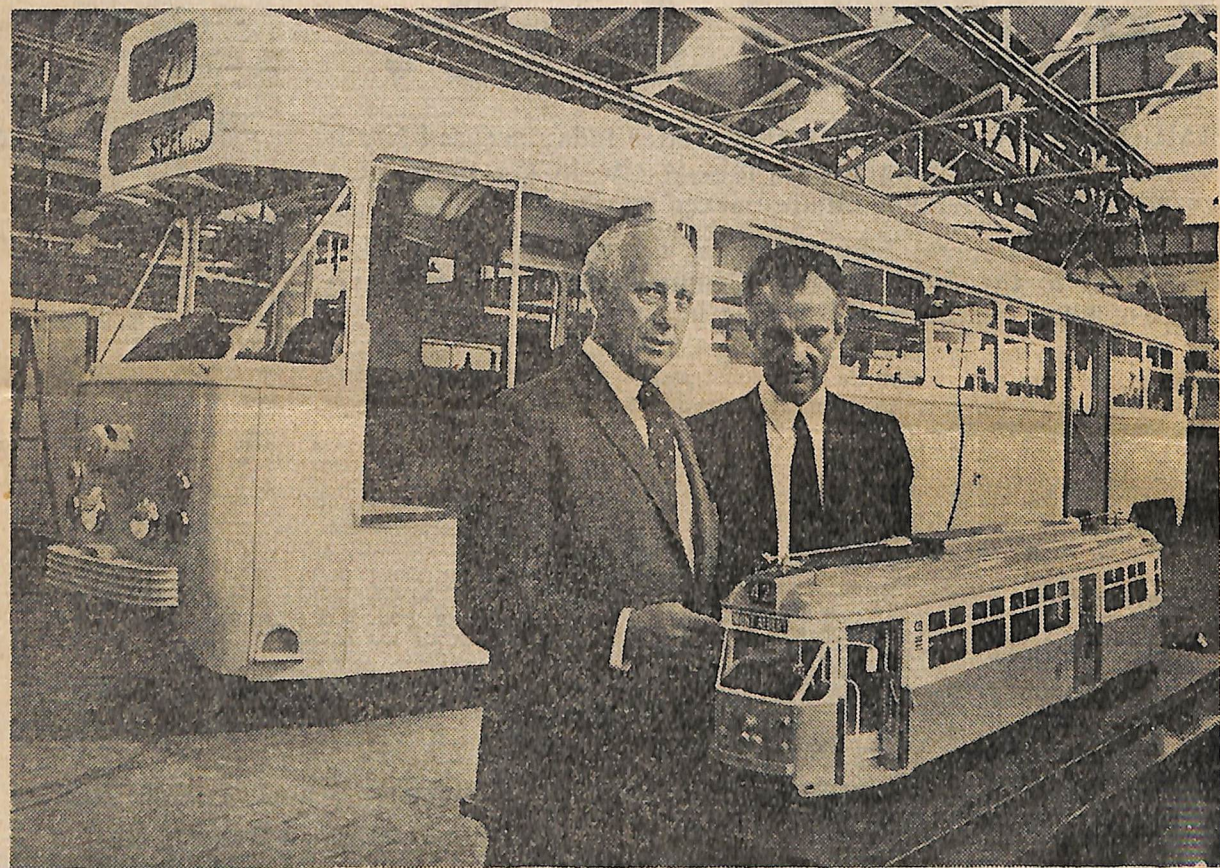


# Trial: police tell Boland's arrest

It's the new-look tram



The Minister for Transport (Mr. Wilcox) left, looks at a model of the new tram at the Tramways Board's Preston workshops yesterday. With Mr. Wilcox is Mr. S. Bramich, an electrical engineer who worked on the project. Behind them is a full-size prototype of the new orange tram.

Melbourne's new orange-colored super trams have been designed for an era of one-man operators and women drivers.

And they'll be cheaper to run—which is good news for the ailing Melbourne and Metropolitan Tramways Board.

Passengers should find them more comfortable and faster, according to tramways officials.

The Minister for Transport (Mr. Wilcox) unveiled the first of the new trams at the Tramways Board's Preston workshops yesterday. It will go into service early next month.

The chairman of the MMTB (Mr. F. R. Kirby) said the board would like to recruit women drivers for trams — especially the new super trams.

"We have been very keen to have women tram drivers. But to date the union has objected," he said.

"I can't understand their objection, in view of demands for equal rights for women.

"I have seen women drivers in many parts of the world. If women can drive them in Brussels I can't see why they can't drive them in Australia."

Mr. Kirby said the board had no immediate plans for the introduction of one-man operators on trams. However, he admitted the new trams could easily be adapted for one-man operations.

One-man operations could become particularly attractive to the board in off-peak periods.

The State Government recently approved the calling of tenders for 100 new trams to replace Melbourne's oldest trams. Three hundred trams are 50 years old.

The new trams — 53 ft. long and 8 ft. 9 in. wide — will have a seated ticket collector or conductor.

Passengers will be able to enter the tram only from the front. There is a rear exit door.

Improvements of the new trams are:

- The forward boarding system means all passengers will have to pass the conductor, reducing the missed-fare problem which at present costs the MMTB about \$1 million a year.
- There is no running board and the tram cannot move until all doors are closed. This should help cut compensation paid by the MMTB to passengers claiming damages for injuries received on trams. Last year these payouts amounted to around \$30,000.
- It has faster acceleration and a top speed of 45 mph.
- Ventilating fans and heating during the winter.
- Stop lights and flashing turn indicators.