

TRAIN TRAVELLERS ASSOCIATION NEWSLETTER

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PUBLIC TRANSPORT- AN ELECTION ISSUE

April 3 has been determined as the day each voter will make the decision that will determine who will run the State for the next three years and it is an important day for all of us interested in Public Transport. In this election several issues have emerged with all parties agreeing that these are matters of importance to all Victorians. These issues are Economic Management, Public Transport, Education and Health.

As an association we have worked for nearly five years to bring to the public of Victoria an awareness of the appalling standard of Public Transport in the State and every party must present as part of its campaign its own platform on Public Transport. The TTA is a non-party political organisation and as such does not support any party at any time. As an organisation whose aim is to induce improvement in public transport we have put forward practical ideas for an improved system based on the requirements of the real judges of the present system and standard of service - the daily users.

As stated elsewhere in this issue it is a matter of record that the standard applying to our State railway system is appalling and it is up to every political party to assess its position and detail what its policies are and how it will make them work. The TTA has asked each party for details of these policies and these should be well aired as the campaign proceeds.

In Brisbane and in Sydney a deliberate policy of limiting road and freeway construction and at

the same time, through proper allocation of manpower and funds, developing a public transport system that attracts travellers rather than turns them away has proven to be an outstanding success and a political winner. It is the TTA's view that the same type of policy applied to Melbourne and Victoria can achieve similar results for the people of the State and the political party that puts it forward. The TTA urges all members to examine the policies put forward and to alert their friends to the issue and the party platforms that emerge. If you can attend meetings in your area listen to candidates local policies, question them, make public transport a live issue.

Page 3 Secretary Ken McIntyre examines the present Government's record on Public Transport.

Page 4 the TTA outlines in detail its proposals for Public Transport.

Page 5 the TTA calls on all parties to pledge to eliminate two glaring anomalies in the new fares system introduced from October 4.

VICRAIL REPORT HIDES FACTS ON PERFORMANCE

In 1978 we protested to the then Premier, Mr Hamer that the Annual Report presented by the VicRail Board to Parliament did not contain any statistical information on passenger operations. Mr Hamer advised us in reply that a new system of reporting was soon to be introduced.

Like his other promises about a great transport revolution, we are still waiting. The new system for the 1980/81 Report again fails to provide any data on passenger operations. Even basic data on such important matters as the following are not provided:-

- Total number of passengers carried for the year, with a breakdown of suburban, country and inter city systems.
- Total number of trains scheduled to be run.
- Total number of trains actually run with a breakdown of reasons for the number not run.
- Number of trains cancelled and late.
- Passenger occupancy ratios in peak and non peak hours.
- Average passenger kilometres etc.

The Report does however provide a plethora of information on freight operations.

It must be remembered that in its passenger operations that VicRail has the reputation of being one of the worst in the world. We have proved through two entries in the GUINNESS BOOK OF WORLD RECORDS that VicRail's unpunctuality is the worst in rail history and its inefficiency in running a Geelong bound train for two hours in two wrong directions is a feat in rail inefficiency. On the day the 1982 edition of the Guinness Records hit Melbourne news shops with the latter entry, VicRail ran a St. Kilda bound train to Port Melbourne for an encore (11/12/81).

FARE INCREASES HIT STUDENTS

One facet of the fare increase imposed last October that has only now been felt is the heavy increases that apply to school students taking short trips. Short distance trips and those crossing zones but involving more than four stations have been particularly hard hit. A further factor affecting the position is the comparative short third term for students doing external exams and the long first term of the new school year which includes Easter. Last year, third term tickets purchased at the old fare were in some cases less than half the cost parents are now being asked to pay, and when the new fares were claimed to involve an

VicRail patronage has declined from 138 million passenger journeys in 1970 to less than 88 million in 1980 principally due to inefficiency and poor management. In July 1980 we published a report which showed that in a 12 month period on the suburban system alone: 11,600 trains were cancelled, 76,400 trains were late, Over 30 million passengers were late.

The Victorian Employers Federation put a value to these delays and stated that over \$90 million was lost in wages each year because staff arrived late for work due to late trains and this led to a loss in production and sales of over \$450 million.

When we presented these details to Mr Hamer he had the courage to publicly declare that "VicRail Is A Mess" (8 July 1980). Internal details from VicRail leaked to us showed that 61% of the daily train delays, cancellations etc. are due to defective trains, signals and tracks - an indictment of poor supervision and management.

It is surprising that each year the Annual Report from a State Instrumentality can be presented to Parliament with inadequate details and the State's M.P.'s accept it without a murmur of protest. A public body funded with taxpayers money must report to the public on its performance to be either damned for poor performance or commended for efficiency. The necessary statistics are available to rail management - they wantonly hide them to disguise their poor performance.

- KEN McINTYRE

average 13% increase naturally many parents have not budgeted for 100% and higher rises.

Some examples quoted in the press recently are:

Sandringham to Brighton Beach \$11.90 to \$26.60
= + 123%

Sandringham to Gardenvale \$21.00 to \$47.50
= + 127%

So much for the elusive 13% average increase - the swindle continues.

- PAT MINIHAN

"D DAY" FOR PUBLIC TRANSPORT - 3 APRIL 1982

When Victorians choose the next Government on 3 April, they could decide the future of the State's Public Transport system. The TTA as a non party political body is not interested in political ideology or party politics. Our only concern is that the Government of the day provides an adequate and efficient public transport system.

In its election campaign the Liberal party is projecting itself as a Party of Action! Victorians should not forget this party's record of actions and lack of activity while in office. After promises to give us a "Great Transport Revolution" at two previous State elections and to quote the former Premier - to provide us with "a fast, safe, reliable, regular, punctual, efficient rail service", the Governments actions gave us instead a rail system that is "A MESS". Thus, the same Premier the then Mr Hamer, was forced to publicly confess on 8 July 1980, when we presented him with evidence of the MESS!

Thanks to the same Government's actions Victoria has the shameful disgrace of having its rail system documented in The Guinness Book of World Records as the worst in the world! Government actions have closed down almost half of the Country rail services and Sunday services on five metropolitan lines. They have driven over 35% of users from the system, increased fares exorbitantly and hidden facts on failures from the public. The State is littered with unfinished rail projects which have been

commenced as election gimmicks on the eve of each election only to be abandoned soon after.

Only strong action by the TTA and other community groups in 1980 prevented the Government from acting to close down eight rail and seven tram routes in the metropolitan area. Recent actions on free Sunday travel and the introduction of some modal tickets were pure election gimmicks. The TTA has pressed for modal tickets since 1978.

These are just some of the ways by which Government action and lack of action has ruined our public transport system. Can this Party be trusted with another term in office to continue the further destruction of the system? The Labor party has not had the opportunity to put its promises into operation so Victorians only have to decide as to how sincere the party is in its promises and how practical its proposals are in terms of operation. The Party supports our demands for new lines, increased funds for capital expenditure, representation of rail Users on the Rail Board and other transport authorities, to name just a few of its programmes.

The choice for Victorians is between a party with a long record of broken promises and destruction, or a party with a program for improvements and change for the better.

- The choice is yours!

KEN McINTYRE

THE LAST JOURNEY



The photograph above shows a number of Red Rattlers heading for the scrap heap. Any new government must ensure the remainder head the same way promptly.

