

TRANSIT NEWS AND VIEWS

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The Newsletter of the Public Transport Users' Association Incorporated.
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TEN YEARS ON



THE SNAKE IN THE GARDEN

Once there was a garden. The garden was in a state because the men who managed it listened too well to a snake with many heads named CRB*.

"Copy me in concrete and tar, ram me through your valleys and parklands, and I will meet all your transport needs" said the snake.

The men heeded the creature and soon the land was scarred with its image. The men stole many rail lines from the garden which greatly pleased the snake.

Thirty years passed and the people rose and threw out the men from the garden.

"We will lay down rails instead of concrete" cried the new managers. "We will stamp on the snake!"

But they fed it and fattened it and changed its name hoping to sweeten its venom. They laid no new rails and charged more to travel on the old ones.

This is not a fairy story. The CRB is still fouling the garden. It must be stopped because a snake by any other name is still a snake.



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The Public Transport Users' Association

The PTUA is a voluntary non-profit organization of public transport users. It has no political affiliations.

Its function is to lobby the Government for a modern, adequate, efficient public transport system. Our plan for improved public transport calls for optimum use of trams, trains and buses in the interests of our scarce fuel resources, and protection of the environment. It also calls for the incorporation of the advantages of the various modes of transport in the most cost-efficient and energy-efficient manner.

The PTUA prepares briefs and submissions, liaises with transport managers through regular meetings, makes representations to the Transport Minister on suggestions, complaints and the like. It conducts media interviews, speaks at public meetings, prepares articles and letters to the press, and publishes and distributes leaflets.

The PTUA is affiliated with TRANSPORT 2000 International, a federation of like organizations in other countries.

Membership

Membership includes regular issues of a newsletter for the basic subscription of \$6 annually (\$10 for two years). A concession membership is available for \$4 a year. Those who can afford to are invited to become Honor Members at \$15 per year, or to make donations towards the cost of printing, postage, hire of halls and so on. All members have equal status.

Newsletter

Transit News & Views is published by the PTUA primarily for its members. The intended readership also includes members of parliament and the press, radio and television. The content of Transit News & Views is often of a different kind from what one might normally find in a newsletter. Articles may be informative and/or opinionated and/or have a distinct lobbying bent.

Members are encouraged to contribute articles to the newsletter. Members may like to assist in its preparation on a regular or casual basis.

Because a great deal of manual labour is involved in preparing each issue of Transit News & Views, mistakes occasionally occur. If you should receive a faulty copy of the Newsletter, ring and a new copy will be sent.

Address all correspondence, except subscriptions, to Hon. Secretary, PTUA, Ormond 3163. Address subscriptions and payments for discount tickets to Hon. Treasurer, PTUA, Rosanna 3084.

TRANSIT NEWS-N-VIEWS

Editor & production: Robin Vowels
Typesetting: Margaret Pullar & Robin Vowels
Proofreading: Ray Walford

We'd like to be able to acknowledge in the same issue those tireless workers who assemble the Newsletter and prepare the mailing out, but that isn't possible because the Newsletter is printed first. Instead, we include the names of those who have assisted in recent issues, and without whose help none of this would be possible.

John Alexopoulos, David Bowd, Margaret Pullar, Doug. Sherman, Robin Vowels.

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Lorraine Dean..... 91 Wentworth Rd, Wonthaggi
(056) (work) (056) (home)

EDITORIAL

THE HAMMER LAW

Give a small boy a hammer and pretty soon he finds that everything needs a tap.

In November, the MTA completed a transport interchange at the Domain & St Kilda Roads intersection.

Wondering how it might put it to good use, the MTA decided upon a game of musical trams. When the music stops, you change from a Swanston Street tram to a William Street tram.

Former riders of the direct trams to William Street must be wondering if it was all worth it.

On the inaugural day 50% of them decided it wasn't, and continued up to Swanston Street.

If this was a cost-cutting exercise, it might have made some sense in a twisted kind of logic — but it wasn't! The morning trams making the direct William Street runs were simply diverted up Swanston street, at their old times.

Returning from William Street in the afternoon, some riders had to jostle at the interchange with workers from the Albert Road area to board already-crowded trams originating from Swanston street.

The original reason for constructing the interchange appears to have been forgotten — namely to provide an improved terminus for West Coburg trams (route 56) and which would not interfere with Swanston street services. That aspect works well.

But cutting out direct William Street services has no rationale.

WE EXTEND TO ALL OUR READERS THE COMPLIMENTS OF THE SEASON

The Plot Thickens

Closures, Reductions in Service, etc.

October: Tram Route 19 frequency was reduced by 20%, with the withdrawal of 33 city-bound trips each day from Monday to Friday.

1st November: Tram Route 77 Prahran to City tram service closed. [Incredibly, the Sunday bus service, route 377, still runs.]

14th November: Tram routes 32, 35, 36, 37, 38, 53, 65, and the Domain Road to St Kilda Beach section of route 55, were withdrawn.

Elizabeth Street: The in-bound stop at Victoria street was removed. The Franklin Street in-bound stop looks like it may disappear too, as the tramstop sign has been covered up. (That stop services RMIT, Ansett, TAA and Airport Buses.)

Lines to Close: Closures were announced for Carpolac, Patchewollock and Yanac grain freight lines.

December: Buses will replace more country trains, trucks will replace freight trains, and V/Line could be dismantled and its services handed over to Australian National, in sweeping changes contained in a plan developed by the MTA in conjunction with the Transport Ministry. [Age 5 Dec.]

The Transport Minister is going to have to do some fast talking to refute the obvious conclusion that he is anti public transport.

TEN YEARS ON

For our anniversary issue, we reproduce a facimile of the first Train Travellers' Newsletter on the next eight pages. The cover as well as the centre pages have been composed from leaflets prepared over the years.

WHAT'S HAPPENED SINCE WE STARTED ?

Since holding an inaugural meeting to test public opinion in April this year, the Train Travellers Association has consolidated by electing an Executive, drawn up a Constitution, which outlines the objectives of the Association, and has grown in membership. The three main objectives are:-

- * To improve facilities and services for all train travellers in Victoria ;
- * To achieve passenger representation on the Victorian Railways Board Of Commissioners ;
- * To actively campaign for the inclusion of daily travelling costs, whether on tram, train or bus, as allowable income tax deductions.

The Association, whilst recognising that action taken to improve public transport will have to be through political channels, will at all times be non-party in its approach, and is open to membership of all people of all creeds and political leanings who support the above objectives.

The work of the Association will be to study the short-comings of the public transport system and develop constructive alternatives. Members are urged to recruit one member each in this coming month.

Public apathy over a period of twenty years allowed our public transport system to run down to its present state. To reverse this, we have to indicate to our elected representatives that public transport should be given a higher priority in Budget allocations. In the Eastern suburbs we have been well received. We record our thanks to Mr. Peter McArthur, M.L.A., (Ringwood), for his assistance and guidance; to Mr. Kevin Foley, M.L.C, (Boronia), for information and concern for our cause; and to Mr. Steve Crabb, M.L.A. (Knox), who has taken up a case of what we consider an unfair fare increase of a yearly ticket holder, who moved house.

PICNIC AT PAKENHAM:

On Sunday, November 28th, the Train Travellers' Association will hold its Christmas break-up, which will take the form of a Barbecue at the home of Peter Schneiders property at Pakenham. Go through Dandenong, Berwick, Beaconsfield and Officer, turn left at Thewlis Road, pass cemetery, and go up steep hill to Browns Road. Turn left, then left again into Lamour Road. Peter's farm is at the end of Lamour Road. B.Y.O., food and drinks, Cricket Bat and ball if possible. Gas Barbecues would be appreciated. Arrival time approximately 11.a.m. Any problems contact Peter Schneiders on (059) . Please come, bring the children and make it a good day.

5.14 and all that.....

The Train Travellers Association has declared the 5.14 p.m. Melbourne to Belgrave train to be the worst in Melbourne - overcrowded to a disgraceful degree - our campaign to have this situation brought to public attention has resulted in having the Shadow Minister for Transport, (Mr. Barry Jones, M.L.A.) ride on this train and gain first-hand knowledge. To Mr. Michael Wilkinson, ("Sun" Feature Writer), giving his impressions in an excellent article in the "SUN" on July 6th. We are still working on the problem and hope to get Hon. A.J. Rafferty, M.L.A., Minister For Transport, to ride on this train and other problem trains on other lines.

The December and January Monthly Meetings of the Train Travellers Association will be suspended and the next meeting of the Association will be at the C.T.A. Clubrooms, 2nd floor, Masonic Club Building, 164 Flinders Street, Melbourne on WEDNESDAY, FEBRUARY 2ND, 1977 commencing at 5.30 p.m. Members are requested to sign the Visitors Book on entering the Club and meetings will continue to be held on the First Wednesday of each month in 1977.

An official approach has been made to Mr. Rafferty as Minister For Transport congratulating him on his move to set up a new TRANSIT AUTHORITY, which will endeavour to bring train, tram and bus fares and timetables under one control. Our Association has pointed out the need to have a member of the travelling public on this Authority to provide first-hand knowledge of passengers problems. Officials of Train Travellers Association met the Minister on October 6th and discussed the above matter with him as well as other matters by train travellers.

REPORTS :

Arising from the Train Travellers Association public meeting, held in April, two suggestions were put forward, namely, the Four Day Weekly and the proposition that the VicRail should follow the Tramways and adopt the procedure that children travelling on concession tickets should be required to stand for adults if they are sitting and adults are standing. Taking the last suggestion first. This was passed on to VicRail and was turned down. Railways Board Chairman, (Mr. A.G. Gibbs) said:-

"it is not up to the railways to teach children what they ought to learn at home and at school." "There is no point having a rule if it could not be enforced, and to do this would involve manning every carriage of every train."

The second suggestion, which would assist passengers who buy a weekly ticket, by allowing them to buy a ticket at 80% cost of the normal weekly on weeks where a public holiday falls, as well as eliminating the queuing at ticket offices, would lessen the work-load of ticket sellers by having to sell one ticket instead of four, and further assist Railway revenue by saving on the printing of hundreds of thousands of tickets. After a long delay it was finally turned down. The reason given was that, in many cases, the weekly ticket was lower in cost than four daily tickets. Both these matters were taken up with the Minister For Transport, (Mr. J. Rafferty) and he informed us that these items, together with other matters, were "under continual review" in line with government policy.

SMOKING BAN :

The Train Travellers Association is of the opinion that the proposed total ban on smoking on public transport, which comes into effect on November 15, appears unnecessary harsh, particularly for train travellers where the journey is an hour or more in duration.

We see no reason why at least one compartment be set aside for the exclusive use of smokers with no inconvenience whatsoever to non-smokers. The removal of all smoking compartments from trains will make the enforcement of the ban very difficult to police and tend to produce an atmosphere that will turn one passenger against another.

After careful consideration of the needs of our fellow Train Travellers, T.T.A. feel that the total ban on smoking on trains should be on a trial basis rather than a permanent one. We believe that the Government has not got the right to blindly legislate to abolish smoking on trains without at least conducting a survey of rail passengers. This is further evidence that the needs of train travellers do not receive full consideration from the authorities. Obviously our politicians do not use the trains themselves.

THE UNDERGROUND LOOP :

Over recent weeks the Underground Loop has come in for criticism from all sides. In the "AGE" of September 23rd, DR. NORMAN WATTENHALL, (vice-president of the National Trust) said, there was evidence that the loop could be a costly "white elephant" with stations serving the wrong sections of the city. Michael Wilkinson, feature writer for the "SUN" said in an article of October 26th that official figures are now showing an 18% drop in rail use since 1964. That in 1970 it was predicted that Melbourne would have a population of between 3½ and 3¾ million by 1985 - figures now show that it is unlikely to reach the 3 million figure.

Ross Warneke, Transport Reporter of the "AGE" in a feature article on 27th October uses many of the same figures, and comes to the same conclusions, and says:- "In 1945 Melbourne's 1,3 Million people took 543 million train, tram and bus rides - 418 journeys each in a year, thirty years later, the Cities 2.6 Million people made only 243 million journeys on public transport an average of 80 trips each. Former Lord Mayor of Melbourne (Mr. R.J. Walker) in the "Herald" of 2nd November is reported as saying "That the Melbourne City Council will continue to tell the State Government the underground levy is an unfair burden on its ratepayers"

Whilst all this was being expressed, Train Travellers Association issued its own statement to the "AGE" and a small item appeared under the headline: "Loop costs will add \$30 Million to rail fares". We said other things as well and we will outline a few facts which all train travellers should give attention to.

