

TRAIN TRAVELLERS ASSOCIATION NEWSLETTER

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APRIL 1982



THE TASK HAS JUST BEGUN

Now that the dust has settled after the elections, it is time for the political parties and the TTA to take stock and chart their new courses for the fresh battles ahead. For the Labor Government, the day of reality has dawned when it has to deliver the goods. It is always easier to criticise and provide solutions when in Opposition - now we have to see performance and action.

As a party professing to be pro-Public Transport as against the Pro-Freeway Liberal party, Victoria's public transport users will expect a better deal and on the basis of their Election programme, the TTA was pleased to see many aspects of our demands and plans for public transport adopted by the Labour party.

The Labor Government has a massive job on its hands to rectify the mess it has inherited from the previous government. Rail patronage has dropped by 22 million passenger journeys between 1976 and 1981. Punctuality and efficiency is still poor despite some minor recent improvement; staff morale is low and management efficiency and performance levels require drastic improvement. Not a day passes without Users experiencing frustrating delays, cancellation, inefficiency and indifference from the railways. Complaints and comments on these aspects are featured in the media regularly. We cannot expect miracles overnight, but the Labor government will be courting disaster if it does not get its priorities right in tackling the job, and elects instead to take actions aimed at appeasing the electorate or future vote catching exercises.

PRIORITIES

Urgent priorities must be the restoration of punctuality, reliability and public confidence in the system. Attractive fares; expansion in the level and frequencies of services in much needed areas; co-ordination of all modes of transport and above all dramatic improvements in the efficiency and performance of the management.

It was in the interests of the previous government to encourage a weak and inept rail management, because it could then blame them for the faults of the Government. When we proved that Vicrail's train unpunctuality was the worst on record, the former Transport Minister stated publicly that it was due to "the mind boggling inefficiency of the rail managers". He did not say that it was also due to the governments failure to provide modern rolling stock, signals, track etc.

Plans for the restoration of the closed lines and services must be studied and implemented. The effects on the community of these closures, especially in the country areas has to be studied and rectified.

POST MORTEM FOR LIBERALS

The Liberal Opposition should take a cold, hard look at the damage it has done to its electoral chances through its pathetic record of performance on public transport, especially over the last five years.

Much of the cause for the loss has to be laid at the door of ex Transport Minister Mr. Maclellan. His open bias for freeways and the hasty implementation of the pro-car biased Lonie recommendations caused a massive groundswell of public reaction against the government in 1980 and this public anger was carried through to the polls. The defeat of Liberal candidates and sitting members in areas affected by cuts and closures in rail services and failure to implement promises to introduce modern rolling stock and poor services such as Evelyn, Frankston, St. Kilda, Sandringham, Ivanhoe, Geelong etc and the swing against Mr. Maclellan himself, is proof of the importance the public transport issue, and the previous governments, failures in this sphere, had on its disastrous performance at the polls.

The TTA has always contended that the previous Liberal government was wrongly advised on public transport. It had failed to consult public opinion and community groups or seek the views of representative organisations such as ours. Mr. Maclellan repeatedly failed to attend public meetings to which he was invited to meet his constituents, viz. public transport users and obtain their views. For TTA members a feeling of complacency should not replace their earlier enthusiasm and missionary zeal to expose an anti-public transport government. Many new members joined after the Lonie report recommendations were implemented. Now that we have a Labor government we should not feel that our task has been achieved - No - the task has just begun. Now is the need for a strong organisation like ours with solid public support to monitor the new government's performance to co-ordinate with it in its efforts to improve the system, and to provide feed back from the Users on its performance.

NEED FOR STRENGTH

Any Government irrespective of its political shade, is swayed by the strength of numbers an organisation can command when it makes recommendations. As a non party political organisation, we have always believed in calling a spade a spade. We have been critical of the previous Liberal government's failures and highlighted them for the past six years in

the press and media. Many felt that we were pro-Labor. If stating the facts on the transport failures makes us pro-ALP, then the same tag can be applied to Sir Rupert Hamer who publicly stated on 8 July 1980, that "Vicrail is a mess", when we provided him with evidence of the mess!

Fearing the effect that our disclosures of its failures would have on its election chances, certain Liberal politicians resorted to nullifying us in the press as being pro-ALP and a Labor organisation. The annihilation of the party at the elections should make those politicians look at the real reasons for their defeat rather than looking for scapegoats.