Photo - courtesy of NEWSRAIL

TTA PROPOSALS FOR PUBLIC TRANSPORT

As part of its own platform for Public Transport the TTA has developed a plan for development of the network and improvement to the appalling standard of service. Full details of this plan, much of which will already be known to members through past publicity and Newsletters, will be released to the media as the election campaign unfolds. The following is a summary of the main items included.

COMPLETE MODERNISATION AND EXPANSION OF THE SUBURBAN FLEET WITHIN FIVE YEARS - SPECIFICALLY:

- Retire the Red Rattlers at the rate of 15 per year
- Refurbish the Blue fleet to new Silver standard by December 1985
- Increase order for new trains to at least 75.

RE-ORGANISATION OF TRAIN RUNNING ARRANGEMENTS TO CREATE AN EFFICIENT SERVICE - SPECIFICALLY:

- Set and maintain a punctuality standard achieved on other systems, i.e. 93%
- Standard frequencies of service to be set at a minimum of
 - 5 minutes peak
 - 10 minutes shoulder
 - 15 minutes off peak
 - 20 minutes night

- Eliminate delays to trains entering the Loop and Flinders and Spencer Street Stations.

UPGRADING OF THE COUNTRY PASSENGER SERVICE - SPECIFICALLY:

- Replace all wooden bodied carriages by December 1984
- Introduce high speed interurban trains to Geelong, Bacchus Marsh, Seymour and Kyneton by December 1985

WILL THE MMTB CHALLENGE VICRAIL???

Whilst waiting for a tram in Victoria Parade late last year your Editor was amazed to see a City bound tram from Mont Albert stop at Gisborne Street, while the driver changed the points, and then go sailing down Victoria Parade towards La Trobe Street. Passengers who expected to enter the city via Collins Street looked most bewildered but were obviously relieved when the driver stopped and reversed over the crossover just beyond

- Provide additional crossing loops to improve frequency and punctuality on single track lines.

UPGRADE THE SUBURBAN RAIL NETWORK AS FOLLOWS:

- Convert all manually signalled sections to automatic and provide CTC facilities for remaining single tracks sections.
- Complete the additional track to Mordialloc by December 1984
- Complete the duplication to Fern Tree Gully by June 1983
- Extend the Altona line to Westona and Laverton
- Provide island platform crossing facilities at Montmorency, Diamond Creek and Thomastown
- Extend the Alamein line to Hughesdale
- Complete electrification and extension of the suburban service to Werribee by December 1983.
- Complete duplication and electrification to Deer Park West by December 1984
- Extend the suburban electric service to Melton and Sunbury by December 1985.

IMPROVE INTERMODAL CO-ORDINATION PARTICULARLY AT NIGHT AND WEEKENDS (SO BUSES DON'T MISS TRAINS AND TRAMS AND VICE VERSA) AND EXTEND TRAM SERVICES AS FOLLOWS:

- East Brighton to Ormond, Monash University, VFL Park and Fern Tree Gully
- Doncaster Road to Shoppingtown
- East Burwood to Springvale Road
- Burke Road to East Kew Junction and Caulfield station
- East Preston to Mill Park
- Waverley Road to East Malvern station
- West Coburg to Glenroy station
- Niddrie to Westfield centre

Nicholson Street and headed back along Victoria Parade. After shunting into the siding just beyond Brunswick Street the tram reversed again and then headed down Gisborne Street towards Collins Street at a cost of some 20 minutes to the journey. One wonders if the MMTB, not to be outdone, will challenge VicRail for its place in the Guinness Book of Records for sending a train the the wrong direction for two hours.

FARE INCREASE SWINDLE CONTINUES

In our October issue we reported in some detail the new fare system that came into operation on October 4. In that article we drew attention to a number of anomalies, among which was the discrimination against Rail Weekly ticket holders. Their position was simply that although they were required to pay a higher rate of increase than day return ticket users in all but one of the 8 old zones, they did not get the additional privileges of the day return purchasers, i.e. the right to use trams and buses within their zone(s).

The TTA was staggered to learn early in February that for a further fare increase these privileges would be provided. Although the tickets also provide family privileges on the whole system on Sundays these would have little value for most people and are nothing more than a gimmick to gain cheap publicity at this vital time. Travellers are being asked to pay 25% 30% and 50% more for zones 1, 2 and 3 respectively for the privilege, which represents a rate of increase up to 10 times that applied to Day Return users. The table below indicates the position.

Old Zone	New Zone	Old Return	Travel Card	% Inc.	Old Weekly	Weekly Travel Card	% Incr.
3	1	1.40	2.00	43	5.30	10.00	89
4	1	1.90	2.00	15	7.20	10.00	28
5	2	2.10	2.60	24	7.70	13.00	41
6	2	2.60	2.60	-	8.50	13.00	35
7	3	3.10	3.60	16	9.00	18.00	100
8	3	3.40	3.60	6	11.00	18.00	64

The TTA calls upon all parties nominating candidates for this election to examine this inequitous situation and consider its policy in the matter. A further glaring anomaly which should be corrected is the discrimination against travellers between Rosanna and the city. These rail users were the only ones in the old zone 4 that did not come under the new zone 1 and by any criteria they have been incorrectly zoned.

The TTA calls upon all political parties to pledge as part of their public transport platform the correction of these two glaring anomalies if elected to power.

REPORT FROM THE SANDRINGHAM LINE BRANCH

In December the Branch made a major effort to recruit new members. Committeeman Graham Ihlein prepared and donated over 2000 pamphlets for distribution to the signatories of an October 1980 petition when the line was threatened with closure. Committee members handled the task of addressing and distributing the pamphlets in Hampton, Sandringham, Black Rock and Beaumaris and so far we have had eleven enrolments. The mail strike and the Christmas holiday break no doubt affected the response.

Other December activities involved a count of passengers leaving Sandringham station between 8am and 9am on Wednesday morning 2nd December 1981 to compare with that taken on Wednesday 6 June 1981 over the same period. In June 999 passengers boarded the trains whereas in December the number was 769. At first this might be taken as the result of the October fare rise. However by the 2nd December many senior school children particularly tertiary students had stopped travelling and in June a significant 27% of the passengers were children in school uniform!

The Branch will conduct either a committee meeting or a general public meeting on the third Tuesday of each month (except December) at 8pm at 25 Abbott Street, Sandringham (the old town hall). At the February meeting on Tuesday 16th our guest speaker will be John Alford, Research Officer of the Australian Railways Union, whose subject will be "Alternative transport strategies with particular reference to the Sandringham line".

Future planning includes presentations of a questionnaire to travellers on the Sandringham line seeking their assessment of the service and their priorities for improvements. On the matter of the standard of service it is of interest that Blue trains have been providing the free Sunday service on the line, quite a change from the old red rattlers! We feel that this is the result of approaches to the Railways from our Committee for the provision of better trains in the off peak periods.

- DAVID SHAW

THE CONTINUING SAGA OF THE SUBURBAN FLEET

In our October issue we featured an article on the impending introduction of the new Super Silver trains. In that article we noted that their introduction was already twelve months late and undertook to closely monitor the delivery position.

The original delivery schedule for the trains reported in May 1979 called for five trains to be available within 30 months and ten trains per year thereafter. Recent reports indicate that not only is this schedule still seriously behind, but that most trains already delivered have had to be withdrawn and returned to the builder, Commonwealth Engineering, because of electrical faults.

The revelation of this news prompted Labour Transport Spokesman, Steve Crabb, to comment that the trains were turning into a comedy of errors. Certainly, this latest news is an ominous sign when we consider the problems encountered with the first fleet of Silver Trains. As reported in October they included a high noise level, jamming buffers, uncomfortable seating, pontographs that foul the overhead, wheels subject to pitting etc.