THE UNDERGROUND LOOP (CONTINUED)

Apart from the criticisms of the loop expressed on the previous page, there is the colorful language of the Shadow Minister For Transport, (Barry Jones, M.L.A.) who has in turn described the Loop as "a place to store wine" - "a good place to grow mushrooms" and the "makings of a good bomb shelter". But, as Ross Warneke of the "AGE" says: "work on the loop is well advanced and it is well past the point of no return. With this statement we agree, and consider the time has arrived to push for priorities to be changed. The Loop needs to have its finishing date delayed from 1979 to 1985...If this is not done, we are going to finish up with an expensive hole in the ground and insufficient trains to run through it.

The phasing out of the "Red Rattlers" and their cannibalisation, (necessary to keep them running) reduced the number of "red rattlers" from 74 in March, 1976 to 54 in June, 1976. In the meantime, 10 silver trains are being built.

Between March and June, 1976, the number of trains on the metropolitan service dropped from 150 to 139. We say that it is necessary to double the number of new trains being built from 10 to 20 per year.

The financing of the loop project needs to be changed from being built with loan money, (on which interest will be paid), to being financed out of revenue and from Federal Grants, in the same way as Freeways are financed - there is an enormous double standard being practiced here - users of public transport look like being burdened with an annual interest payment of approximately \$30 Million; for the estimated cost of the underground loop is now \$300 Million. !

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MELP US GROW....

We are as strong as our collective voices make us. Along with your Newsletter is a leaflet design for Notice Boards at your place of work. It sets out our aims and how to contact the Train Travellers Association.

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$ By arrangement with Access Radio, (3ZZ) our organisation gave a quarter
$ hour broadcast early in October. David Bednall acted as Chairman of a
$ small panel and the exercise was voted a great success and efforts
$ are now being made to secure a regular spot on 3ZZ to put forth views
$ of train travellers.
$
$ Your Executive welcomes all the assistance it can get to research facts
$ and figures and present them to the public.
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MONTHLY MEETINGS RESUME 1977 - FIRST WEDNESDAY FEBRUARY 2ND, 5.30 P.M.
COMMERCIAL TRAVELLERS CLUB, 2ND FLOOR, MASONIC CLUB BUILDING,
164 FLINDERS STREET, MELBOURNE

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$
$ A friend of Train Travellers Association recently purchased a
$ set of plans of the "Three Door Stainless Steel Suburban T8 Car"
$ for the purpose of building an accurate model. Among the Spec-
$ ifications it says this:-
$ " 96 passengers seated
$ 270 passengers crush load ."
$
$ ....just thought you would like to know.....!
$
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WHO TO CONTACT WHEN YOU HAVE A RAIL PROBLEM :-

In general dealings with the Railways Department you should contact the Secretary, at 67 Spencer Street, Melbourne.

Complaints regarding late running, cancellations, etc, should be channelled through the "Troubleshooter" at 67 Spencer Street or telephone 61 001 ext.2397.

The final responsibility for the Victorian Railways belongs to The Minister For Transport and he can be contacted by writing to:- The Minister

The Minister For Transport,
State Parliament House,
Spring Street,
MELBOURNE, 3000

Long-standing short-comings of the rail system are allowed to persist because of the apathy of the paying public who grumble, but do nothing.

Train travellers from outer suburbs should contact their Local State Member of Parliament when they have a definite problem. For this purpose, the following list of outer suburban electorates is given below, together with present members name and the railway stations which fall within his electorate.:-

<u>ELECTORATE:</u>	<u>STATIONS:</u>	<u>MEMBER OF PARLIAMENT:</u>
Bennetswood	Jordanville., Mt.Waverley	Mr. I. McLean, M.L.A.
Broadmeadows	Broadmeadows, Upfield, Keon Park, Thomastown, Lalor.	Mr. J. Wilton, M.L.A.
Bundoora	McLeod, Watsonia,	Mr. J. Cain, M.L.A.
Carrum	Edithvale, Chelsea, Bonbeach Carrum.	Mr. I. Cathie, M.L.A.
Dandenong:	Dandenong	Mr. A. Lind, M.L.A.
Essendon	Glenbervie, Strathmore	Mr. K. Wheeler, M.L.A.
Frankston	Frankston	Mr. G. Welderman, M.L.A.
Gisborne	St. Albans	Mr. A. Guy, M.L.A.
Glenroy	Oak Park, Gowrie	Mr. J. Culpin, M.L.A.
Greensborough	Greensborough, Montmorency, Eltham, Diamond Creek	Mr. R. Vale, M.L.A.
Heatherton	Westall	Mr. W. Reese, M.L.A.
Kno.	Boronia, Fern Tree Gully,	Mr. S. Crabb, M.L.A.
Mentone	Mentone, Mordialloc, Aspendale	Mr. T. Templeton, M.L.A.
Mitcham	Nunawading, Heatherdale	Mr. T. Cox, M.L.A.
Noble Park	Noble Park	Mr. P. Collins, M.L.A.
Ringwood	Ringwood, Ringwood East, Heatherdale	Mr. P. McArthur, M.L.A.
Springvale	Springvale, Sandown Park	Mr. N. Billings, M.L.A.
Sunshine	Albion, Sunshine	Mr. W. Fogarty, M.L.A.
Syndal	Syndal, Glen Waverley.	Mr. C. Coleman, M.L.A.
Wantirna	Bayswater	Mr. G. Hayes, M.L.A.
Warrandyte	Croydon	Mr. N. Lacey, M.L.A.
WERRIBEE	Weribee, Laverton, Aircraft, Hoppers Crossing, Little River	Mr. A. Robinson, M.L.A.
Williamstown	Altona, Seaholme, Williamstown, Williamstown Pier, Paisley	Mr. G. Stirling, M.L.A.

.....
Secretary, Train Travellers Association, Post Office Box 251 B, G.P.O.
Melbourne, 3001.

Please register me as a member:

NAME:.....ADDRESS:.....

I travel from.....to.....

Membership Fee \$2.00 enclosed

Joining Date:.....

INVESTING IN RAIL

Sixty railways operating 335,000km of track — nearly 30% of the world total — will be investing \$US 11.4 billion in capital expenditure during 1986, according to the International Railway Journal's latest world poll of mainline railways.

The railways included in the poll will be spending \$US 3.9 billion on new line construction and major track improvements, and with more than \$US 1.5 billion being spent in France and the Federal Republic of Germany alone. About \$US 1.9 billion will be spent on locomotives and rolling stock, with railways indicating firm commitments for at least 757 mainline and 182 shunting locomotives, 1868 locomotive-hauled and 1016 self-propelled passenger vehicles, and nearly 24,000 wagons.

The poll includes railways from developed and developing countries on every continent, but excludes railways in the United States and most of the socialist countries. United States railways have yet to announce their spending plans. The emphasis will continue to be heavily on track and structures.

Below are figures for some Australian states.

State Rail Authority of New South Wales	
System length: 9877km	
Period covered: 1985/86	\$
Rolling stock	114,300,000
Construction (including track doubling & electrification)	192,100,000
Civil & other works	113,600,000
TOTAL	\$420,000,000
Victoria (V/Line)	
System length: 5821km	
Period covered: 1985/86	
Locomotives: diesel-electric, mainline—1530	8,000,000
Freight wagons—112	7,200,000
New line construction—6km	3,800,000
Major track improvements	21,000,000
Track maintenance machinery	1,700,000
Bridges & buildings	9,900,000
Signalling	3,600,000
Communications	2,300,000
Computerised management systems	6,100,000
Yards & terminals	1,000,000
Shops & repair facilities	9,600,000
Other:	
level crossing works	1,400,000
staff amenities	8,600,000
general works	8,000,000
TOTAL	\$115,000,000

Queensland Government Railways (QR)	
System length: 11,291.77km	
Period covered: 1985/86	
Passenger coaches: locomotive-hauled—5	571,000
Freight wagons—250	1,337,000
Containers—202	2,847,000
Major track improvements	36,178,000
Track maintenance machinery	1,100,000
Bridges & buildings	7,513,000
Electrification	6,715,000
Signalling	510,000
Communications	1,000,000
Yards & terminals	3,260,000
Shops & repair facilities	3,204,000
Other:	
miscellaneous freight equipment	830,000
civil engineering (staff salaries)	3,000,000
staff accommodation	2,316,000
land acquisition	1,800,000
pollution control	300,000
miscellaneous works	2,634,000
TOTAL	\$77,115,000

CITY SPENDING

Eighty-seven city authorities operating metro or other commuter rail systems will be investing \$US 9.8 billion in 1986. The highest-ever number of returns for IRJ's transit world poll covers 74 cities operating one or more networks and 13 which are planning or constructing systems.

On the next page are figures for some Australian states.

ADELAIDE

Route length: 141.12km Suburban Rail	
Period covered: 1985/86	\$
Rolling stock: diesel electric—20	1,010,000
Track maintenance	140,000
Signalling & train control	10,963,000
Stations	4,899,000
Shops & repair facilities	554,000
Plant & equipment, motor vehicles	225,000
Escalation allowance	1,196,000
TOTAL	\$18,987,000
BRISBANE	
Route length: 196km Suburban Rail	
Period covered: 1986/87	
Rolling stock: 3-car emus—12	2,300,000
New line construction: elevated (5.5km)	2,200,000
Major line improvements: (Petrie-Caboolture realignment & electrification)	2,400,000
Stations	3,400,000
TOTAL	\$10,300,000

MELBOURNE

Route length: 630km Suburban Rail	
Period covered: 1985/86	
Rolling stock—100	96,214,000
New line construction:	
underground	6,780,000
at grade—7km	5,775,000
Major line improvements	5,694,000
Track maintenance	4,832,000
Signalling & train control	3,230,000
Communications	2,928,000
Electrification	10,005,000
Stations	11,692,000
Shops & repair facilities	1,006,000
Plant, equipment etc	2,776,000
Staff amenities	3,409,000
Miscellaneous	12,870,000
TOTAL	\$167,211,000
Route length: 224km Tram	
Period covered: 1985/86	
Trams—24	16,730,000
New line construction: at grade—4.9km	8,445,000
Major line improvements	2,031,000
Track maintenance	1,817,000
Signalling & train control	5,345,000
Communications	695,000
Electrification	1,555,000
Modal interchange & shelters	1,336,000
Shops & repair facilities	2,352,000
Plant, equipment etc	2,672,000
Staff amenities	1,764,000
TOTAL	\$44,742,000

Courtesy International Railway Journal, January 1986

GERMANY JOINS THE HIGH-SPEED LEAGUE

The German Federal Railway's Intercity Experimental high-speed train (ICE) reached 317 kph on conventional track between Bielefeld and Hamm on the Rheda-Oelde line last year, which beats the previous record for a three-phase current tractive unit, and constitutes a new record for German Railways.

Tests on the ICE, which is designed to run at up to 350 kph, are to continue this year on the new Hannover-Wurzburg line. The experimental train is the prototype for a new generation of high-speed trains to be operated at 250 kph in the early 1990s.

Apart from the advantages of higher speeds, this new train will have numerous improvements to passenger comfort and to quality of service, including video films, music, integrated information systems at every seat with display of reservation data, details about the next scheduled station stop, journey times and on-train services.

— Adapted from NETWORK (ROA), April-June 1986.

CHINA

Tianjin's initial 5km six-station line from Xinanjiao has been extended 2.8km to Xizhan, where passengers can transfer to the mainline railway. A northward extension from Xizhan to Liutan, with four intermediate stations, is under construction and is due to be opened in 1989.

— Courtesy IRJ, May 1986.

GERMANY

The Rhine-Ruhr Transport Association (VRR), which is responsible for coordinating all public transport for 7½ million residents in the Rhine-Ruhr area, plans to introduce a system of regional express trains. The new service is expected to start next year.

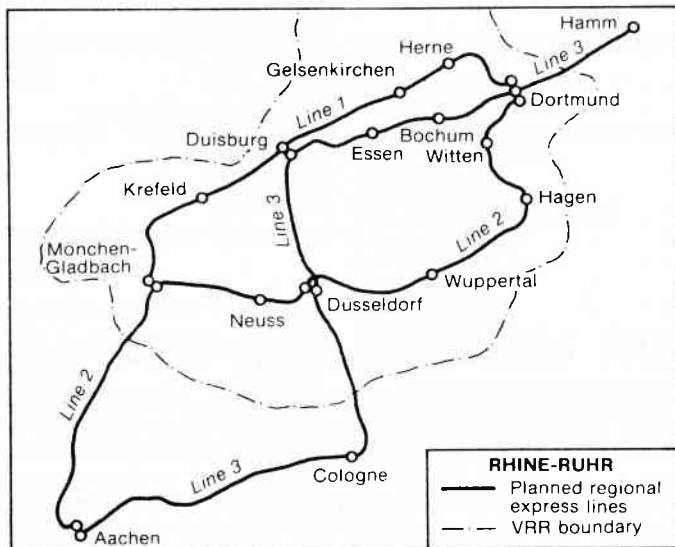
The Rhine-Ruhr comprises several large towns and cities linked by local and through DB (German Federal Railway) services, and by an expanding network of S-Bahn routes.