The TTA has and will always be solely concerned with its campaign to obtain for the State an adequate, reliable, efficient, public transport system - the type promised to us for the past three decades but not delivered. Irrespective of the political shade of the government in office, we shall continue to work towards that end.

- KEN MCINTYRE

CAIN GOVERNMENT FORMS TASK FORCE

Transport Minister Mr. Steve Crabb held a meeting on 16 April with the heads of all Government Transport entities, representatives of Transport Unions, transport industry leaders and a TTA representative (Ken McIntyre) to form a Task Force to help advise and carry out the Government's transport policies. Compared to the autocratic method of the previous Transport Minister, this novel and genuine effort of the Government to elicit input from all concerned organisations and obtain a consensus on decisions, is to be commended.

On our part, we shall continue to inform the Government as we did with previous governments, of the user's requirements and opinions of priorities, performance levels etc. on public transport, and at the same time be critical of its failings, and shortcomings.

The previous Government failed to take any action on our numerous warnings of the groundswell of public opinion and dissatisfaction with its performance on public transport. The result is now history. The Cain government is making sure that it is advised properly on public transport needs and policies.

MAJOR MEDIA CONFERENCE

Just prior to the State election the TTA called a major media conference to launch a platform for train travellers. The document which contained a costed transport plan was entitled "Transport for the Eighties". It laid out the TTA vision of an efficient transport system for Victoria and was a challenge to all political parties to give a commitment to Public Transport. The media conference was an outstanding success and we obtained substantial coverage in newspapers and on radio and television. We were particularly well treated by the four TV channels who all gave us excellent coverage.

As a follow up a large number of leaflets were distributed the majority with general theme based on aim Transport for the Eighties document and others pertaining to specific lines that had been or still were threatened with closure. Those were Sandringham, St. Kilda and Alamein. The reverse side of the leaflets gave

a comparison of the Public Transport platform of both major parties against that outlined by the TTA to enable voters to readily analyse the situation and make their choice. We consider our activities aimed at bringing the attention of voters to the public transport position of both parties were a major contribution to the loss of seats by the Liberals in areas which were significantly affected by the poor results of the Government over a long period. They were St. Kilda, Sandringham, Ivanhoe, Evelyn, Frankston.

Whilst many members contributed an enormous effort to the document and the conference it should be acknowledged that the concept and the enormous effort of organising the affair was the work of our untiring public relations officer Patrick O'Connor - Well done Patrick. For the benefit of members some excerpts extracted from our "Transport for the Eighties" document are published below and on pages 4 and 5.

ACTION PROGRAMMES

The Action Programmes of the TTA are in three parts.

These programmes are prioritized. All programmes are based on consolidation of the network: value for money.

The first priority programme specifies improvements needed to make the existing network operate efficiently. Some of these are operating rather than capital items.

The second priority programme specifies those minor network improvements which will improve catchments, connectivity and efficiency.

The third part of the programme is, in the life of the next parliament, the least costly. It involves studies which should be carried out to assess the viability and priority of the listed projects. New criteria taking into account the social benefits and the long-run lower costs must be found for these studies.

The Annual cost of this programme is \$117m to rectify the past neglect to maintain the systems. The major item in this group is an accelerated programme of red rattle replacement - 15 per year for 5 years and full automatic metropolitan signalisation.

Only \$64m per annum for new works to consolidate the network is requested.

The major priority projects for 1982-1985 are:

- . Extend the Alamein Rail Line to Hughesdale via East Malvern and Chadstone.
- . Extend Altona Line to Westona.
- . Extend East Preston tram line to Mill Park.
- . Extend St. Kilda line through Elwood to Gardenvale Station and Hawthorn Road.
- . Extend Hawthorn Rd. Tram along North Rd. via Ormond R.S., Huntingdale R.S., Monash Uni. and V.F.L. Park to Ferntree Gully R.S.

PRIORITY 1 - Improved operations - redress the balance.

- a. Time is money projects (see next page)

Suburban Rail

b.	Replace red rattlers 75 at 15 per year (\$40m p.a.)	\$120m
c.	Refurbish Blue fleet to silver standard (\$11m p.a.)	\$ 34m
d.	Improve safety. Radio control for all trains by 1983	\$ 8m
e.	Automatic Signaling for Suburban network by 1985.	\$40m
f.	Complete electrification to Werribee by 1983.	\$ 3m
f.	Complete Ringwood-Bayswater Croydon duplication by 1983.	\$ 1m
h.	Complete Caulfield-Cheltenham Third track	\$ 5m

TIME IS MONEY

Studies have shown that while fares are important in public transport patronage, time relative to a car trip is twice as important.