One of the most direct effects on the travelling public of this latest setback would appear to be the deferral of the May 1982 opening of Stage 2 of the Loop, at least for Clifton Hill group travellers. Stage 2 called for the opening of Parliament station and the third tunnel to service the Epping and Hurstbridge lines however it is understood nearly twenty additional Blue or Silver trains are needed to open the Loop to these lines. As only one Blue train is working the lines at present and the first new Silver trains are now no longer available the opening of the Clifton Hill tunnel must now be in severe doubt.

Secretary Ken McIntyre travelled on one of the super silvers on Friday February 5 and reported that the air conditioning was not working, one of the alleged troublesome items, and in addition the train took 14 minutes to negotiate VicRail's torture stretch between Richmond and Flinders Street. When we consider that \$400 million has been spent to eliminate this problem the result is nothing short of appalling. As for our super silver trains these would appear to be best described at present as super flops.

- PAT MINIHAN

DESTINATION - RETURN TO SENDER



The photograph above shows the first three car "Super Silver" set heading to the city from the builders works on 17.2.81. It was to be another nine months however before the first train entered service on 25.9.81.

Photo - courtesy of NEWSRAIL

VICRAIL ON WRONG BIKE

- by Alan Parker

Five years ago, Keith Dunstan, the past President of the BIV, and I visited the past Chairman of the Railways, Mr Gibbs, who acknowledged the growing theft problem among bikes left at railway stations. He promised the BIV to have attached to all VicRail 'rabbit's ears' racks lengths of high carbon steel chain so that cyclists could properly secure the frame of the bicycle to an immovable object. The high-carbon steel chain would be hardened so that it would not be cut with bolt cutters, and all the cyclist would have to do would be to bring a large padlock. This was not the ultimate solution, although close to it, but unfortunately nothing happened.

In recent years, VicRail, in modernising stations, has removed bike sheds, demolished covered racks, prevented cyclists from locking their bikes up on platforms, and relegated them to using insecure rabbit's ears racks located in out-of-the-way places easily accessible to bicycle thieves and out of view of the platform staff. The rabbit's ears rack is that part of the rack on the drawing appended to this article without the curved top tube and chains. This rack only allows the front wheel to be locked - and VicRail has installed 2000 of them.

Bicycles were less likely to be stolen or vandalised before 1960, because the stations were manned at all times, and proper covered bicycle storage rooms were available at many stations. At other stations, bicycles could be hung in covered racks on the platform under the watchful eye of ever-present railway staff. On Footscray station in 1927, more than 500 bicycles were locked up with chains each day in small groups by station staff, and the theft rate was far less than it is today. Today, many cyclists will not cycle to the station, because they are certain their bicycles will be stolen. This fact VicRail has chosen to ignore for five years. A few bicycle lockers here and there do very little to deal with the real problems, which could have been solved years ago.

ACTIVE DISCRIMINATION AGAINST CYCLISTS

The BIV was promised improved racks by two Ministers for Transport over the last five years, and even they proved to be impotent and unable to achieve anything. The BIV's views were printed in a ten page article in a town planning journal and that article was later tabled at a State Bicycle Committee meeting and agreed to as a basis for future action. This led to the

first bike-rail planning study, which was done as part of the first stage of the Melbourne Bicycle Strategy two years ago. This study showed VicRail that there was a major theft problem at stations, and they chose to ignore that study.

Now a second research study has been undertaken for the State Bicycle Committee. It shows yet again the need for safe and secure bicycle storage facilities at railway stations. The most important need is to upgrade the 2000 existing rabbit's ears racks as shown in the drawing. Another need is to put another 2000 of the improved racks on the station platforms or in view of the ticket office.

The device referred to as a 'lockshield' on the drawing allows a small padlock to be used with a large heavy chain. The small padlock is protected from attack by shear cutters and bolt cutters by the metal box it fits into. It takes a few seconds longer to lock up, but the unit shown on the drawing cannot be cut through with 24" bolt cutters, the preferred tool of bicycle thieves.

BIV SUBMISSION ON BICYCLE SECURITY

In a report I wrote for the State Bicycle Committee, which is now an official Bicycle Institute of Victoria policy document, VicRail's official statements are analysed:

The true picture of this problem is completely misrepresented by VicRail statistics, because railway staff are encouraged by middle management to ignore complaints and not to record them, but to advise patrons to go off and see the local police, which in many cases they don't do. The idea that VicRail knows how many patrons it has lost due to theft or vandalism is absolutely fictitious. Nell Reid, writing in the Sun, also found this to be the case. Fifty-six bicycles which were stolen from eastern suburbs railway stations were recovered, and very few of them could be returned because there was no record of the theft in the first place at the stations.

The bicycles stolen or vandalised that VicRail actually knows about is merely the tip of the iceberg. Rail users with bikes should be asked by the station staff to fill in a description of the bicycles to be put on a 'station file' of stored bicycles, and VicRail should give some thought to establishing a free insurance scheme for bicycles so registered with them. There is no reason to believe that the growth in thefts at railway stations is any less than

what it is in the community generally where the problem is becoming much worse, as is evidenced in the press release of the Insurance Council of Australia issued on 21 August 1980.

The Insurance Council of Australia in 1980 stated that 10,000 bicycles are stolen each year in Victoria, and bicycle theft is rapidly increasing. Bicycle theft has always been a problem in Australia. The Melbourne Argus referred to Australia-wide theft rings in 1913, with bicycles stolen in large cities finishing up in country towns. There were 2700 bicycles reported as stolen in Victoria in 1947. This figure increased to 4500 in 1968, and this year it will exceed 11,000. Clearly the theft figures show there is a need to do something about it.

As many cyclists who have their bicycles stolen do not report the theft to the police, the actual number could be three to four times that amount and, if we assume that 30,000 are actually stolen in Victoria each year, then the cost to the cycling community would be about \$3 million. Worse still, about one in four cyclist who have their bicycles stolen never buy another bicycle and give up cycling.

BICYCLE LOCKERS

The official report entitled BICYCLE STORAGE AT TRANSPORT INTERCHANGES contains many welcome recommendations for the safe and secure storage of bicycles, including the provision of thief-proof racks and designs for lower-cost bicycle lockers.

The Report recommends that four rail stations and one tram terminal have bicycle lockers installed in 1981/82. Three of the stations, Broadmeadows, Watsonia, and Ruthven, are to be fitted out with lockers like those at Ferntree Gully and Sandringham stations. Museum Station would be fitted out with a larger number of lower-priced lockers of a different design, and would cater for commuters who need secure storage at the city end of their trip. The East Burwood Tram Terminus would also be fitted out with bicycle lockers.

Despite considerable internal opposition within VicRail about \$40,000 worth of bicycle lockers, costing \$300 each, have been installed at several metropolitan stations that, just by accident, are in marginal Liberal electorates. Meanwhile, those stations from which most

bicycles are stolen have seen nothing in the way of improvement and, by mere coincidence, are in working class Labor electorates. Pardon the political paranoia - but I'm only judging from VicRail bicycle theft records that are judged fit to be released in the official report.

The official report showed that, in the eighteen months up to June 1981, 136 bicycles were reported as stolen from metropolitan rail stations, of which 99 were stolen from five stations on the Dandenong line between Clayton and Noble Park, and at Springvale Station 40 bicycles were stolen, which is more than those reported on all other lines put together. As the available figures do not include any thefts from the eastern suburbs, it prompted a sarcastic comment about political bias.