To provide a superior service to those already existing, VRR plans a network of three regional express services initially. Trains would operate at hourly intervals, with 30-minute frequencies on busy sections and when demand merits. The three routes will be quite long: Line 1 will be 101km, Line 2 will cover 172 km, while Line 3 will be the longest at 207 km. The routes will extend outside the VRR area to Hamm, Aachen and Cologne.

About 100 passenger coaches will be required to operate the new service. The trains will have space for prams, wheelchairs and bicycles.

"The speed, higher profile and attractiveness of the new system will generate about 40,000 additional passengers on weekdays in business, public service, and leisure traffic", according to Dipl-Ing Widolf Wichmann, a planning officer with VRR.

— Edited extract from *International Railway Journal*, May 1986, courtesy IRJ.



THE regional express network will comprise 480km of line.

TUNIS

The light rail authority of Tunis, Tunisia, plans to invest approximately \$32 US million this year.

Services began on the South Line, which is about 10km long, in October last year, but the remainder of the 30km network is still being built.

— Courtesy *International Railway Journal*, May 1986.

HEAVY INVESTMENT IN BRAZILIAN NETWORKS

SÃO PAULO

An extension of one of the suburban lines in Western São Paulo has been opened. The 12 km extension connects Pinheiros to a new station at Largo 13.

Intermediate stations have yet to be built on the extension, which is scheduled to be served by six-car trains operating at 20-minute intervals, and 10 minutes in peak periods. Feeder buses connect the line to the areas beyond Largo 13.

São Paulo metro authority was expected to open the Tatuapé-Penha extension in May 1986. Extensions from Penha to Itaquera, and from Santa Cecilia to Barra Funda, are due to be completed by the end of this year.

While the City's new mayor has put a curb on metro expansion, he has promised to build monorail lines in São Paulo. The first line proposed is a 28km link between Guarulhos International Airport and Se metro station, which is in the city center at the intersection of the North-South and East-West metro lines.

An 8½km elevated railway using the air-powered Aero-movel system has also been proposed. The line would run from Largo da Batata, which is an urban bus terminal, through a commercial district to reach Vila Mariana metro station.

PORTO ALEGRE

In Porto Alegre, a 26¾ km surface metro opened last year. Recife opened the first part of its new electric metro in 1985.

BELO HORIZONTE

Belo Horizonte has opened a 5½km section of its surface metro line, with two four-carriage electric trains at weekends only. The Lagoinha-Eldorado section, approximately 12km long, was expected to open in June last, but initially trains were expected to run between 9am and 3pm. Full operation with nine four-carriage electrics, was expected to commence in November, with daily capacity for 50,000 passengers.

Construction of the branch line to Barreiro, and the extension to São Paulo station, is expected to commence about the same time.

IRJ, May 1986

RIO DE JANEIRO

In Rio de Janeiro, improvements are planned on suburban lines to the north-east of the city. These improvements include resuming an extension of 1.6m track beyond Gramacho to São Bento, remodelling the existing metre-gauge track from São Bento to Piabeta and Guapimirim, and building new maintenance workshops and seven stations. Other stations will be refurbished.

Brazilian Urban Transport Corporation (CBTU) plans to spend \$US 176 million in São Paulo in 1986 in order to increase daily capacity from 750,000 to 900,000 passengers. [By comparison, about 300,000 passengers use Melbourne's entire transport each day. — Ed.]

— Edited extracts courtesy of IRJ, May 1986

SOUTH AMERICA

A 5.3km ten-station light rail line was due to open in southern Mexico City in May or June 1986. The line runs south from Tasquena, where passengers can transfer to and from the metro. Its cost is an estimated \$US 8 million.

The line will be served by 16 double-articulated Light rail vehicles (LRVs). These consist of rebuilt PCC trams.

Each LRV has 76 seats and carries up to 395 passengers who will buy their tickets at the stations (instead of from the driver) in order to reduce travel times.

— Courtesy IRJ, May 1986

TRANSPORT NEWS FROM AROUND THE WORLD

JABOTABEK (Indonesia)

Steady progress is being made on the \$US 1 billion Jabotabek project in Indonesia. This involves upgrading and expanding the network of lines linking Jakarta, Bogor, Tangerang, and Bekasi to create a nine-line suburban rail network serving this expanding area.

Automatic Fare Collection To Cut Costs by \$16 Million Annually

An automatic fare collection system costing approximately \$US 47 million is scheduled to be installed throughout Seoul metro by the end of this year. The equipment will help the metro to handle a rapidly growing ridership: daily journey numbers were expected to increase to 3.4 million in 1985, compared with 1.2 million in 1984. The opening of Lines 3 and 4 has increased daily capacity to an estimated 5 million journeys.

The fare collection system, supplied by CGA-Alcatel, France, issues magnetically-encoded tickets and will also provide statistics on passenger numbers and ticket sales.

The equipment is expected to enable Seoul Metropolitan Subway Corporation (SMSC) to reduce staff numbers by about 2000, and cut annual operating costs by about \$US 16 million.

The total system length almost doubled in 1985, from 63.8km to 123km with the phased opening of Lines 3 and 4. The construction of both lines was completed in September 1985, and services along their entire lengths began the following month. At present about 303,000 passengers/day are using Line 3, while Line 4 is carrying about 462,000 passengers/day.

— *International Railway Journal, Feb. 1986*

TAIPEI METRO CONSTRUCTION TO START IN JULY 1987

The Taiwan government has decided to begin construction in July 1987 of the \$US 1.44 billion Tamshui-Hsintien line, which forms part of Taipei's planned mass rapid transit (MRT) system. The system is expected to include three city lines, a medium capacity line, and a suburban rail service.

The 35km Tamshui-Hsintien line is scheduled for completion in six years. The project involves upgrading the existing 23km Tamshui-Taimei main station line; and about 12km of new construction, partly underground and partly elevated, between the main station and Hsintien.

The total investment includes \$NT 28 billion for civil engineering; and about \$NT 16.6 billion for vehicles, tunnelling and construction equipment, maintenance equipment, signalling and communications, power systems, ventilation and air-conditioning, lifts and escalators, and ARC machines. Upgrading the Tamshui-main station section is expected to cost \$NT 1.5 billion.

The government decided to proceed with the Tamshui-Hsintien line first because, of the projected lines, it has the cheapest construction cost/km and the largest forecast ridership (about 27,000 passengers/hour); and fewer difficulties are anticipated in land acquisition. Taipei city authorities are setting up a new bureau to implement MRT construction work.

The government has also approved construction of a medium capacity transit line, the Brown Line, from Mucha to Hsinyi, if all funds can be provided from Taipei city's budget.

— *International Railway Journal, June 1986*

JAPAN

Passenger services were inaugurated on 3rd March on the 18.4km Nishi-Funabashi-Shin-machi section of Japanese National Railways' (JNR) new Keiyo commuter line in south-east Tokyo. At present, passengers travelling to the city centre must transfer to another commuter line, or the Tokyo metro, at Nishi-Funabashi, until the Keiyo Line is extended underground to the existing Tokyo Central station at the end of 1988. JNR also opened a new section of its Saikyo commuter line in northwest Tokyo. Trains now run 4.8km beyond the former terminal of Ikebukuro to Shinjuku, which is an interchange station for other commuter lines and the metro.

— *International Railway Journal, May 1986*

US RAILWAYS DO MORE WITH LESS FUNDS

While the Labor Government in Victoria continues to destroy our rail system (having reduced it to bankruptcy in just four years), other countries around the world are making a success of their rail systems.

The reports of AMTRAK, the passenger rail system in the USA, for 1985 and 1986 show how that system is "doing more with less" funds each year. A summary of the report is given below.

Every statistical indicator shows an improvement on the previous year and is a record of more passengers and revenue, of higher cost recovery ratios, of better punctuality — and all this with less government funds. In fact, one-third less since 1981!

— *Ken McIntyre*

AMTRAK CELEBRATES 15 YEARS

As Amtrak marked its 15th birthday on 1st May, business is thriving despite discount air fares and falling petrol prices. 1985 was a banner year for America's passenger railway, and early indications are that 1986 may be even better.

1985

- In financial year 1985, total Amtrak revenues hit \$826 million — up 9% over 1984 and an all-time high for the railway. [Passenger-related revenues were \$588 million.]
- Total passenger-miles per train-mile (PMTM), a key volume indicator that measures the number of passengers carried per train-mile, hit 159 — another all-time high, breaking the previous record of 157 set in 1984.
- The revenue-to-cost, or operating, ratio climbed to 58% cost-recovery in 1985 — up from 56% in 1984 and another all-time high. The ratio has jumped 10% since 1981's 48% level.
- System ridership reached 20.8 million — up 4% from 1984 and the third-best in Amtrak's history [only petrol-crisis years 1979 and 1980 were higher at 21.4 and 21.2]. Ridership on the Los Angeles-San Diego Southwest Corridor hit 1.3 million — up 5.5% over 1984 and the highest not only in Amtrak's history, but since the line was opened over 100 years ago! During 1985, ridership growth was especially strong on the New York-Miami/Tampa "Silver Star" and "Silver Meteor" (up 16%), the NY-Savannah "Palmetto" (up 18%), and NY-Chicago "Cardinal" (up 15%).
- Total passenger-miles, the truest measure of a carrier's output, hit 4.8 billion — up 6% from 1984, and the second-best ever [only 1979 was higher at 4.9].
- Train punctuality — on-time performance — was 80.8% — up from 80.1% in 1984 and the second-highest ever.

1986

Results from the first quarter of the 1986 financial year [i.e. Oct.-Dec. 1985] show continuing improvements in almost every aspect of Amtrak's financial and operating performance. During this period, total revenues increased 8% over the first 1985 quarter [passenger-related revenues rose 11%]. Passenger-miles were up 12% [16% when adjusted for discontinued trains] and system ridership was up 4% [5% adjusted]. Non-passenger revenues were also up: mail revenues up 20%, real estate revenues up 67%.

While realizing these financial and operating achievements, Amtrak has been reducing its need for federal government funds. Since 1975, Amtrak passenger-miles delivered per dollar of federal support have soared 155%. Since 1981, while total federal spending in outlays has climbed 44%, federal appropriations to Amtrak have dropped by 32%! The drop in constant dollars [adjusted for inflation] has been even more dramatic.

Clearly, Amtrak has been doing its share to reduce the nation's budget deficit — while at the same time providing a better service. A rare example of "doing more with less".

STRASBOURG CHOOSES VAL

The VAL automated light rail transit system has been chosen for Strasbourg (France). The first part of the 14½km \$US 567 million project is due to be completed in 1992.

The first phase of the project consists of a 9.8km 13-station line which will run from Kronenbourg (west of the city), through the city centre where it will serve the French National Railways' station, to Illkirch to the south of the city. About 70% of the line will be underground. Seventeen VAL trains will operate the route.

A northern branch is proposed for construction later, resulting in a Y-shaped system.
— *Courtesy IRJ, January 1986.*

LIGHT RAIL FOR TORONTO

Approval has been given for the Harbourfront light rail rapid transit line in Toronto, Canada, and construction is expected to begin in early 1987.

The estimated cost of the 1.9km line has been cut to \$US 32 million by Toronto Transit Commission's decision to operate the line with refurbished "Red Rocket" vehicles for the first five years.

— *Courtesy IRJ, January 1986*

COMPUTERIZED FREIGHT LINE

Kobe Steel Corporation is operating what it claims to be the first freight railway line to be wholly computer-controlled.

The 2km line connects the steel-production plant to the continuous casting plant in the company's Kakogawa steelworks.

The \$US 250,000 project was carried out by the company's engineers. It allows two part-time maintenance workers to replace the 12 employees who were previously necessary.

Kobe Steel Corporation now plans to convert the entire 54km of track in the steel complex to computer control.

— *Courtesy IRJ, January 1986*

NEW UK PRESIDENT OF TRANSPORT 2000.

Transport 2000's new chairman Michael Palin was unanimously elected by the Transport 2000 Board in January 1986, and has already done many interviews for the campaign.

Well-known as a member of the Monty Python team, and for other TV and film work such as "Ripping Yarns" and "A Private Function", he has been interested in transport since long before his involvement in comedy.

His election follows the retirement of London architect Harley Sherlock. Harley was chairman for five years during which he oversaw the expansion of Transport 2000.

The tenth annual meeting of the PTUA was held on 12 November 1986 in The Victoria Hotel Melbourne.

Dr Doug. Sherman, retiring President, welcomed the members and spoke of the historic aspect of the Association completing ten years of its existence as a purely voluntary body.

Ken McIntyre, who was guest speaker, and who has been secretary and spokesman for the Association since its inception, traced the history and activities of the Association over the past decade.

Ken detailed the achievements, activities, campaigns, and submissions. He cited the contacts with governments, oppositions, transport authorities, unions, other community groups and the media and press, in our continuing fight for a better transport system in the state.

