

# MELBOURNE'S

## LIGHT RAIL SYSTEM





## MELBOURNE'S TRAM NETWORK

Melbourne has the largest tram and light rail network in the English speaking world, with 445 vehicles in service on 28 main routes covering 240 kilometres of double track. In 1987 two unused heavy rail tracks were converted to light rail. The tram and light rail system complements 330 route kilometres of electrified heavy rail network feeding into an underground loop around the city and an extensive route bus network.

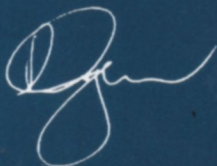
Heritage values and state-of-art technology are successfully integrated on Melbourne's tram and light rail network. Our classic wooden bodied W Class trams and modern articulated light rail vehicles operate side-by-side, presenting a unique challenge to the operators, Swanston and Yarra Trams. A new tram depot was recently opened to provide world class tram and light rail maintenance services for our diverse fleet.

Over 400 trams operate in Melbourne each weekday carrying around 370,000 passengers. In 1996/97 the tram network carried a total of 115 million passengers - about one third of all public transport boardings in Melbourne.

Melbourne's public transport network relies on a multi-modal ticketing system which allows passengers to use a single ticket on trains, buses and trams. The ticketing system is time and distance based, with the metropolitan area divided into three radial zones. Tickets are available for two hours, all day, weekly or monthly. Automated ticketing has now been introduced across the entire network.

Without a doubt Melbourne has one of the most impressive tram networks in the world. While many thousands of people travel on our trams every day, Victorians have a proud fascination with trams that goes beyond safe and convenient transport. Melbourne's trams are intrinsic to our cultural identity and our history.

As the Minister responsible for public transport I invite you to visit us in Melbourne and experience first hand our marvellous light rail system.



ROBIN COOPER  
VICTORIAN MINISTER FOR TRANSPORT





# L I V E A B L E M E L B O U R N E

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Melbourne's attractive suburbs, clean air, vast expanses of pristine parkland and efficient road and public transport network combine to make it one of the world's most liveable cities. An extensive electric tram and light rail system provides safe, reliable and environmentally friendly transport for hundreds of thousands of people each day.

Every year the world class facilities of Melbourne host hundreds of major sporting events, concerts, festivals, exhibitions and conventions. Our tram and light rail network has stops right outside these famous sporting, entertainment and cultural venues. Every weekend in winter more than 60,000 people catch public transport to the football in Melbourne. And more than 60 per cent of

those attending the Australian Formula One Grand Prix at Albert Park last year got there by public transport.

Victoria is leading the way in public transport reform in Australia, achieving substantial improvements in efficiency, reliability and service since 1992. The city's heavy rail and tram networks have now been separated into four independent commercial operations, and later this year the Victorian Government will invite private sector operators to bid for the franchise to run each of the train and tram businesses for a period of seven to fifteen years. The franchise contracts will require the private sector operators to invest in new rolling stock and public transport infrastructure and to seek opportunities to improve and expand services.

In 1994 the Victorian Government introduced the free City Circle tram service around the City of Melbourne. Featuring eight of Melbourne's famous W Class trams decorated in rich burgundy, the City Circle service delivers passengers to some of the finest historic landmarks in the city.





## OUR FLEET

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There are four different tram types in service in Melbourne. Our 53 classic wooden bodied W Class trams, built from 1923 until 1956, are used on some of the most picturesque routes, and are much-loved by locals, tourists and tram enthusiasts alike.

Melbourne's 190 Z Class trams were introduced between 1975 and 1984, marking a new era in tramcar design in Melbourne, with a move away from the old wooden bodied trams. The initial order for 100 Z cars in the early 1970s represented a major commitment by the Victorian Government to retain and upgrade Melbourne's tram network at a time when other cities around Australia and the world were dismantling their tram systems.

Our 70 A Class cars, built from 1983 to 1987, marked the introduction of pantographs to Melbourne's tram network. The older vehicles on the network still rely on trolley poles.



The construction of a prototype B Class tram in 1984 introduced Melbourne to the principle of articulated vehicles, which allow crewing and scheduling economies due to increased capacity. Melbourne has 132 B Class cars in service on its tram and light rail network.

Melbourne's W Class trams were built by the old Melbourne and Metropolitan Tramways Board. The newer model trams were built by ADtranz (incorporating the former Comeng) in Melbourne. Victoria is now exporting its light rail expertise around Australia and the world. The state-of-the-art vehicles on Sydney's new light rail system were designed and manufactured in Victoria by ADtranz. Hong Kong's Tuen Mun light rail system was also developed by a Victorian consortium, led by Comeng (later ADtranz), which supplied track, electricals, vehicles and operating systems for what has become one of the world's busiest light rail networks.