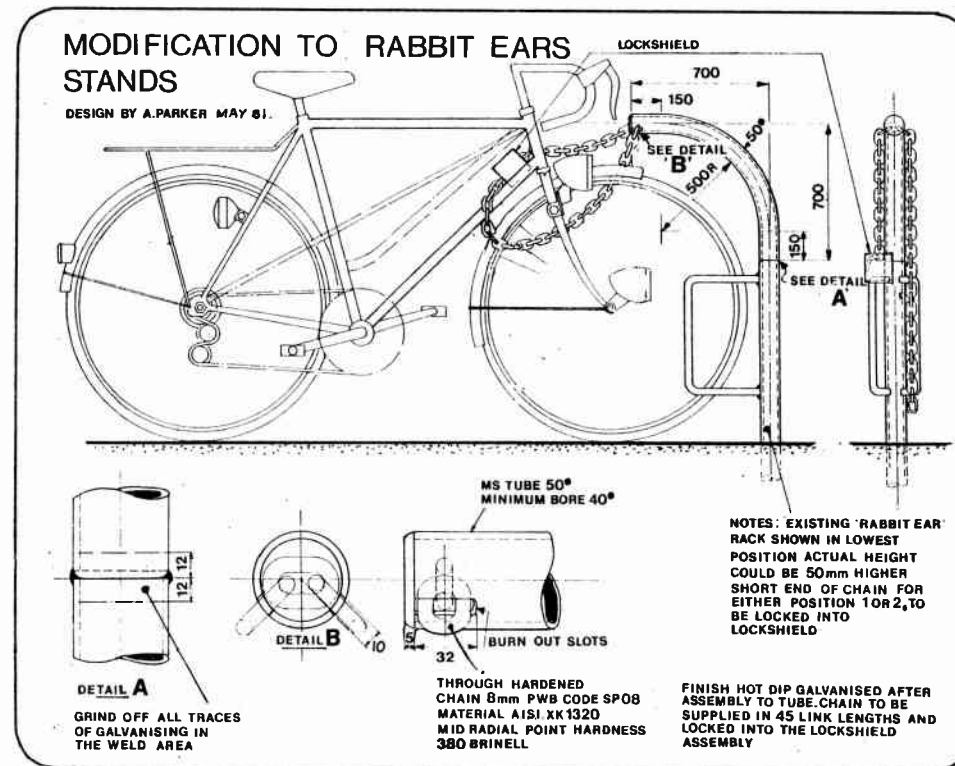
However, the real situation is that there have been massive thefts from eastern suburbs railways stations. The lockers are justified on those lines, even if they are also needed elsewhere, and thief-proof bicycle racks that can be installed for a tenth of the cost of bicycle lockers are needed on all stations, including inner suburban stations, where there are hardly any bicycle storage facilities at all.

GETTING THE BUREAUCRATIC RUNAROUND

For three years, reports from VicRail have been surfacing at the State Bicycle Committee stating that bicycle theft is not really a problem. Now we find that its figures do not say this at all, and that figures which show the real picture are being withheld. The official report is devastatingly honest: *'The validity of theft and other crime statistics has always been in considerable doubt...No structured research of reporting and recording of bike thefts from Melbourne stations has been carried out. Some reported cases of bike theft suggest anomalies between actual theft and recorded theft'*.

Cyclists face the Catch 22 situation whereby we know that bicycle theft is increasing rapidly, but nothing is being done until we can prove that this is happening and, because the organisation we need to persuade is sitting on the evidence that constitutes proof, it can keep on saying there is no problem.

(Alan Parker is the Research Officer for the Bicycle Institute of Victoria - Ed.)



Source BICYCLE STORAGE AT TRANSPORT INTERCHANGES LODER & BAYLY JUNE 1981

PASSENGER SAFETY AT TRAM STOPS

The TTA has raised with the Tramways Board the issue of providing the basic safety facilities at tram stops, especially at tram stops situated at busy street intersections. In the absence of safety rails or even demarcation lines marked on the road, tram passengers boarding or alighting, face the risk of being run over by passing motorists.

While being sympathetic to the TTA's demands, the Tramways Board Chairman's lament was that the Tramways Board cannot unilaterally instal safety zones on its tram routes, as these installations require the approval of the appropriate authorities.

The installation of these safety requirements are the responsibility of the Highway Authority

- consisting of the Local City Council and the Country Roads Board. The latter has a long history of obstructionist tactics where the provision of tram safety zones are concerned because they see these safety zones as a hindrance to car movements and a loss of road property. Certain Councils also follow the same anti-public transport stance and do not support the provision of safety zones for trams.

While preaching the need for greater road safety it is unfortunate the Government cannot get its act together to protect the life and limb of tram passengers.

- KEN McINTYRE

IS YOUR SUBSCRIPTION CURRENT?

Some members have not yet renewed their subscriptions. Adjacent to your name on the Newsletter wrapper the date to which your subscription is paid is noted. If it is expired please use the form on Page 19 to arrange renewal.

HOW IS YOUR NEWSLETTER PRODUCED

The simple answer to that question is, through much hard work, however the tortuous path that finishes in your letterbox warrants a little more explanation than that.

Amongst the various sub-committees that make up the workings of the TTA is one responsible for the Newsletter. This Sub-Committee consists of the Editor, Secretary and Treasurer, and other members from time to time, who regularly discuss content, timing of issues, printing and production arrangements etc, as each issue is produced.

In order to ensure regular production a broad timetable is adhered to, commencing at a closing date (see 1982 programme at the foot of this item), and finishing at a targeted mailing date. Prior to the closing date a number of items considered relevant for publication will be identified by the sub-committee and various members induced to prepare them or at least provide material. Other members supply items in response to the standing invitation whilst other material is obtained from overseas sources and local reports in newspapers and journals such as NEWSRAIL. By closing date your editor is then faced with a mountain of material which must be processed into the final product.

The next step in the chain is to select a balance of items to fill an issue, being careful not to defer any items that may date quickly. The selected material is then edited in its draft form for such things as compatibility with TTA policy, continuity, correctness of fact and maintenance of a consistent quality for readers. This is done progressively with points being referred back to authors, verified with other sources and tables etc being carefully checked. The material then moves to the next step which is typing in draft.

Observant members will have noticed that the past four issues of the Newsletter were prepared on four different typewriters and therein lies a story in itself. Being a voluntary organisation of limited means we utilize whatever sources are available and in the past this has included members wives, mothers, secretaries, friends or a friendly typist at work. The Editor's Secretary has, in a few spare moments over a three week period, prepared the copy for this issue using an Adler SE2000 Word Processor. Typed drafts, produced after much difficulty reading the Editor's appalling handwriting, are re-edited and then printed in a standard format by his Secretary who exercises

her artistic talent in arranging layout of items. (In this process she has discovered capabilities of the SE2000 of which even Adler were not aware).

Armed with sufficient prepared items to fill 16, 20 or 24 pages, as the case may be, the Editor then attempts to fit these in the most logical order having regard for certain standard placements, importance, and the need to highlight certain topics. This process is usually achieved by setting out the material in desired order on that well known universal workplace - the kitchen bench. If possible pages are worked up in one initial session that sees at least a rough final result. This session of cutting and sticking (using large quantities of magic tape) usually lasts six hours from 8pm to 2am to ensure continuity of thought and adherence to the printing deadline. At a second session Letraset headings are prepared together with page numbers, and the front page. The whole thing is then assembled in order, on a back to back basis as camera ready copy and delivered at lunchtime next day to the printers.