He highlighted the contribution we made in the campaign to stop the cuts and closures during the Lonie period in 1980/81, the fight on our hands to overturn the current government's dishonesty in reneging and betraying its election promises, and in highlighting the continuing levels of incompetence and inefficiency in the system.

Treasurer David Bowd presented the financial report for the year 1985/6.

The following office-bearers were elected for 1986/7:

President: Ken McIntyre

Vice-President: Dr Doug Sherman

Secretary: Paul Mees

Treasurer: David Bowd

Public Relations Officer: Patrick O'Connor

Council Members:

Robin Vowels (Editor of Newsletter)

Malcolm Higgs

Steve Howard

Peter Brownbill

Hugh Waldron

Ray Walford

— *Ken McIntyre*

Acknowledgement to Dr Bermond.

The C3 Freeway and other freeways in the state do not have any provision for sound barriers to suppress noise and environmental problems for residents living near or along a freeway.

To assist the Gardiners Creek Valley Association in their campaign, we requested Dr Pierre Bermond, World President of TRANSPORT 2000, to obtain details and specifications of noise abatement barriers provided along motorways in Europe, which I observed on my recent European tour.

We are grateful to Pierre for his prompt response in sending us all the details requested.

AUSTRALIAN ROUNDUP

PASSENGER REVIVAL IN SOUTH AUSTRALIA

Mount Gambier

A revitalized rail service between Adelaide and Mt Gambier in the state's south-east has increased patronage by 15%.

Such developments would have been unthinkable just 12 months ago. Then, Australian National's passenger figures on its Mt Gambier service seemed to indicate an irreversible decline in patronage.

In October 1985, a revised passenger service was launched. Called the "Blue Lake", it was introduced as a positive measure to increase patronage and reduce operating costs.

The service involved several innovations which included:-

★ introduction of faster weekend services from Adelaide and Mt Gambier departing at 4.30 pm on Fridays and Sundays, arriving at Mt Gambier and Adelaide at 11.05pm and 11.30pm respectively.

★ A reduction of 30% in the adult fare from \$30 single to \$21 for a trial period.

At the time, Australian National (AN) said the announced changes would result in some economies, but the future success of the service would depend on the support of the people of the south-east.

In just over six months, AN has arrested the downward trend in passenger figures and increased patronage on the "Blue Lake" by 15% compared to the corresponding period in 1984/5. If recognition had been given to the downward trend which previously existed, the increase in patronage was in excess of 30%.

Whyalla

AN re-introduced rail services between Adelaide and Whyalla in April this year, using rail cars capable of XPT speeds.

AN had former Commonwealth Railways Budd railcars in mothballs since the early 1970s. AN renovated these railcars for the re-introduced service.

The story of the Budd railcars goes back to 1950 when Commonwealth Railways (CR) let a contract to the Budd Company of the USA for the delivery of three air-conditioned railcars. CR had planned to use the vehicles on services between Port Pirie, Port Augusta and Tarcoola.

The first Budd railcars ran on the Pennsylvania Railway in September 1949 and were an instant success. The cars could attain 100 kph within two minutes and 120kph in four minutes.

The three CR cars — standard high-speed air-conditioned stainless steel railcars — arrived in March 1951. Late that year, a trial run from Port Augusta to Kalgoorlie achieved excellent results.

The total time elapsed, including 35 stops for the 1700km journey was only 18 hours and 40 minutes. Discounting the stops, the overall average running speed was 105kph.

A maximum speed of 145 kph was attained on the famous straight across the Nullarbor.

In regular service the cars often ran at 120kph. The cars made hundreds of trips to Woomera, and to Marree when the new standard gauge line reached there in the 1950s.

During the mid-1960s, new Rolls Royce engines were purchased to replace the original Detroit diesel engines.

With the opening of the Port Augusta to Whyalla standard gauge line in 1972, the Budd cars gained a new lease of life.

They were used extensively until they were withdrawn from service when passenger services were closed in 1976 owing to livestock roaming on the line, unreliability, and declining patronage.

The revived passenger service is the outcome of a detailed investigation and surveys.

Complete upgrading and refurbishing of the Budd railcars has given AN the necessary tools to attract customers from the large cities of Whyalla, Port Augusta and Port Pirie.

The "Iron Triangle" Budd car is the only one still running on a regular basis in the world.

— An edited report from Network (ROA) July, August, September 1986.



Photo courtesy of Railways of Australia.
There's nothing about the plain exterior of this Budd railcar to suggest that it is the fastest railcar in Australia.

FOURTH AUSTRALIAN CITY TO ELECTRIFY

The Western Australian Government intends to electrify the narrow gauge (1.07m) Perth suburban rail system at a cost of \$146 million.

The existing network consists of three routes radiating from the city to Fremantle (19km), Midland (16km), and Armadale (31km).

Planning for the project has begun and the first electric trains should run in early 1989.

An important factor in the decision to go electric was that three-quarters of the existing railcars are due for replacement within nine years.

Replacing the diesels would have cost at least as much as electrification including new electric cars. The operating and maintenance costs of the electric system, however, would be \$86 million cheaper than for the diesel fleet (or about \$488 million compared with \$574 million for diesels over the next 35 years).

— ROA Network, April, May, June 1986.

DARWIN

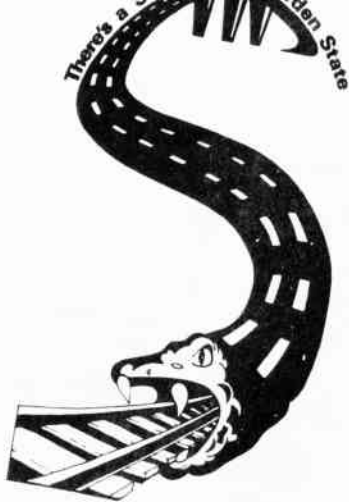
Preparatory work is to resume on the \$500 million Alice Springs - Darwin rail line, in anticipation of private industry being used to design and build the 1450km railway. Construction is expected to begin in 1987.

Work on the project was suspended in 1984 after the Federal Government withdrew most of its financial support. Now the Northern Territory Government has decided to revive the scheme following a favorable report on the line's economic viability from CP Rail of Canada.

The Chief Minister of the Northern Territory Mr I. Tuxworth said that the report indicates that the line would stand up economically, and operate profitably as a private enterprise project. The CP report contrasts with the Hill report, which claimed that the line was economically unjustifiable.

Although Australian National had already completed much of the survey and design work for the line when the project was suspended, the line may now be built to less rigorous standards in order to reduce capital costs.

— Extract from IRJ, January 1986.



Lack of
Public Transport
Affects All Victorians:

"Melbourne is the fourth most polluted city in the world."
— EPA

The Transport Minister, Mr Crabb, has been busy in his first term of office re-organising the public transport bureaucracies. Yet if he continues to allow his "ministry" to be infiltrated by people with a 1930's style approach to transport and land use planning, it won't be long before Melbourne degrades to the point where it becomes unfit to live in.

It took many American city administrations over 50 years to discover what the Europeans have known for decades. That the demand from road lobbyists for more and more space for roads and freeways makes it economically impossible to service the needs of a sprawling Los Angeles style city.

The North Americans are now following the European example by using freeway money to re-introduce rail-based public transport to a growing list of cities.

Give it the toss Steve!

It's not too late for Victoria to learn from the American blunders.

Mr Crabb must stop wasteful and destructive projects like the \$200 million C3.

He must move to progressively break up the CRB/RCA and hand most of its duties over to local government.

If the CRB/RCA lobbyists get their way, thousands more home owners in this city will be threatened with property acquisition.

More and more trucks will take to the streets to service dispersed Los Angeles style industries and public transport services, rather than being upgraded as they are throughout the rest of the advanced countries, will continue to decline.

We believe Melbourne deserves to have its Yarra River protected from the doubling or trebling of the South Eastern Freeway that will result from the building of the C3 freeway through the Gardiners Creek Valley.

We don't want billions of dollars wasted on huge bridges over the Yarra and a tunnel under the Domain.

We believe the Garden State needs a strong anti-freeway, pro-public transport government.

Victoria deserves a better transport deal.

Feed the Garden - Starve the Snake.



YESTERDAY. Service Cuts and Inadequate Funds.

TODAY Fare Rises and Inefficiency.

Why does a Public Transport Dollar go twice as far in Sydney?

Did you know that Sydney's fares are about half Melbourne's? Its because of the way we choose to run our Public Transport System!

A vicious circle of fare rises causes a drop in patronage, leads to service cuts and triggers off another fare rise!

And while we close suburban lines — Sydney opens new ones.

So we have had a 38% drop in patronage since 1970.

In Sydney, patronage rose 17.5% in just one year (1980).

Sydney chose Good Public Transport. **YOU CAN TOO!**

Make the next State Election a Public Transport election

THE WAY TO BETTER PUBLIC TRANSPORT

The Road Alternative is Costly and Destructive

THE GRAND FINAL

In the controversy of shifting the venue of the next VFL Grand Final to Waverley from the MCG ground at Richmond, the question of public transport accessibility and services is being disregarded by the VFL and government officials.

Just when you thought it was safe to get back on a train...



CRABB TOO?

- STARRING:** The same old cast who brought you the Lonie farce.
 - LAUGH:** If you can, while your fares jump by up to 140%.
 - WATCH:** Your transport dollars ripped off for the Westgate Freeway link at \$15 million a kilometre.
 - GASP:** While the Government mangles the popular 3 zone Travel card scheme (with a complicated 10 zone neighbourhood system).
 - THRILL:** To the sight of the deadly C.R.B. as it rams its freeway link through the Gardiners Creek Valley (\$200 million).
 - SQUIRM:** As 400 homes are destroyed by the freeway link.
 - YOU:** Won't believe how quickly election promises dematerialize before your very eyes.
 - BUT:** If you don't think this 'B' grader should become a feature length movie act now, join the Train Travellers Association.
- DEMAND A REMAKE OF THIS ROTTEN SCENARIO!

You Can Help Achieve a New Deal for Public Transport

IT IS IN YOUR INTEREST, WHETHER YOU DRIVE A CAR OR USE TRAINS, TRAMS OR BUSES. Demand better services from the Government and lobby the Opposition parties. Write to the Premier and your local M.P. c/ Parliament House, Melbourne 3002.

**A Response to the
METRAS Final Report by the
Public Transport Users' Association.**

11th September 1986

The PTUA welcomes the recognition by the METRAS Final Report of the need to improve operating conditions of road-based public transport, by such measures as the Tram Fairway scheme, bus lanes and signal priority. However, we are disappointed that such measures are given lower priority than the much-more-expensive road widening schemes proposed as first priority.

The Report talks about providing equity of access for all road users. Under prevailing conditions there is gross inequity between those who have the use of a private car and those who do not. Public transport in many areas of suburban Melbourne ceases to operate around 6.30 p.m., leaving many people stranded, housebound, or dependent on expensive taxis. This inequity cannot be ameliorated by road building programs.

Whilst extensions to the operating hours of public transport would be welcome, in the present economic climate, significant improvements are unlikely. Improvements to car-mobility in these circumstances will increase the inequity in two ways.

Firstly, improvements to the road network will make car travel even more attractive than public transport. Without a concomitant improvement in public transport services, public transport users will be relatively disadvantaged.

Secondly, changes in the pattern of urban development towards dispersed car-based activities will be strengthened, and older established commercial centres close to public transport will be weakened. There are already many examples of this phenomenon in the middle to outer suburbs of Melbourne, such as Nunawading, where large, car-based shopping centres have destroyed smaller centres which were accessible on foot or by public transport.

Page 2

Although the PTUA would welcome an improvement in public transport services, we recognise that to attempt to match public transport mobility to private car mobility would require an over-allocation of scarce resources to transport.

To achieve equity in access to community facilities, jobs, etc., without an over-allocation of resources to transport, it is necessary to look for a non-transport solution. We believe that urban restructuring to localise facilities to within walking or cycling distance offers a better prospect. We are opposed to road improvements designed to improve private car access.

It should be recognised that public transport and the private car operate best in mutually incompatible city forms. Whilst public transport works best in a dense city with concentrated activity zones (such as District Centres), the private car requires (and results in) a low density city with dispersed activities. Any attempt to reconcile these differing requirements will result in an unsatisfactory compromise.

For example, improved car access to a District Centre increases the demand for car parking, and results in severe congestion in the Centre. The car parking can only be expanded, and the roads can only be widened, by demolishing part of the Centre they serve. Congestion of roads in District Centres hampers public transport, thus reducing its ability to service them. Chapel Street Prahran is a good example of this phenomenon.

Car parking is the major issue confronting many District Centres and other major centres (Kew, Hawthorn, Box Hill, for example). In established centres such as these, it is environmentally sounder to make improvements to public transport services and passenger facilities (shelters, waiting rooms, etc.), than to increase the amount of car parking. Changes in public attitudes to the use of public transport will follow such improvements. If, on the other hand, the emphasis is placed on facilitating car access, the public will conclude that car access is being encouraged.

