



Speech By  
**Steve Minnikin**


**MEMBER FOR CHATSWORTH**

---

Record of Proceedings, 1 November 2018

**PRIVATE MEMBER'S STATEMENT**

**Old Cleveland Road, Tramway Tracks**

 **Mr MINNIKIN** (Chatsworth—LNP) (2.00 pm): I rise to speak about an iconic piece of history right in the heart of the Chatsworth electorate. Many people know that I love my history—so much so that the Old Cleveland Road tram tracks, a beautiful piece of history in my electorate, are featured on the front of the birthday card that I send to all my constituents on their milestone birthdays. I take great pride in it. As members can see, it is a lovely image that shows the then and now of this iconic piece of infrastructure.

The original tracks, which we see on Old Cleveland Road today, were laid in 1948 by the Brisbane City Council to become part of the electric tram route from Belmont to the valley. This replaced earlier tracks constructed by the Belmont shire council back in 1912 on which steam trains ran to the now Norman Park train station, ending at the famous Belmont terminus, which we now call the Carina shops.

It is ironic to think that then Belmont, now Carina, was a sparsely populated outer suburb that was not even classified in the Brisbane City Council network. How times have changed! Now a thriving and developed metropolitan suburb, Carina is home to the last remaining double-track stretch of Brisbane's tramway system, which began in 1885 and ended in 1969, when Brisbane's tramway system was closed to make way for a bus conversion program. Today they lie as the only reminder of an era when public transport ruled, before the mass ownership of private vehicles.

The date of 13 April next year marks 50 years since the last tram service. Mr Paul Campbell, a Brisbane Tramway Museum member, put forward the suggestion to have an old restored tram run along the only remaining stretch of tracks to celebrate and commemorate the milestone. I fully endorse Mr Campbell's idea to bring the heritage listed tracks back to life; however, there has been one hiccup, with the discovery of a removed section of the steel tram tracks not far from the last stop.

I would like to thank the constituents who brought to my attention what looked to be a very freshly cut service trench across the tracks. As these tracks have been heritage listed by the Department of Environment and Heritage Protection since 2000, I became quite concerned and reached out to my constituents and the department to clarify that someone had not tampered with the track post heritage listing. Although it took almost two months for the department to respond to my urgent inquiry, I am pleased to be able to report that it confirmed this trench did in fact exist before it was heritage listed and acknowledged the number of valid complaints due to the visually contrasting bitumen. A shout-out must go to all the constituents who responded to my request for further information.

As a lover of history and all things transport, I am looking forward to next year commemorating the 50th anniversary of the last tram service and, indeed, supporting the celebration of this fantastic part of Brisbane's history.