It should be explained at this point that material is prepared on A4 sheets and in the printing process is photo reduced by about 40% to contain costs and produce the handy size format you receive. (It also helps to hide those 1.30am assembly jobs that aren't quite straight). Printing, usually available in about 48 hours, is collected by the Editor or Treasurer and it is at this point that the hard task begins. What is collected from the printer is 7000 sheets of paper printed both sides which must be converted into bundles of 20 wrapped addressed newsletters, in postcode and mail centre order, appropriately labelled. This process involves between 45 and 50 manhours of intensive, highly organised work.

The order of processing is collating, folding, stapling, wrapping, labelling, bundling and bagging. The three bags presented at the Post Office hardly do justice to the enormous effort involved. The first issue of the Newsletter was prepared by Treasurer David Bowd who, assisted by his mother carried out this entire process, however increasing circulation resulted in a change to a weekend working bee at the present Editor's home. Again increasing circulation saw the effort expand beyond this venues capability and for our last issue a working bee of larger proportions was arranged at the Fitzroy Social Planning Office on Saturday December 5. A days effort with up to 8 members working did not complete the task and

additional work was carried out on Sunday December 6 to be in a position to post the next day.

One process not yet mentioned which reduces the workload significantly is the production of address labels. A member is able to use facilities, which hold on computer file, addresses of all members together with coded information such as member classification, subscription renewal date and mail centre location. From this file, labels are printed on TTA label stationery in postcode order a few days before the Newsletter is prepared for posting, resulting in a significant saving in the effort that would otherwise be necessary. To reduce the effort even further consideration is presently being given to having collating and stapling done commercially in conjunction with printing. Cost is a strong consideration in this matter however some very competitive quotes have been obtained recently which should be within our resources. Consideration is also being given to using envelopes in lieu of paper wrappers following the recent increases in postal charges which, in reducing the gap between rates for standard and non-standard items, make the use of envelopes an economic proposition. This change would also reduce the workload in preparing the Newsletter for posting.

As can be seen from this description of the Newsletter production process considerable effort has been expended by the time it reaches your letterbox, however we are proud of the standard we have been able to maintain and are continually looking at the process and the finished article with a view to improvement. We are constantly looking for volunteers to assist in the Newsletter tasks and if you would like to assist please contact the Editor on 718-2917. If you would like to contribute an item to the Newsletter it should be addressed to The Editor, TTA Newsletter, PO Box 116, Hurstbridge 3099. Closing dates for all proposed issues during 1982 are:

<u>Cover date</u>	<u>Closing date</u>
April	March 19
June	May 14
August	July 16
October	September 10
December	November 5

The TTA reserves the right to edit, abridge or reject any material, however every effort will be made to publish items submitted.

- PAT MINIHAN

Pictured below is the scene at the Fitzroy Social Planning Office on Saturday December 5 during the December newsletter working bee.



Photo - David Bowd

AN OPEN LETTER FROM THE PRESIDENT

The TTA is a voluntary organisation and like any other voluntary body our success or failure will depend on the amount of active, enthusiastic participation, involvement and financial support we receive from our members. As far as financial support is concerned we have no complaints, though we request members whose annual subscriptions are overdue to please renew their subscriptions.

All too often with voluntary organisations, the daily chores or regular and more difficult tasks fall on the shoulders of a few dedicated members or office bearers. This has been the case with the TTA in the past five years. Our Secretary Ken McIntyre handles all correspondence, some media and public contacts and interviews; follow up action on public complaints received; attendance and participation at public meetings, preparation of submissions, articles for the Newsletter, media releases etc.

David Bowd as Treasurer handles all financial matters, subscription dues, and contributes to the preparation and mailing of the newsletter etc. In the past year Patrick O'Connor has taken over with great success, much of the public and media contacts and activities involved with publicity. Pat Minihan, a former President, has taken over the editing and preparation of the Newsletter and the vast improvements in content and presentation are to his credit. John Alexopoulos has always been the General Manager of special projects involving public meetings, leaflet distribution, printing arrangements etc. A Publicity and promotions sub-committee spearheaded by Ivan Powell and Rod Bryant are working on improved publicity and promotion for the TTA. The

President of the TTA has always been the co-ordinator of all these activities.

There is a greater need for more members to take an active part in the activities of the TTA. With a State election imminent and the campaign already underway, we should be more active and attend election and public meetings addressed by candidates for State Parliament - question these candidates on their attitude and party's policies on public transport. Write to your local media and put the TTA views and plan for a better public transport system. Interest your relatives, friends and neighbours in the TTA and recruit them as members.

Highlight the daily failures and shortcomings in the public transport systems through your local media and write to the Transport Minister to complain about these failures. Again, offer the solutions and suggestions which the TTA has put forth as the better way to public transport in Victoria. Participate in the activities of the TTA in larger numbers particularly in special activities such as distribution of leaflets, conduct of surveys etc. The splendid coverage we receive in all sections of the media for which we are most thankful is because we are a responsible, non party political body, offering constructive criticism and suggestions and are sincerely interested in improving the public transport system in the State.

The TTA is your organisation - without you it cannot survive. If we are to grow into a stronger and more powerful lobby group - we must have more people as members and more members participating in our activities.

- DOUGLAS SHERMAN

TRB HEARINGS - HEALESVILLE, MORNINGTON AND STONY POINT

Further to the report in our December issue the TTA submission was read in full at the TRB Hearing into the granting of a temporary licence for a bus service to replace the train services which were closed down on the Lilydale - Healesville line. One surprising aspect of the evidence presented at the hearing, was the attempts made by the bus companies and VicRail, to hide facts on patronage figures on rail and bus services on the line - data which the TTA presented at the Hearings, much to the embarrassment of the other parties. The decision on the Hearing had not been published at the time of going to

press. We place on record our appreciation of the time, personal attendance and work involved with preparation of reports on the Hearings, by Joan Matson and Arthur Payne - TTA members in Healesville.

The Hearings into the granting of temporary licences for bus services on the Mornington and Stony Point lines are still proceeding at the time of going to press. Our representative at these Hearings is Howard Girdler. We thank Howard once again for his offer to spend the time and effort to attend.

FREE SUNDAY SERVICES SURVEY

The TTA conducted a Survey of rail passengers and obtained their responses to the free Sunday services on public transport which commenced as a trial measure on Sunday 6 December 1981.

We are pleased with the response to the trial, though the inordinately large number of young people who used the services to attend a Pop concert in the city and attend the Toyota tennis finals at Kooyong, could have had a bearing on the high patronage figures.

Detailed below are some of the main comments of the non users who travelled on the system for the first time and also the comments of the regular users who participated in the Survey while travelling on the system on 6 December 1981.

NON USERS

- Greater mobility because of the free services.
- Frequency of 40 minutes between trains was unattractive. The interval should be 30 minutes before 12 Noon and 20 minutes afterwards.
- Cafeteria facilities at Spencer Street station and at other stations where provided on weekdays should also be made available on Sundays.
- Notices at all stations and greater publicity about the free services should be carried out. 29% of non users surveyed were not aware of the free services.
- Maintain connections between other modes and trains especially at Flinders Street station.
- Facility of free travel should be extended to Country areas.
- Improved security should be provided on trains.
- Free services should be extended to all Sundays in the year.
- Limited staff on duty on Sunday could encourage vandals.