Apart from an interruption to the supply of fuel, the only significant constraint on private car use in Melbourne is congestion, either on the roads or at the destination. Until means can be found to regulate road use by pricing, congestion remains the only tool for moderating traffic growth. We believe, therefore, that it is a futile waste of resources to attempt to alleviate congestion by road widening schemes. Experience shows that this simply results in more traffic growth, and further reduces public transport viability.

Contrary to popular belief, congestion conserves fuel. A comparative study of the mainland capital cities of Australia by researchers at Murdoch University showed that the most congested city (Sydney) used the least fuel per capita, and the least congested cities (Perth and Adelaide) used the most. This comes about for two reasons.

Firstly, congestion on the roads persuades people to travel by train where this is practical.

Secondly, (and more universally applicable), it lengthens journey times, and thereby discourages long journeys.

Other comparative studies of major cities show that the provision of a high capacity road network simply allows people to make longer journeys in the time available. Thus it can be seen that increasing the capacity of the road network results in more traffic, more fuel consumption, and, consequently, more air pollution.

The apparent preference for private cars over public transport is belied by the fact that only 8% of car drivers thought they had a reasonable alternative. This highlights two key points.

* The standard of public transport services presently available in much of Melbourne is poor.

* Many of the trips currently being made by car are impractical by public transport.

An improvement in the level of public transport service offered, and a better spatial distribution of facilities, would result in a better modal split, and a reduction in traffic.

Another reason for the apparent popularity of the private car is the willingness of drivers to exceed the speed limit, and thus to shorten journey times. Speeds in excess of 90 kph on arterial roads with 60 kph limits are not uncommon. More rigorous enforcement of speed limits would reduce the time advantage of the private car over public transport. The introduction of bus lanes and express bus operations would further erode the time advantage.

Considerable emphasis is placed in the Report on the widening of arterial road intersections. Major road intersections present a formidable obstacle to pedestrians, including public transport passengers who are changing routes. Where public transport routes on major arterial roads intersect, the intersection design should allow for the movements of passengers between vehicles.

Where practical, it would be preferable to have the public transport vehicles of both routes stop in the same area, so that passengers could interchange without the need to cross any roads. Where this is not practical, shortening the traffic signal cycle time when a pedestrian pushbutton is pressed would be of benefit to passengers changing routes. Cycle times of traffic signals are often so long that pedestrians are tempted to ignore signals in order to catch a connecting tram or bus. Missing a connection can add 20 minutes or more to a journey time.

Whilst the PTUA has no direct interest in the transport of goods, we question the rationale of improving arterial roads for purposes of facilitating goods movement. Goods traffic on arterial roads is a hazard to pedestrians, cyclists, and other road users; it causes serious damage to roads; it causes air pollution, noise and vibration. Furthermore, there is presently no way of preventing private motorists from using roads which have been built or widened for goods traffic.

We recognise the importance of Melbourne as a port, and clearly there is a need to facilitate the movement of goods to and from the port. We would prefer heavy and bulky goods to be transported by rail within the built-up area, with transshipment to road at freight centres on the Metropolitan fringe.

The economic case for facilitating movement of goods by road is not proven. It can be argued, for example, that to transport fruit and vegetables from market gardens around Melbourne to Footscray market, and then to transport them back to the outer suburban fringes of Melbourne is grossly inefficient. It would be much more efficient to localise the production of food where it is to be consumed. The same argument could be applied to many other goods.

We question the wisdom of the continued movement towards larger scale production, warehousing, and distribution, which is made possible by a high capacity road network. This trend is increasing our dependence on a finite fuel resource at a time when Australia's self-sufficiency is declining. It is expected that within 15 years Australia will need to import 50% of its oil needs, at prices higher than today's. This will dramatically increase our balance of payments deficit.

A move towards smaller scale, localised production will reduce the need for goods traffic, and will lead to a more efficient use of resources.

In summary, we support the recommendation in the Report that maintenance of existing roads is the first priority, but we take the view that traffic management schemes to benefit public transport should be seen as an integral part of such work. We believe that any major expansion in the capacity of the arterial road network is inimical to public transport, because it will relax constraints on the location of facilities, and thus make servicing by public transport an even less economic proposition.

LONG DISTANCE RAIL TRAVEL — AN EXPANDING MARKET

Despite the vast expansion and improvements in air travel over the past three decades, intercity and inter-country rail services continue to be popular and have expanded in many countries over the same period.

With the greater risk of terrorist attacks on airplanes and at airports, more people will resort to rail travel to meet their travel needs.

Occasional travellers will agree with train buffs that there is a charm and glamour about a long distance train trip that no air trip can match. Very few air trips can offer passengers the luxury and facilities available on a long-distance train trip. The food service in the dining car of some famous trains would rival the standards of many a five-star hotel. For relaxation, there are club or saloon cars, and the ability to walk about, compared to being strapped into a seat on a plane.

All over the world there are modern, fast, luxury and historically famous long-distance trains still in service.

The most famous of these trains is the Orient Express which first commenced service between Paris and Bucharest via Vienna in 1883. Until 1939, this train was patronised by kings, princes, heads of state and celebrities, living up to its reputation as the 'KING OF TRAINS and the Train for Kings'. After World War II, costs made running of the train prohibitive.

However, the entire service was restored to its former glory in 1982.

This train still retains its pride of position as the most famous and glamorous of trains in the world. It carries 30,000 passengers annually on segments from London to Paris, Venice to Istanbul.

Europe leads the world in the number of inter-city and inter-country trains in service.

The French TGV trains — the world's fastest — rush through the southern countryside of France with the speed of a jet. The APT (Advanced Passenger Train) in the U.K. is that country's flag carrier. Steam train buffs will recall the famous Flying Scotsman between London and Scotland.

With its vast distance between cities, the American continent is well-served by long-distance trains especially by AMTRAK services.

The steam-powered CUMBRES and TOLTEK rail in the USA is one of the most scenic narrow-gauge systems in the world.

Other famous trains in the USA are run between Rusk and Palestine by the Texas State Railroad and Fort Bragg and Willets in California.

Canada's VIA RAIL trip from Vancouver to Halifax — a run of 6251km — is the longest train journey in the western world — from sea at one end of the country to sea at the other. With five nights and four days of splendid scenic views, it ranks as one of the great railway journeys of the world.

The only authentic vintage steam train operating on a Class 1 railway in north America, runs between Winnipeg and Grosse Isle and is called the Prairie Dog Central.

The Royal Hudson, which has the longest steam locomotive in North America, runs five days a week between Vancouver and Squamish.

Going south, we have the most exciting train in South America — a 12-day marathon on a narrow-gauge train from Rio Bamba in the Andes to the coastal town of Guayaquil — the track is an engineering marvel.

In South Africa, the Blue Train — one of the world's most luxurious — runs 1608km between Cape Town and Johannesburg in 26 hours.

The Trans Siberian is the world's longest journey — eight days from Khabarovsk near the Pacific to Moscow in Europe — 8480km covering seven time zones and one-fifth around the world.

In India, the 'Palace on Wheels' from New Delhi to Jaipur and on to Agra, city of the Taj Mahal — a distance of 2400km — is the pinnacle of train luxury. The train consists of 14 vintage cars dating back to the opulence and luxury of the British Raj and the days of the Maharajahs, and which have been restored to their former glory. The carriages are pearly white with teak shuttered

windows and red carpeted verandahs. The train has its own post office, laundry, library, two dining cars, an air-conditioned bar and a bank with foreign exchange facilities.

The saloon cars have four bedrooms with real four-poster beds — not berths ! The beds have hand-carved headboards, brocaded upholstery, mirrored antique and carved teak tables.

Other famous long-distance trains in India include the Rajahami express trains between New Delhi and the major cities — Bombay, Calcutta and Madras — and the Grand Trunk Express which covers the 2178km between New Delhi and Madras in 42 hours, crossing five state borders, and with extensive stops at major cities en route.

In Kashmir, the TOY TRAIN — a narrow-gauge train — runs from Siliguri to the 2133m high 'hill town' of Darjeeling in the Himalayas, and covers the most wildly exciting, interesting and enchanting scenery, so much so that Mark Twain on making the journey wished the trip could last for a week.

Japan's bullet train — the Shinkansen — running at 240kph between Tokyo and Osaka, is the fastest point-to-point train in the world.

In Australia, the Indian-Pacific spans the continent (linking the two oceans from which it derives its name) from Sydney in the east to Perth in the west — a distance of 3961km. The route contains a 478km section over the Nullarbor Plain, which is the longest straight section of rail track in the world. The trip, however, runs mainly over desert or arid land of little scenic value.

The old Ghan, from Adelaide to Alice Springs — a 24-hour trip through desert and scrubland — was famous for being delayed, sometimes for weeks en route, because of heavy rains or derailments. That service has been replaced by a completely new train on standard gauge line over an entirely different route.

Against worldwide trends, owing to incompetent management in Victoria and NSW, and unreliability of services, two famous trains — the Southern Aurora and the Spirit of Progress were terminated in August this year.

While the glamour, luxury and service provided by long-distance trains still exists and is being expanded around the world, except in Australia, we see more people resorting to long-distance trains to meet their inter-city and inter-country journeys.

Once again, we are left behind the rest of the world in train services.

— Ken McIntyre



The Ombudsman, Mr N. Geschke, pays a surprise visit to Caulfield Railway Station on 28 July. Left to right: Patrick O'Connor, The Ombudsman, Ken McIntyre, Dr Doug Sherman and Mr Andrew Horton, Herald reporter.

Photo courtesy of The Herald.

NOTICES ON TRAIN DELAYS

To cover their embarrassment in having to announce daily train delays and cancellations on radio, the MTA discontinued this practice.

(Back in 1979, our Association was instrumental in having VicRail management advise passengers of delays and cancellations, to avoid inconvenience to them.)

The PTUA protested to the Minister and to the MTA that users need prior information on delays and cancellations as they can arrange alternate modes or changes to their travel plans.

The MTA's response was that notices are provided outside stations informing users of delays.

Unfortunately, not all stations provide notices, as the station staff themselves claim they do not know what trains are running, as a recent notice at Middle Park station reveals:

"We will expect few cancellations and late running and we will inform you what we know, which is we don't know until the train controller inform us."

Since 1982, we had repeatedly called on former Transport Minister Steve Crabb and now Tom Roper to leave their chauffeur-driven cars and travel on trains with our representatives to witness the comedy capers on rails. Till today the ministers have not found the courage to do so.

We invited the ombudsman to travel the trains to check if the MTA claim that notices are placed at stations with information on train delays.

On 28 July 1986 the Ombudsman Mr Norman Geschke, Doug Sherman, Patrick O'Connor, a Herald reporter and myself made a surprise check at Caulfield Station at 7.15 am. No notice-boards were provided informing passengers of a train cancellation and late trains in the ensuing 30 minutes.

The stationmaster expressed annoyance that we had not notified him of our surprise check!! If rail managers were as sensitive about doing their work efficiently, as they are about being caught out for not doing their job, the rail system would give us value for our money.

We thank Mr Geschke for his interest.

We still insist that passengers have a right to advance information through radio announcements of train cancellations and delays.

— Ken McIntyre

LETTERS LETTERS LETTERS LETTERS LETTERS

Mr K. McIntyre,

24 August 1986

Dear Sir,

I had hoped to have some light thrown on your "easing out" from the Board of Transport and what action, if any, was to be taken on the matter.

I feel you are one of the few people who have the right idea of *how* to improve public transport.

However, I failed to have any light thrown on the subject in the latest Newsletter.

If the Association needs any protest on the affair, would you kindly let me know?

— Mrs E.A. Fowler,
McKinnon

[This matter was taken up by the newspapers. Our President has written to the Minister. We suggest readers write to the Minister of Transport to convey additional community support. — Ed.]

CURVES AND SPEEDS

"Average speeds for Inter-City trains have increased considerably in the last few years, owing to higher power-to-weight ratios, fewer and shorter stops and tighter timetabling. Further improvements are likely with better motive power, track and signalling.

"Yet the cheapest and easiest way to raise overall speeds is one that has seen no improvement in living memory, and in some cases, has seen a worsening of the position.

"The maximum speeds allowed on V/LINE curves are both ridiculously low and inconsistent. Despite other systems having a clear policy on curve speeds, V/LINE speeds are almost completely unpredictable. Raising curve speeds is the easiest way to increase average speeds, while simultaneously reducing fuel and braking costs." So writes Andrew McLean in Newsrail of May 1986.

"The North Eastern Working Time-Table has been the only one to give speeds for various curves, and it went so far as to claim special status for curves between Essendon and Albury, these supposedly allowing higher speeds than elsewhere in the state. Despite the claim that 'these speeds agree with those shown on the curve boards', a check of speed boards throughout the state shows that this is simply not true. The following table shows the *actual* speeds on curves between Sunshine and Ballarat, together with the time-table figure. Maximum observed speeds for normal NSW trains on similar curves are shown for comparison."