REGULAR USERS

- Rail fares are too costly.

- Majority of passengers are not satisfied with the punctuality and efficiency of the services.
- Critical of the lack of modal connections and connections with other trains at Spencer and Flinders Street stations.
- Efficiency of staff and management could stand much improvement.
- Trains are too crowded in peak hours.
- (Lady passengers) Demand for more security on trains at nights.

GENERAL COMMENTS

- The Age patterns of all passengers varied at different times and on different lines. Overall, youth (less than 25 years) formed about 60% of all passengers. Between 12 Noon and 1.00 pm they formed as high as 75% of passengers on the trips to the city, perhaps because of the attendance at the Pop Concert and Tennis Match. This high percentage was apparent on the Glen Waverley, Dandenong, Frankston and Broadmeadows lines.
- Sunday 6/12/81 was not an ideal day for going to the beach. This explains that on the lines servicing beaches eg. Frankston and Sandringham, more people were travelling towards the city rather to stations servicing beaches.

It can be expected that Youth will form the greater percentage of free Sunday travellers with the school holidays occurring over the trial period. The aspects of improved connections, more publicity; increase in security staff particularly later in the evenings when those young persons will be returning home; provision of refreshments and the opening of the cafeteria at Spencer Street station and the reduction in the waiting period for trains - are matters which obviously need attention whether or not free Sunday services continue beyond the trial period.

- KEN MCINTYRE

HAVE YOU CHANGED YOUR ADDRESS?

If you have changed your address recently please advise any of the office bearers on the back page as soon as possible. Newsletters returned due to an incorrect address cause the Association to incur double postage costs in addition to the wastage in printing and preparation. Please help us to keep you informed of activities undertaken on your behalf.

ALL ABOARD FOR THE VICRAIL REFUND MERRY-GO-ROUND

I happened to possess a dozen or so books of Flexi-tickets when Mr Maclellan announced another increase in fares and the introduction of a different ticket system in mid 1981, so I was a little concerned about what value my Flexi-tickets would have when the new fare structure became effective from the 4th October 1981.

On ringing VicRail several days after the announcement I was told that they had no information as to the details of refunding Flexi-tickets. A week later I checked at the local station, Ivanhoe, and they repeated the VicRail information - no idea of how and when the refunds would be made. Eventually on September 27th (Sunday) I visited Ivanhoe station again at about 3pm and saw the relieving S.M. locking up for the day. He informed me that Flexi-ticket refunds could be processed only after 4pm the next Sunday (the 4th October). I returned the next Sunday at 4pm to find the station locked up so returned to the station yet again the next day (Monday 5th October).

This time the relieving S.M. acknowledged the Flexi-ticket books by filling out a VicRail fare refund application form (in duplicate) and advised me according to his printed instructions that the current value would be paid (about \$220). Because of the large refund he advised me (for security reasons) to personally deliver the tickets and refund forms to the VicRail Marketing Branch at BHP House, Bourke Street, Melbourne. This I did the first thing next morning (Tuesday 6th October).

The VicRail clerks were puzzled when I asked them about Flexi-ticket refunds. The head of the section then informed me that this was the Accounting Branch of VicRail but he would inquire after the matter. After I waited 15 or so minutes he returned to say he would accept the books of Flexi-tickets and the VicRail refund forms to be processed for a refund. No receipt was forthcoming even though I requested one.

A fortnight later on 22nd October I telephoned VicRail Public Relations and after waiting 5 minutes or so while they investigated the situation I was told that the checking of the Flexi-tickets had just been finished as to dates and places of purchase and a cheque would be sent out - but they did not know when.

Another fortnight later, on 4th November, I telephoned the Marketing Branch. They checked and said that they had only just

received it on the 27th October and there were stacks of applications for refunds waiting to be processed. They could not understand why it had taken 3 weeks for my application to get to Marketing Branch from the Accounting Branch. When I mentioned that I had submitted the Flexi-ticket books on 6th October for a refund they said that they would push it along.

Another fortnight later (20th November) I visited the Marketing Branch (470 Collins Street) at lunchtime, where a very helpful young VicRail employee asked me for all the relevant details. He said that the cheque should have been sent by now and showed me the official VicRail check form statement detailing the amount sent to me. This amount did not seem to be correct so I checked my own record and found that the Marketing Branch had made a mistake - one book had been omitted. I was told that they would have to send out another cheque.

I pointed out that, as VicRail had made the error, I should not have to wait another month or so for a second refund and requested a prompt settlement. This point was readily agreed but the VicRail employee said that he would have to first get all the relevant papers from Head Office on the next Monday (23rd November). A cheque for the first \$175 was in the mail when I arrived home that evening.

The same employee rang back on Tuesday morning (24th November) to say that he would be able to give a cash refund that day if I came in personally. When I went in he gave me a refund authorisation which I had to sign but then told me that cash refunds could only be paid at the Spencer Street booking counter.

So I had to walk to Spencer Street, present the refund authorisation, and sign again, whereupon I was paid the \$11 odd balance. Thus I had at last received the total refund for my Flexi-ticket books.

Total Time : September 27th - November 26th (2 months)

- MALCOLM HIGGS

COMMENT BY TTA TREASURER:

This experience illustrates the costly bureaucratic procedures utilised by VicRail which result in the poor economic performance of this utility and much inconvenience to the public.

If they had taken a sensible and fair approach and made on the spot cash refunds based on the current travel value of the vouchers it would have saved them the very expensive clerical effort involved in checking when and where the vouchers were bought and how much was originally paid for them.

Alternatives to cash refunds could have been an exchange for equivalent vouchers for use under the new fare system or a reasonable transition period during which old vouchers may have been used in

WHAT A WAY TO RUN A RAILWAY!!!

...In what must surely be one of the classic VicRail decision of all time passengers on the Bacchus Marsh line have recently been prevented from using a first class carriage on one of their crowded evening trains because they don't have first class tickets. Some would willingly buy them as they could then obtain a seat after a hard day at the office, but since introduction of the new fare system VicRail will not sell them a first class ticket. VicRail's answer to the problem was true to form - they locked the carriage to prevent it being used.

- o o o O o o o -

...One early morning trainload of St. Kilda passengers were treated to an unexpected surprise during December - a trip to Port Melbourne. Their train was misrouted and their journey lengthened by almost 30 minutes. Those who lost pay through being late for work would obviously think carefully before exposing themselves again to the risk of such a blunder.

- o o o O o o o -

...During 1981 it was reported that delays had occurred late one day on the main North East line due to the failure of a goods train between Tallarook and Broadford. The precise reason for the failure was that the locomotive had run out of fuel. This gross incompetence is not confined to goods trains as our Treasurer David Bowd found on one occasion when travelling home from Goulburn on the Southern Aurora. The locomotive ran out of fuel at Heathcote Junction as it approached the Great Divide delaying the journey by nearly two hours. All members should pray that VicRail are never allowed to run aircraft.

- o o o O o o o -

...Those inspectors who board trains periodically to check if we all have a ticket are obviously not doing the job thoroughly. It seems they have omitted to check some of their

accordance with the old zoning system.

The Flexi-fare vouchers were issued to the holder on a non refundable basis but were not subject to an expiry date. Many would have been bought as a hedge against inflation and it was unethical of VicRail to unilaterally invalidate these vouchers without any compensation for the interest forgone (to VicRail's benefit) by people who had invested in them up to a year or more ago.