Curve Radius	Time-Table speed	Observed speeds	Maximum NSW speed
400	50	55,55,65	80
600	55	65,65,65,70	100
800	90	90,95,95,95,95	115
1000	95	95,105,105,105	(115)
1200	105	90,95,105,115	(115)
2000	115	105,115	(115)

"What is immediately apparent is that not only are our speeds snail-like compared to NSW (and England, for example), but there is very little consistency in the figures."

According to Mr McLean: "Quite clearly there is something wrong with our transitioning, or trains are being slowed down needlessly, with consequent fuel, braking and time costs".

"Higher cants [super-elevation] would not only allow higher speeds, but would also reduce wear for slower trains operating at the present limits. The dips across Parwan Creek and through Bacchus Marsh are a case where almost all trains have to slow unnecessarily just where the highest possible speeds are required ..." owing to a steep climb immediately after.

Mr McLean says that opportunities have been wasted when track has been rebuilt, to make track faster. For example, at Stawell, track was realigned and stuck with 95kph limits, whereas goods trains are already operating at 100kph on the standard gauge track (Melb/Albury) and at 115kph in NSW.

A recent V/LINE plan to ease a curve at Ballan (70kph limit at present) in order to achieve 95kph, failed to take into account the fact that passenger trains would even then have to slow down for the rebuilt curve! (NSW trains go round such curves 30kph faster than V/LINE trains.)

Bungaree Loop is a very recent example of a lost opportunity, where careful thought could have eased at least one curve and saved money in the process. Almost two kilometres of high-standard 60 kg track was laid parallel to the existing main line to form Bungaree Loop, works which involved a new culvert as well as considerable earthworks.

"A more imaginative approach would have been to build two km of new main line **approximately** parallel to the existing line, but on a superior alignment, and use the original line as the loop. (A shift of just eight metres sideways of parts of the loop would have eased the 764 m curve to 1200 m.) Not only would this have seen an improvement to the main line alignment, but it would have saved the \$200,000 that relaying the present main line between the points will cost when the line itself is relaid with 60 kg rail."

Pointwork (Built for snails)

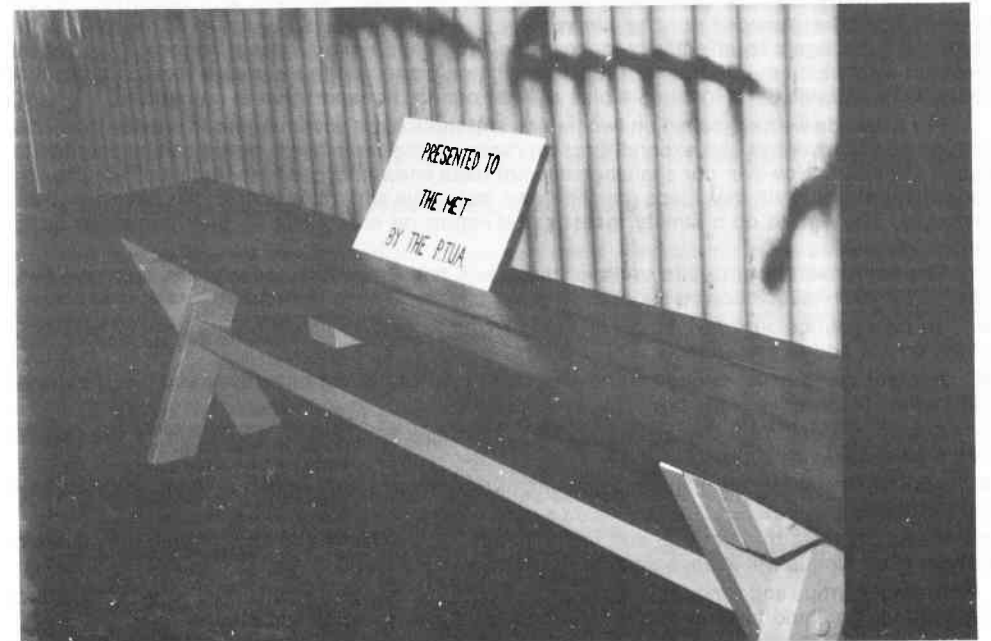
V/Line speed limits on points are 65kph. A typical example is Warrenheip, where three out of the four possible moves through the junction are limited to 40kph.

The standard gauge track inner Melbourne points has a 15kph limit.

Footnote: According to Mr McLean, a 'tight' curve of radius 1000m was put in at Gordon in order to ease an easier curve of 3200m radius!



Broadford curves: Examine closely the broad gauge curves showing unevenness & erratic elevation (the train is on the standard gauge track).
Text, table and photograph are courtesy of Newsrail



Built by Rod Bryant for the PTUA, this bench was donated for use at Albert Park Station, to provide seating for elderly passengers.

TRANSPORT DISORDERS AND CURES

Three excellent articles in *The Age* on the woes of the public transport system stated what is already painfully obvious to all rail users as to the causes for rail disorders: Years of government neglect, ministerial ineptitude and political interference, incompetent managers, union obstructionism, staff inefficiency, overmanning at all levels, and wasteful expenditure, more often for political reasons.

The articles brought out the extent of duck-shoving among the managers responsible for the mess, as to who is to blame: management blames the politicians and the unions; unions blame the management, not their own bloody-minded obstructionism to accept modernization, new work practices and cost-efficiency; ministers blame everyone but themselves for their contribution to the disaster.

Cures offered by management (namely, to cut rail services and replace them with bus services) are simplistic and show ignorance of events around the world.

Bus services substituted for rail services have not proved as popular with rail users because buses are uncomfortable, carry fewer passengers, cannot cater for disabled persons and mothers with prams and pushers, are slower because they have to cope with road congestion, and are costlier per passenger compared with trains. In the USA in the 1950s and 60s, oil and car lobby groups influenced the government to replace trains with buses, and the scheme was a failure. Since the 1970s, billions of dollars have been and are being spent in re-opening closed rail lines.

In Victoria, the closure of rail services to small country towns spelt their demise with all their attendant social problems. People working and depending on the rail system moved out of the towns, thereby reducing employment and lessening the demand for goods and services.

Can we expect that those who reduced our rail system to an operational and financial disaster and the laughing stock of the world, could be capable of running a bus service with a modicum of competence and efficiency?

Public transport is a community service just like roads, schools and hospitals. Public subsidy must be provided for the community service of public transport. The need is for competent managers to effectively manage the funds and ensure cost-efficiency. The sensationalism with which public transport costs are often presented in the media (compared to road costs) is regrettable, as it inspires a bias against public transport that is unjustified.

For a decade we have called on two federal and three state governments to provide the public with details of revenues and expenditures on roads on the same basis as they are accounted for public transport. However our challenge has not been answered, because that would destroy the carefully-nurtured myth that roads pay their way, but trains and trams do not. We have previously requested *The Age* to do a similar investigative report on road costs as they frequently do for public transport.

The solutions to our public transport problems have been known for years, and have been offered by your Association to successive governments. These include:

- To take politics out of transport and stop trying to score political points through gimmicks which do not add to productivity;
- Appoint competent managers and give them firm and direct objectives and functions with which to comply;
- Control the unions and sack any worker or manager who does not perform the task for which he/she was employed;
- Abolish featherbedding in employment, introduce modern work practices, and improve cost-efficiency;
- Orient services to meet and suit users' needs. (Services geared to suit union demands or management whims will always yield unsatisfactory results.)

All over Europe and America, vast improvements are being effected in rail services to reduce dependence on liquid fuels and to reduce environmental pollution and costs.

In Victoria, we are destroying our public transport services through incompetence and indifference. Our children and their children will have to bear the costs of our folly and criminal neglect.

— Ken McIntyre

COMEDY CAPERS ON RAILS

THE FOOTY EXPRESS — stopping all stations except ...

The 12.38pm from Eltham was packed with supporters heading to Victoria Park for a recent Saturday's Fitzroy-Hawthorn clash.

They were in jovial spirits as the train rattled along towards Victoria Park and the adjacent football ground. As the train neared the station, there was a press towards the doors.

But the train didn't stop. The Met had struck again. The train ran non-stop from Clifton Hill to Flinders Street where the by-now-angry spectators poured out on to the platform.

So, it was back on to another train which took them around the City Loop before heading to Victoria Park where, mercifully it stopped.

Those who had originally got on board at Eltham had expected to be at the ground at 1.20. They finally made it at 1.55, just five minutes before kick-off.

— *Courtesy of The Herald*

Heatherdale:

Aesop might have liked the scene at Heatherdale station on Tuesday 29 July.

Guard and driver stood on the platform around 8am arguing about their destination.

Finally guard ran length of platform, grabbed station destination board and brought it back ...

To show the driver where they are supposed to be going.

— *Courtesy Herald, 31/7/86*

Chatham

Consider the story of the passenger and the tortoise. It began this week at Chatham railway station where a Balwyn commuter arrived at 8.21am for his usual 8.23 tortoise to work.

Alas, the Met had posted a notice: the 8.23 and 8.34 were cancelled.

He waited for the 8.39. It failed to arrive. He waited some more.

Four express trains, the last one empty, passed through without stopping.

After 35 minutes he went to the ticket office. What was wrong? Where were the trains?

The ticket office knew not. There was some word about a line coming down at Ringwood.

However the railway man had a suggestion: "Why don't you take a sickie?"

— *Courtesy Herald, 31 July 1986*

The 6.16pm from Flagstaff to Belgrave train on 1st Dec. came to a halt after passing Ringwood, when the power failed.

After 30 minutes and still no announcement or action, passengers left the train and walked back to Ringwood.

Fifty minutes after the train stopped, the first announcement was made that buses would be arriving in 10 minutes. Fifteen minutes later, 3 buses arrived. A MetRail official announced that the first two buses were — would you believe — Melbourne-bound! This must have left the 100 Belgrave passengers flabbergasted, over such an appalling gaffe and gross stupidity. Fewer than 10 passengers (dare we say) stampeded onto the first bus. The official then asked the 100 Belgrave passengers where they wanted to go.

IT was a variation of the pea and thimble trick. You know the one: whichever thimble you bet the pea is under, it isn't. This was being played by The Met at South Yarra station last Friday morning.

The indicator at street level offered a choice of platforms one, three and five for the next train to the city. I chose five, only to find the station assistant waving everyone across to platform one. Like sheep, we went.

And waited, and waited. The next train pulled in, you've guessed it, at platform five. "Thanks very much," someone

shouted to The Met man, who patted the air with his hands as if to say, "Just be patient and stay where you are."

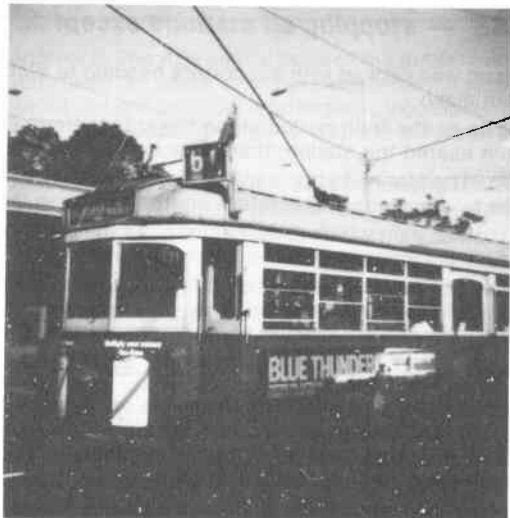
We stayed and waited. Only to watch the next city-bound train come into platform three. A couple of younger commuters scurried across the rails to catch it. The station assistant shrugged. Some of us now decided to hedge our bets and wait, poised at the top, ready to rush down whichever platform we could hear a train approaching. It was platform five again.

We made it more quickly and safely than the seven or eight

people who jumped from platform one and scrambled across two pairs of tracks and the island platform between to catch the train. Is this a teasing game that The Met plays with passengers, with elements of Russian roulette to make it more exciting, when running trains on time becomes too boring?