-DAVID BOWD

own stations. Passengers at Eltham and Diamond Creek have recently been told by station staff to purchase their tickets at the other end as they have run out. Weekly travellers from Hurstbridge have also been receiving tickets marked Eltham. As the position has become more desperate other stations such as Greensborough and Caulfield have begun issuing Tramways Board Travelcards which are not compatible with VicRail date stamping equipment and in one case would have allowed use for 3 days due to poor date marking. Some obvious questions arise - Why don't VicRail and the MMTB use the same travelcard and VicRail contract its printing work to efficient private printers whilst at the same time eliminate wasteful individual stations identification from tickets.

- o o o O o o o -

...Passenger confidence (if there is any left) took a battering recently out Oakleigh way with reports that an express train had been involved in a near miss with a derailed suburban train. The reports claimed the trains were on a collision course. According to the Guard of the express train there was some danger of a collision although according to other VicRail officials this was not so. Whatever the situation the travelling public will never know the truth as the result of VicRail internal enquiries and investigations are never made public. It requires someone to be killed and a Coroner's enquiry to be held for the public to obtain access to such information. Perhaps the most telling comment of the whole incident was made by a member of the public who worked nearby. He stated that this was the third time a train had been derailed in the same spot. If, as claimed by VicRail, the derailment was caused by a failsafe device then use of the device in this position would appear to be open to strong questioning.

- o o o O o o o -

THE REAL CAUSES OF RAIL VANDALISM

With all the media publicity on the Broadmeadows rail incidents, the public are losing sight of the basic cause for violence and vandalism on trains and the failure of the State government to prevent vandalism.

Over the past decade vandals have been destroying rail property, trains and stations; and louts and larrikins have been terrorising passengers, especially lady passengers, and rail staff. They have been encouraged in their activities by the actions of the government through its wanton policies of reducing staff, leaving stations unmanned and trains unchecked by ticket checkers and security staff.

The 19th century wooden bodied rail coaches and broken down shabby stations are an insult to the travelling public and invite vandalism. The infrequent services daily train failures and cancellations, poor communication with passengers on train delays and overall inefficiency build resentment among users who vent their frustration on the railways through vandalism.

On the Broadmeadows line, other sociological problems such as lack of employment, poor

recreation and housing facilities for the Youth of the area, coupled with the highhandedness on the part of the rail security staff serve as the spark to ignite the problem into violence.

Instead of overcoming the real causes for the problem, the Youth of the area are made the scapegoats and we have the absurd reaction of the rail management proposing rail services on the line be closed if vandalism continues. This lack of sense of responsibility and public obligation to provide services is typical of the government's record in destroying patronage on the system through its inefficiency - then closing down or cutting services because of the decline in patronage.

Vandalism on the railways can be reduced if the government provides a service which fulfils basic social needs, i.e. modern and comfortable, efficient and punctual and with sufficient staff presence to dissuade offenders and vandals.

To concentrate only on the negative aspects without any improvements on the positive measures shows once again that the government has no sensible ideas or positive policies on public transport.

ITEMS IN BRIEF

A RAIL ADVANCE

"By offering second class passengers journey times comparable with those of air travel but for approximately one third of the cost, the TGV (France's new high speed train) will bring high speed travel within the reach of all levels of society" - Quote from brochure describing France's new 180 mph electrified all passenger railway service between Paris and Lyon.

JAPAN LEADS THE WORLD IN PATRONAGE

Japan now leads the world in total suburban rail patronage - over 21 million passengers use Tokyo's public transit system daily!

A LIGHT IN THE TUNNEL

After 20 years of planning and construction, Rome finally opened a 9.3 mile, 22 station, \$130.4 million rail subway. Half a million passengers turned up on the opening day throwing the system into chaos!

MEXICO'S METRO LEADS LONDON!

Mexico city carries 700 million passengers per year in 755 carriages on its 25 mile Metro system. The city plans to add 3 additional lines to this overcrowded system!

By comparison London carries 546 million passengers per year in 4,437 carriages over a 237 mile system!

A FAIR FARE INCREASE

Atlanta City (U.S.A.) has increased its public transport fares - a flat single fare is increased from 25 cents to 50 cents; a WEEKLY ticket costs \$4.00 and a MONTHLY ticket costs \$17.00 - yes in 1981! Compare these fares with Melbourne for the poor services we get!!

OFF PEAK ATTRACTION

In Spokane, Washington (U.S.A.) off peak public transport users will receive discount shopping tokens to the city's leading departmental stores in a bid to increase patronage! How about it Mr Myers?

PUBLIC TRANSPORT NEWS FROM AROUND THE WORLD



The Indian Rail System

The Indian Railway system is the largest in Asia and the second largest in the world. The railways in India are the largest public sector undertaking in the country.

The first rail line was opened in April 1853 between Bombay and Thana in the West. The railways now have a route length of over 60,693 kms and a running track length of 75,012 kms. They run daily over 11,000 trains covering a distance of over 1.3 million Kms; operate 7,100 stations and carry over 9 million passengers and 655,000 tonnes of freight! The railways employ one and a half millions full time employees and 230,000 casual employees.

DEVELOPMENT AND MODERNISATION

Since 1951 a series of planned developments, modernisation, expansion and improvements has seen more than a doubling of passenger and freight traffic. The number of passenger coaches and freight wagons has more than doubled and the number of locomotives has increased by 35%. Expenditure has increased from RS 4,230 millions to RS 16,858 between 1951 and 1979.

The system consists of electrified, and non electrified (steam and diesel) sections. The electrified section has increased more than twelve times since 1950 from 388 kms to 4,720 kms in 1978 with further expansions under way. Diesel and electric locomotive together carry 82% of the total freight traffic in terms of gross tonnes kilometres.

Improvements in the standard and maintenance of tracks and signalling on the main trunk routes has seen the average speed of trains on the broad gauge raised from 100 kmph to 130 kmph. On the metre gauge, the maximum permissible speed has been raised to 100 kmph.

The country abounds with famous inter city express trains with a hoary tradition and history of speed, efficient services and punctuality. Trains such as the Rajdhani express between Delhi, Calcutta and Bombay, the Grand Trunk Express between Delhi and Madras, the Frontier Mail, the TAJ express and the Brindavan express are but a few.

The country's rail industry which includes units both in the public and private sectors, largely meets the requirements for passenger coaches,

freight wagons and locomotives. The indigenous content for electric locomotives is 88% and for diesel locomotives is 81% at the Chittaranjan Locomotive Works; while it is 90.5% for broad gauge and 90.6% for meter gauge locomotives at the Varanasi Locomotive Works.

The Integral Coach Factory in Madras, is one of, if not, the largest rail coach building factories in the world. It produces rail passenger full furnished coaches for both broad and metre gauge sections, electric multiple units, diesel rail cars and air conditioned rail coaches. These are produced not only for India's needs, but for export to most of the other Asian and African countries, winning world tenders for supply to countries in Europe and the U.S.A.

SYSTEM UTILISATION

Most major cities and country towns are connected by "Super Express" freight trains and door to door container services operate on the major routes. An annual total of over 239 million tonnes of freight is carried by these trains.

With a population of over 650 million the number of passengers carried may seem astronomical compared to VicRail standards. The Indian railways carry in 10 days more than VicRail carries in a year! The number of originating passengers carried daily is 9 million and annually totals over 3,503 million. (VicRail figures for 1980 were 88 million passenger journeys!).