Musical Platforms (11th May 1986)

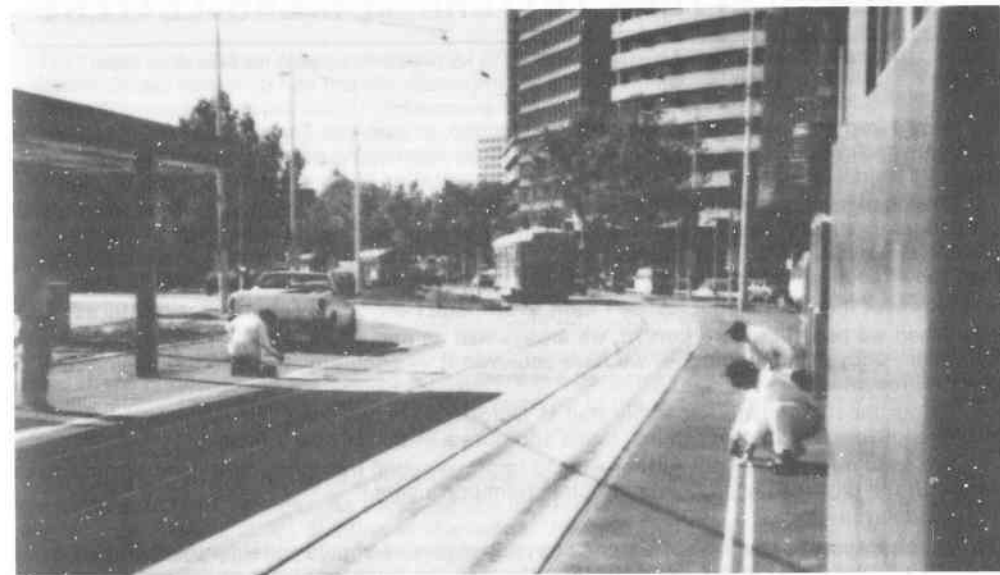
From "Comment" by Claude Forell in *The Age* on 16/4/86.



And just in case there should be any doubts about who used William Street trams, here's a shot of a No. 65 tram turning from Park Street into St Kilda Road with 62 passengers on Friday afternoon 14th November.



... and a shot of a No. 35 tram turning out of St Kilda Road into Park Street on 14th Nov. Again, it's standing room only.



*How to cut your lawn with a pair of nail scissors, or
What a glorious day for an MTA picnic! Take a pot of paint, a small brush, make yourself comfortable, and you too can paint lines for the MTA (at left). No room for machinery here.
The pair on the right are applying masking tape to the asphalt. There's no place for new-fangled gadgets like a pair of planks or even a line-making machine. There's no substitute for good old-fashioned elbow grease.*



The new transport interchange at Domain & St Kilda Roads, opened on 17th November.

LETTERS LETTERS LETTERS LETTERS LETTERS

The letters column is a forum for readers' views, and do not necessarily represent the views of the PTUA.

Sir,

April 1986

May I express my great pride and satisfaction to see the Train Travellers' Association complete its first ten years of operation; and without mentioning names (in case I leave one out) thank the persistent people who have built the organization to its present strength.

The change of name to the PTUA was necessary to cover freight users, and also tram and bus passengers. May I be so bold (in my retirement) to suggest another change, to — say — the PUBLIC TRANSPORT LOBBY of Vic., simply because it is [a] more descriptive and emotive [term] than the PTUA.

However there are bigger issues I want to stir, and I will compress them as tightly as I can.

When we began in March of '76, we always had as one of our aims, representation on the Railways Policy making board — we have achieved it — congratulations to Ken McIntyre — a great representative.

At our meeting in the Assembly Hall in October 1978, we spelt out the need for a single interchangeable fare to cover trains, trams and buses — this is now a reality.

We need now to spell out further aims to improve public transport, as well as continuing to deal with the day-to-day problems of public transport users.

I will list three:

(1) That because we now cover tram and bus passengers we should consider the more extensive use of La Trobe Street trams by connecting them to the Spencer Street or William Street tram systems† (or both) and looping them back along Collins Street — and — possibly — taking the trams out of Bourke Street.

(2) A LOOP TO LOOP THE LOOP. There is a missing link in a 10km circle railway line around Melbourne that could improve the overall system — a half-kilometre gap exists between Rushall station and the old North Fitzroy station;‡ (see an article by Rex Gardner, Melb. Sun 25/5/76 for all the details), and

(3) That at government level, we should agitate for TWO Ministers of Transport. ONE to be known as the Minister for Public Transport, and all that it implies; and another to be known as the Minister for Roads, Bridges and Traffic Control. The conflict between the needs of car users (and that's all of us) and public transport is so great that each needs funds and a minister in its own right.

We have achieved great things for a small organization by doing our homework, and knowing more about the situation than others, and above all by being persistent; let's look forward to another ten years of achievements.

— Frank Casey,
Sorrento

Editor's Notes:

† The La Trobe Street tram line already connects to both Spencer Street and William Street. Since at least 1970 and continuing to the present, each morning some Flinders Street trams loop—the-loop up Spencer Street, and continue along La Trobe Street back to Kew Depot.

‡ The gap increased to 3km, with the removal of the entire branch and associated electrification sometime last year, and the reservation is to return to parkland.

LIGHT RAIL IN CANBERRA

In the early 1960s a light rail system to move passengers on major trunk routes in Canberra — for example, Civic—Belconnen and Civic—Woden, was debated.

It is interesting to note that this option is presently being reconsidered by a joint NCDC—Department of Territories Public Transport Study, to meet the growing transport needs of our capital city.

— Ken McIntyre

OPEN LETTER TO MR ROPER

21 July 1986

On Friday 18th of July at approximately 11.20 pm I boarded a N°. 96 East Brunswick tram in the Bourke Street Mall with two friends. Upon entering the tram I could smell cigarette smoke (a smell which makes me nauseous). I showed the conductor my ticket and sat down.

As the tram proceeded up Bourke Street I looked up to see the conductor smoking a cigarette; I yelled out to him telling him that you are not allowed to smoke on trams, asking him to stop. He ignored me continually. I told him several times that he was breaking the law. I then proceeded up to the front of the tram to ask him for his number, which he refused to give me. I then returned to my seat very annoyed. I then said aloud to my friends that smokers were ignorant and didn't care about non-smokers' rights. He then got out of his seat, came up to where I was sitting, and, poking his finger at me only inches from my face, he threatened "to punch you so hard that it will knock your bloody socks off". He then walked back to his seat and I said aloud, "That's a threat!!" Nothing else was said throughout the journey.

As we got up to get off at our stop, at the corner of Nicholson & MacPherson Streets I pointed to the bottom of my skateboard where there is a no-smoking sticker and said to him that you're not allowed to smoke on trams. He then came up to me and told me to come back to the tram stop " ... in half an hour and I will teach you a lesson". He repeated this threat as the tram departed.

Around a month ago, on my [way] home from work, I boarded a N°. 96 tram. On this day I had a "SMOKERS STINK" badge. As I showed the conductor (the same one as Friday night) my ticket, he said, "That's sick", pointing at the badge. He then said I was sick and that if people didn't smoke we would all be paying more taxes; he called me a dole-bludging university student and pretended to light a cigarette.

I call on you to take action to make sure that the no-smoking law is enforced, and that it is observed by your staff as well as the general public. Also, I feel action should be taken against the insolence of your staff towards me. Could you please advise me of the action you intend to take.

Yours faithfully,
Iain Banfield,
North Carlton

SMOKING ON COUNTRY BUSES

Since 1981 we have on many occasions addressed the Ministers of Health and Transport to consider urgently the introduction of legislation to ban smoking on public and private bus services in rural areas, but no firm action has been taken.

Legislation bans smoking and tobacco advertising on urban and metropolitan public transport vehicles, but the legislation does not extend to cover rural services.

Smoking on country buses should be banned because of basic health aspects of non-smokers.

Bus journeys on rural trips are longer in distance and time, and hence present a greater health hazard and inconvenience to the non-smoker who is forced in the small confines of the bus to inhale the smoke and to be contaminated by the products of burning tobacco.

Those sections of the community who are severely affected are: the elderly (many of whom suffer from respiratory or bronchial problems), children and adult non-smokers who have a right to clear and uncontaminated air.

The fact that non-smokers form the larger proportion of the population strengthens their case.

We once again call on the Government to introduce legislation to ban smoking on public transport services in country areas.

— Ken McIntyre

PROPOSED ACCIDENT COMPENSATION BILL

The views expressed in this article do not necessarily represent the views of the PTUA.

The Government's proposed transport accident bill should be of concern to all public transport users.

Every public transport user is a pedestrian. The user may also ride a bicycle or drive a car to commence his/her public transport journey.

A public transport user (be he a pedestrian or cyclist) may be knocked down and injured or killed by a car, on his/her way to a rail station, tram stop, or bus stop. In particular, a user alighting or boarding a tram or bus could be involved in a motor vehicle accident. In such events, the operator of the public transport vehicle will not be liable for any injury caused (unless, of course, that injury is caused by the bus/tram/train).

Set out below are some of the proposed bill's inadequacies in regard to compensation for injuries and loss incurred in a motor vehicle accident (including accidents involving trains, trams and buses).

The proposed bill would make a mockery of the rights and privileges of residents involved in transport accidents. The proposed bill would deprive residents of the redress that they now have. They can sue for compensation for injury, and for pain and suffering, and for loss of earnings, in the event of a negligent act. In the case of death, dependents can sue. There is also the question of negligence when alcohol or drugs are involved.

The proposed compensation is grossly inadequate. The Government proposes a ceiling of \$20,000 per annum on compensation. Consider these situations:

1. Suppose that a person is severely injured in an accident that is another's fault. If that person is unable to work for the rest of his/her life, to give compensation of 85% of salary to a maximum of \$20,000 is ludicrous.

A fresh graduate from a college or university can earn \$23,000. A professional of many years' standing will earn \$40,000 to \$50,000 p.a.

A person involved in a motor vehicle accident may have financial commitments (such as housing loan repayments). After an accident, modifications may have to be made to his/her house, or a completely new house may have to be built, to accommodate new disabilities.

How can those commitments be met with a reduction in income?

2. If the injured party is not working (for example, a student, an unemployed person), no compensation would be paid (apart from medical expenses), even though he/she may be unable to work for the rest of his/her life.
3. An injured child would not receive compensation. On reaching working age, he/he may be unable to work, or may only be able to work in a reduced capacity.
4. An injured breadwinner may be unable to support spouse and family, as well as meet commitments such as housing loan repayments and the like.

A most important principle is at stake. Not only may an accident deprive a person of his/her livelihood, it may also deprive him/her of enjoyment of life and even shorten it.

A person who can play a musical instrument, or sing or act for enjoyment (as opposed to a profession), or who has hobbies or sports or pastimes including bushwalking, swimming, rock-climbing, sailing, skiing and the like, or who has a trade skill, may be deprived of those enjoyments.

This shortcoming is not addressed by the proposed bill at all.

Placing ceilings on compensation, and restricting the type of injuries to "severe" under which it is permissible to sue for negligence, does not resolve the question of negligence as it exists under the present common law rights.

If the aim of the Government is to provide compensation to everybody, then such compensation must cover full salary/wages, or, in the case of an unemployed person, the expected salary/wages if the person were employed.

— R. Vowels

St Kilda & Port Melbourne Rail Lines Classified

The St Kilda & Port Melbourne train lines were classified by the National Trust on 14th November.

To commemorate the occasion, an historic 'red rattler' train was to have run on 30th November.

The train was cancelled by the Government in a bid to frustrate classification of the lines. The Government wants to do away with the lines and to use part of the reservations for a light rail services and freeway. [Age 15, 28 Nov.]

Smoking

Smoking was prohibited on country buses and in first-class rail carriages and some economy-class carriages, from 1st December. [Age 26 Nov.]

BRISBANE ELECTRIC SUBURBAN TRAINS

Some of the fastest electric suburban trains in the world run on the 1067mm gauge Brisbane suburban system. For the same average distance between stops, no railways are known to better the Brisbane service; those few which can offer a faster speed over a given overall distance have more widely-spaced stations than in Brisbane.

J. W. Knowles

(The above paragraph and the tables below are reproduced from the ARHS Bulletin of September 1985, courtesy of the ARHS)

	distance km	time mins (both ways)	number intermediate stops	average distance between stations km	overall average speed k.p.h.
<i>Part A</i>					
Central to Ferny Grove	16.08	25	12	1.24	38.6
Ipswich	38.64	49	22	1.68	47.3
Beenleigh	40.57	53	25	1.56	45.9
Thorneside	27.63	39/40	18	1.45	42.5/41.4
Shorncliffe	20.69	28/29	14	1.38	44.3/42.8
Petrie	27.49	34	15	1.72	48.5
<i>Part B</i>					
South Brisbane to Yeerongpilly	6.73	10	5	1.12	40.4
Central to Corinda	11.58	18/19	9	1.16	38.6/36.6
Yeerongpilly to Kingston	20.17	27/28	12	1.55	44.8/43.2
Northgate to Shorncliffe	10.79	13/14	6	1.54	49.8/46.2
Corinda to Ipswich	27.06	31/30	12	2.08	52.4/54.1
Northgate to Petrie	17.59	19	7	2.20	55.5
Zillmere to Petrie	12.54	12/11	3	3.13	57.5/62.1
Kingston to Beenleigh	11.04	10	2	3.68	66.2
<i>Part C</i>					
Whole system	152.74	208	89	1.72	44.1

Government Bodies Can't Communicate

The Ministries of Transport and Education can't communicate.