The Indian railways are unique among rail systems in the world in that their annual earnings outstrip expenditure by about 13%. (Example: earnings in 1978/79 totalled Rs 21,388 million while working expenses was Rs 18,675 million - about 87% of revenue).

Since 1924 railway finances have been separated from General Revenue. The railways have their own funds and accounts and the Railway Budget is presented separately to Parliament. The Railways contribute to general revenues a fixed rate of dividend on the capital invested with the quantum of contribution reviewed periodically by Parliament. Instead of the general taxpayer subsidising the train traveller, as happens around the world and in Victoria, the train traveller in India subsidises the taxpayer!

MANAGEMENT STANDARDS

The railways are administered by a Railway Board under the supervision of a senior Cabinet Minister in the Central Government. The Board consists of a Chairman, a Financial Commissioner and three other Board Members responsible for specific aspects of rail working. They are assisted by additional Members and Directors of the Various sections in the railways. The rail system which is under Central government control, is divided across State borders into nine zones, each headed by a General Manager, responsible to the Railway Board for the operation of his zone.

Co-operation and liaison between rail users and the rail management is secured through various Consultative Committees from the national to the State and local levels such as the National Rail Users Consultative Committee; the Zonal and Divisional Committees etc. These Committees are comprised of a cross section of Users - suburban commuters, freight companies, professional bodies, Central and State Members of Parliament etc.

Improved staff performance is encouraged through various incentive schemes and competitions. Awards for the best maintained stations, for example, encourages interest and co-operation from the public in keeping stations clean and preventing and reducing vandalism to

rail property. Punctuality targets of 93% timely running for passenger trains are achieved through incentive awards to drivers, guards and staff at stations with the best punctuality records. Freight yards and workshops have their performance and output maintained at high levels because of similar incentive schemes.

The railways have extensive management and training schemes for its Officers and staff at all levels from post graduate level (of which I am a proud alumni) to training courses for skilled and unskilled tradesmen etc. There are four major training institutions and several minor ones situated around the country which not only train the staff and officers of the Indian railways but also train the officers from foreign railways on a regular basis.

The Indian railways present a picture of gigantic size in terms of operations and patronage and a healthy financial condition. They also present a picture of efficiency and progress.

- KEN MCINTYRE

FOOTNOTE: The TTA gratefully acknowledges information on the Indian Railways furnished by the Indian Embassy in Canberra)

NEW MEMBERS AND DONATIONS

We welcome the new members listed below who have joined the Association since the last list was published in our December Newsletter. To assist members in the recruitment of new members to the association the form on page 19, for membership subscription renewal or offers of assistance, has been expanded to include two tear off sections which may be given to friends.

BAKER, Mrs T.	Black Rock
BAKER, Mr K.	Black Rock
BOND, Mr G.	Sandringham
BRIDGEFORD, Mr S.	Deniliquin
CARBONI, Mr G.	Black Rock
ELY, Mr B.	Chelsea
ERICKSON, Mr A.	Canterbury
HAMILTON, Mr L.S.	Vermont
HAWKEN, Mrs N.	Sandringham
HILL, Mrs E.	Blackburn
HILL, Mr P.	Clifton Hill
LYONS, Mr J.K.	St. Kilda

MILSTON, Mrs G.	Sandringham
ACTION FOR PUBLIC TRANSPORT (NSW)	
STEINICKE, Mr J.F.	Mitcham
STEPHENSON, A.	Mt. Evelyn
STOKES, Miss S.M.	Black Rock
TODD, Mr G.	Sandringham
TWENTYMAN, Mrs L.	Forest Hill
YOUNG, Ms D.E.	Kensington

We also gratefully acknowledge the following donations:

Anonymous	\$12
HOWELLS, Mr G.D.	\$10
JONES, Mr S.G.	\$10
MURPHY, Mr S.J.	\$5
YOUNG, Ms D.E.	\$3
FORD, Mr D.S.	\$2
HARROP, J.R.	\$2
LAMB DEN Miss E.A.	\$2
TURLEY, Mr H.W.	\$2

MEMBERSHIP APPLICATION or OFFER OF ASSISTANCE

I wish to join the TTA/I wish to renew my subscription

NAME	Ordinary Member	\$3.00	<input type="checkbox"/>
ADDRESS	Donor Member	\$10.00	<input type="checkbox"/>
.....Postcode.....	Corporate Member	\$50.00	<input type="checkbox"/>
Telephone - Home	Donation \$.....		<input type="checkbox"/>
Business			

I want to help with:

<input type="checkbox"/> Leaflet hand outs	<input type="checkbox"/> Research for newsletter
<input type="checkbox"/> Speaking at meetings	<input type="checkbox"/> Setting up stalls
<input type="checkbox"/> Letters to press, politicians	<input type="checkbox"/> Mailouts
<input type="checkbox"/> Signatures for petitions	<input type="checkbox"/> Typing
<input type="checkbox"/> Telephoning messages to other members	<input type="checkbox"/> Other.....

I can help ☐ often ☐ occasionally

POST TO: The Secretary
Train Travellers Association
61 Liela Road
ORMOND 3163

Tear out the membership application forms below and pass them on to your friends.

TO: The Secretary,
Train Travellers Association
61 Liela Road
ORMOND 3163

Recommended By:

Please enrol me as a member of the TTA:

NAME

ADDRESSPostcode.....

TELEPHONE: Home..... Business

TO: The Secretary,
Train Travellers Association
61 Liela Road
ORMOND 3163

Recommended By:

Please enrol me as a member of the TTA:

NAME

ADDRESSPostcode.....

TELEPHONE: Home..... Business

TTA Membership and Newsletter

The TTA Newsletter is published by and for members of the Train Travellers' Association.

The TTA is a voluntary, non-party political, non-profit organisation of train travellers and public transport users.

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

The membership includes regular issues of the Newsletter for the basic subscription of \$3 annually. Those who can afford to are requested to become Donor Members at \$10 per year or to make donations towards the costs of printing, postage, hire of halls for meetings, etc. All members have equal status and their category

of membership may be changed, if they wish, when subscriptions are renewed.

Regular TTA activities consist of monthly meetings of the TTA Council to which all members are invited. The Council meets on the first Wednesday of each month (except January) in the Masonic Club Premises, 164 Flinders Street, Melbourne at 5.30pm. Please enquire the location of the meeting room from Ground Floor reception and sign the visitors' book.

Other TTA functions are the preparation of briefs and submissions; liaison with VicRail managers through regular meetings; representations to the Premier and Transport Minister on suggestions, complaints, etc; media interviews; speeches at public meetings; articles and letters to the press; publishing and distribution of leaflets; etc.

Members are encouraged to contribute articles to the Newsletter and offer suggestions and ideas to the Council for consideration.

Office bearers elected for the year 1981/82 are:

<u>President:</u>	Dr Douglas Sherman		a/h
<u>Secretary:</u>	Ken McIntyre		"
<u>Vice-President:</u>	Ivan Powell		"
<u>Treasurer:</u>	David Bowd		"
<u>Public Relations:</u>	Patrick O'Connor		"
<u>Council Members:</u>	John Alexopolous		"
	Pat Minihan		"
	Robin Vowels		"
	Rod Bryant		"
	Ria Smit		"
	Alex Boyne		"
	Margaret Panter		"
	Steve Howard	(059)	"
	Barry Gray		"