The Education Department announced transport arrangements for HSC candidates during the November examinations. [Age 8/11] Travelling arrangements for trams were provided for the first week, but nothing for trains. Details of special trains operating on the 11th November were omitted.

As for travelling arrangements to the Exhibition buildings, some tram routes were omitted — namely, La Trobe University (87), and the La Trobe Street trams 30, 13, 14, 23 and 24.

Lost Days (and business):

V/Line and MetRail lost 44,836 working days in the 1985/6 financial year owing to strikes and stoppages. This was more than double the yearly average of days lost in recent years. Like a running sore, the disputes are continuing to the present time.

Mounting Losses: The combined total debt of the MTA and STA — Victoria's two public transport authorities — reached \$2,000 million. In the 1985/6 financial year, they lost \$952 million. [Age 31/10/86]

Mr Roper announced that the western district Natimuk East to Carpolac and the Hopetoun to Patchewollock grain freight lines are 'earmarked for closure', along with the Jeparit-Yanac line.

Says PTUA Public Relations Officer: "The PTUA is totally opposed to closure of the Natimuk East to Carpolac and Hopetoun to Patchewollock lines". [Wimmera Mail Times, 24 November 1986]

A number of country stations is also being closed, including Barnawatha on the Melbourne-Albury line. [Age, 25 Nov.]

Trams to and from the Showground on Friday 28th Nov. did not run as advertised by the Met. The Met advertised that trams would leave the Showground every 5 minutes until 10.45pm. [Age 28/11] From 8.20pm it was every 15 minutes through North Melbourne each way. At 8.45pm, a convoy of 6 ex-Showground via North Melbourne passed through Victoria Square en route to the city. Most of the trams were empty. The 15-minute frequency continued until at least 9.35pm when this recorder went home.



**A Morning at the Domain Road
Transport Interchange - Wed. 10 Dec.**

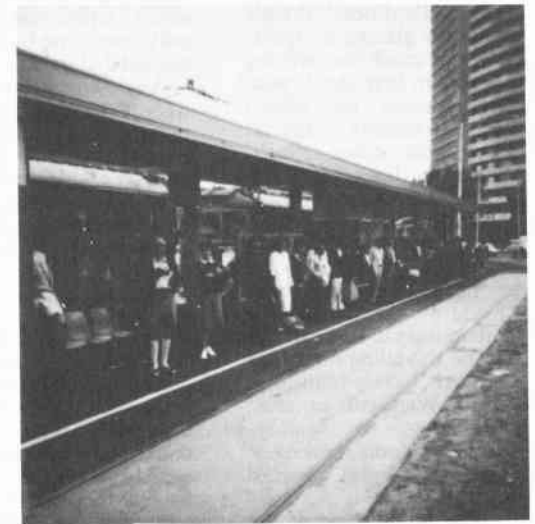
1. Top Left: It is the Met's idea of fun playing the waiting game at 7.40am for the 4-minute William Street service to materialize. These people waited 14 mins for their tram.

2. Bottom Left: When this photo was taken at 8.28am, a Met official had just announced that the next William Street tram would leave on the opposite side of the shelter. (The William Street service had failed again).

The passengers on a No. 5 city-bound tram had just been ordered off, and the tram had become a No. 38.

3. Top Right: Yes, a REAL William Street tram No. 38, ready to take on Park Street.

4. Bottom Right: The announcement (previous page, photo 2) was made only once, and some passengers evidently did not hear or understand, for there were as many passengers still waiting as the No. 38 departed (exit stage — left) — with standing room for 40 more passengers! (Those milling at the rear (far right) had just transferred off other Swanston Street trams, unaware that the No. 38 was leaving at front left.)



More cuts are on the way. Among those listed in The Age of 11th December is the proposal to replace country trains on the Warragul line with suburban trains, commencing 15th February. This letter appeared in the Pakenham Gazette on 12th March.

Sir, — This letter concerns the proposed changes to the country trains running on the Melbourne-Pakenham-Warragul line, as detailed recently in the Pakenham Gazette of 26-2-86.

In my opinion, replacement of the current N-class (Tangerine) carriages with suburban trains would be an extreme reduction in the quality of service provided to passengers and a change to which I strongly object. This change of trains would inevitably lead to a reversal of the passenger figures (currently 9% greater than the previous year), which seems to have occurred since the introduction of the "Tangerine" carriages. What country passengers, families, business people, students, regular commuters etc. would want to travel on a suburban train which doesn't have luggage facilities, double window glazing for quietness, a snack bar, writing desks (in first class), public address for station announcements, aircraft style seats, toilets, refreshment facilities, etc. My guess is that a lot of people would go back to cars — what a good way to run a railway!

In fact, no mention was made of the type of suburban train to be used; imagine travelling on a blue "Harris" class train to or from Warragul in mid-winter - no heating, draughty doors, broken or no interior lights, jammed windows, etc.

The whole tone of the article seemed to indicate that country passengers would be getting a "good deal" in suburban trains.

In my travelling experience, comparisons between "Tangerine" carriages and even the latest suburban "Comeng" silver train has the "Tangerines" 3 or 4 classes of service and comfort above the "Comengs". The "Tangerines" have superior seating, smoother ride, quieter noise levels, better on-board luggage storage, hot and cold food services, toilet/refreshment facilities, etc., whereas the latter have none of these facilities.

In the recent article it was also mentioned that V-Line trains are slowed by congestion before Warragul. I contend that this is a "red-herring". Train scheduling is such that they are far apart to make congestion minimal. Currently severe congestion exists between Dandenong - Caulfield - Richmond; a situation which would still hamper any proposed suburban replacements and only overcome by a much needed 3rd track.

Any congestion between Pakenham and Warragul should be overcome by building new country carriages which will allow alternate express/all stations scheduling and provide a higher grade of service.

Comments were also made that many of the country trains going beyond Pakenham are diesel powered, in fact an examination of the current timetable (27-10-85) shows that of the 41 scheduled weekly services, 31 are hauled by electric locomotives and 10 are by diesel locomotives - far from many diesel powered trains!

When the Minister for
Courtesy Pakenham Gazette.

Transport (Mr T. Roper) spoke at the Public Transport User's Association annual meeting, he said "in the future development of services, we will be influenced by what's most important - the travelling public, our customers . . . the final decision as to the mode of transport will be based on the worth to the public, not the objective of the management of one particular travel mode." To my knowledge the majority of discussions have been with V-Line management and various railway unions; with passengers more or less consulted in passing after the alternatives were nearly effected. Hardly in line with the Minister's statement.

One final point before closing, this concerns equal funding between public transport and road/freeways; on page 14 of the 26/2/86 issue a small low key article mentioned a \$760,000 contract was awarded for work on the Nar Nar Goon - Bunyip River section of the Princes Highway East duplication, giving a total of \$85 million allocated in the last 5 years. Imagine what the complete Gippsland line would be like if similar funding had been allocated to this line - let alone one section of highway.

In summary it seems to myself that this whole dispute can be traced back to the 30% reduction in the public transport funds in the last budget. V-Line can't or aren't building any more "Tangerine" carriages so trains from the Warragul line are seconded for use elsewhere, with everyone left with a lower-grade of service.

Steve Howard

Space Age Travel

We are living in an age when man can send a craft into space to travel on pre-determined orbits and return to a pre-determined destination.

In Melbourne, however, in the year 1986, we cannot run trains in the right direction!

The TTA got VicRail an entry in the Guinness Book of Records for running a Melbourne to Geelong train in two wrong directions in 1979.

On 12 June this year, a Frankston-bound train ran to Dandenong instead.

On 7th November 1986, a train bound for Newport wound up in Upfield!

A passenger who complained to the MTA about this was informed not to make any publicity about the incident because "they don't like these stories going in the papers"! (Herald 8/11/86)

The transport authorities are not averse to spending \$675,000 on a false advertising campaign, telling the public about the non-existent splendid system we are supposed to have, but do not want the public to hear about their world-shattering feats of mind-boggling incompetence.

— Ken McIntyre

Normal Price		Member Discount		Net Price	
Inner Neighbourhood only	\$460	\$43	\$417	\$417	\$417
Any 2 adjoining neighbourhoods	\$620	\$59	\$561	\$561	\$561
Anywhere in metropolitan area	\$729	\$70	\$659	\$659	\$659

You may apply for a weekly ticket on this page; a photocopy of it or by letter providing the same information

APPLICANTS MUST BE (OR BE ABOUT TO BECOME) FINANCIAL MEMBERS OF THE PTUA.

NAME Mr/Ms/Miss/Ms/Dr

ADDRESS

TELEPHONE - Home

TELEPHONE - Work

TELEPHONE - Post-code

The ticket is required to be valid from 1st

Applications must be received on or before the 5th day of the previous month.

PLEASE ENCLOSE A CHEQUE (PAYABLE TO PTUA) FOR:

Payment for ticket (see table above)

P T U A subscription (if applicable)

Donor Member \$15 (1 year) or \$25 (2 years)

Regular Member \$6 (1 year) or \$10 (2 years)

TOTAL: \$

PLEASE CIRCLE THE NEIGHBOURHOODS (BELOW) IN WHICH YOU WISH THE PASS TO BE VALID, AND ATTACH YOUR PHOTOGRAPH OR WRITE IN YOUR M T A PHOTO CARD NUMBER.

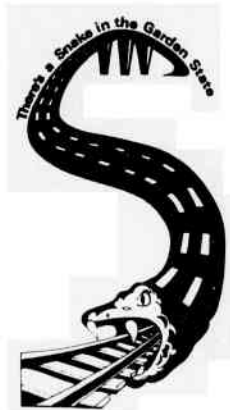
Send your application to: The Treasurer P T U A, Rosanna 3084

St Albans	Broadmeads	Greensbrgh	Ringwood
Werrbee	INNER	Box Hill	Dandenong
	Moorabbin	Frankston	

Please enclose your photograph, or write in your M T A Photo-card number on the dotted line -

No

STOP THE DESTRUCTION OF VICTORIA'S PUBLIC TRANSPORT!



The Victorian Transport 'Study' consisting of two B.H.P. executives and the chief planner of the C.R.B. has recommended -

- CLOSURE OF MOST COUNTRY RAIL LINES!
- CLOSURE OF 8 SUBURBAN RAIL & 7 TRAM ROUTES!
- NO WEEKEND SERVICES OR NIGHT SERVICES IN SOME AREAS!
- HEFTY FARE INCREASES!
- REPLACEMENT OF MANY RAIL SERVICES WITH BUSES!

Mr. Maclellan, Mr. Hamer's Transport Minister, has termed these proposals 'rational and sensible'. He knowingly appointed these men. There is every reason to believe he will try to act on their recommendations unless you make your views known.

These proposals will mean:-

- Increased car travel will mean greater pollution, worse road congestion, more road deaths and accidents, higher taxes to meet costs of road construction and maintenance.
- Greater use of scarce fuel resources for travel will limit its usage for industrial purposes in an energy crisis.
- Uncertain political conditions in the Middle East and soaring oil prices will make Victorians hostages of the oil companies and the oil producing countries.
- Real estate prices in country and suburban areas affected will plummet to rock bottom and prices in areas with public transport will rocket out of the range of average Victorians.
- Thousands of jobs will be lost.
- Country towns and tourist centres will decline as less people will drive there for visits.
- Victorians will have no freedom of choice of travel.

In the 1950's and 60's the car manufacturers and oil company lobby groups forced the U.S.A. governments to close their rail services and replace them with buses. THE EXPERIMENT WAS A DISASTER! Uncomfortable and inconvenient buses forced over 50% of the people to use cars instead. Today the same governments are spending billions of dollars in rebuilding the same rail services they destroyed. DO WE TAXPAYERS WANT THE SAME MISTAKE TO OCCUR HERE?

INVITATION

Press Conference

Date: Monday 22nd February 1982.

Purpose of Conference:-

"To present to the Media the requirements of the Travelling Public for the State Election."

● ODD SPOT The Mussolini factor meets the Met

The "impossible" has happened every train arriving at Flinders Street yesterday morning was off-ically on time.

According to the Transport Minister, Mr. Crabb, it was the first time the achievement - which is sought by transport organisations the world over" - had been achieved.

Mr. Crabb said every train arriving during the morning peak from 8.00am to 9.00am appeared to be on time.

He said the achievement was achieved as being on time was not being on time.

Mr. Crabb has written to Metrolink employees involved congratulating them on the achievement.

Yesterday's effort as a great success, he said, was a great success.

"We have a long way to go to have all our trains on time every day and we will be doing our best," he said.

Who Said This Was So

Look at the danger signs:

1. Before the last election, the Plan made no mention of a link along the Alamein Railway to 1981 the MMBW Metropolitan has Government Support) has priority 3 project (page 90).
2. MMBW planning maps 55, 56 and Kew to East Malvern Freeway/A reservations along the Alamein Rail.
3. This year the CRB has the government to build the E6 - an arterial Chandler Hwy to Harp B northern end of the
4. At