Many of the actions taken in reducing service frequency will have increased rather than decreased "deficits" because of this fact.

Proposals:

1. TTA demands progressive improvement to service rail frequency to achieve the following minimum standard:

Peak	-	5 minutes
Shoulder	-	10 minutes
Off-peak day	-	15 minutes
Off-peak night	-	20 minutes

This will reduce waiting times dramatically.

2. Improved inter-change is required between modes. TTA demands improved intermodal co-ordination particularly at nights and weekends so that buses don't miss trains and trams and vice versa. Then travellers need only worry about timetables at the commencement of a multi-modal trip.
3. Duplication and third track projects will facilitate express trains further reducing trip times.
4. For on-street public transport, safety zones and separate rights-of-way ensure minimum public transport delays and quicker trips than cars.
5. Signal pre-emption for trams will further reduce delays.
6. Tram or Train? Some light rail "compromises" between a tram and a train offer the fact 'train' trip plus local on street operations near the destination. Avoidance of mode changes saves time and inconvenience.
7. With inter-modal tickets, a major effort with signage and driver educations is required so people on a bus or tram are encouraged to use these as a feeder and switch to quicker trains.
8. Faster trains (higher speed vehicles, tracks and signalling) are required to reduce trip time.

Patronage increases and negotiated productivity increases in the expanding network would largely offset the costs of the 'time is money' programme.

Estimated net cost is \$70m per year.

FARES

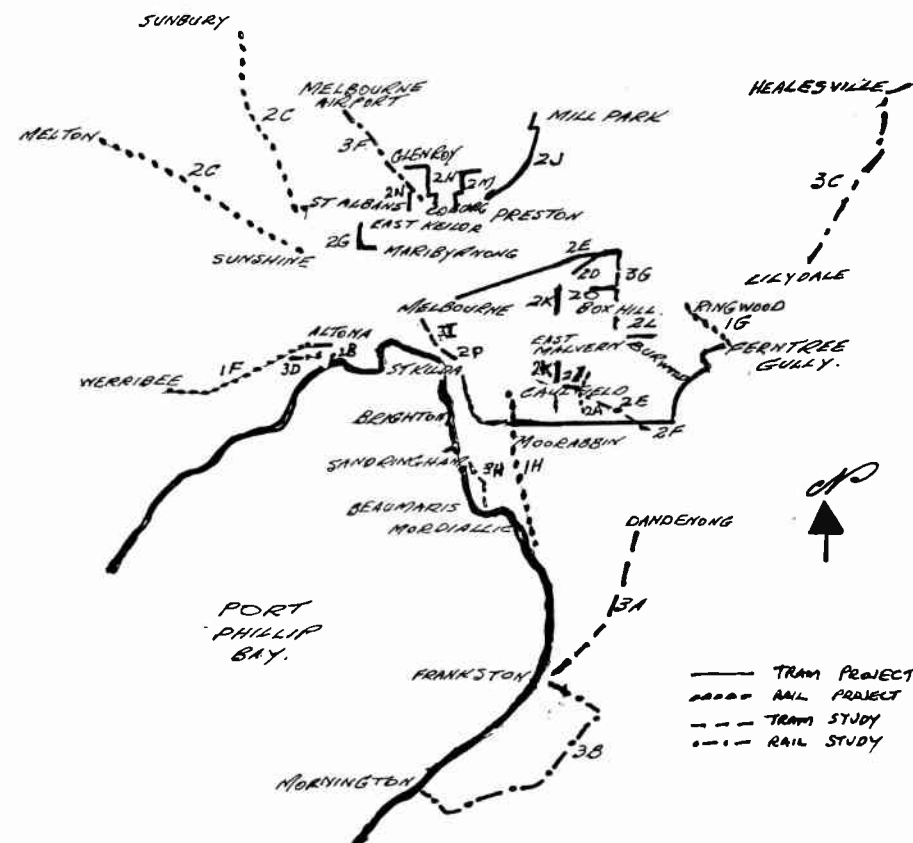
Fares are important to patronage, particularly when people have a choice.

Recent fare increases have been excessive and inequitable.

TTA calls for:

- a revised fare structure to remove anomalies such as the discriminations against
 - Rosanna Station users.
 - Short rail trips (70c) particularly hitting pensioners and the parents of school children.
- introduction of
 - "across the board" modal interchange ticket system eliminating the existing fare zones.
 - family concession fares at weekends and school holiday periods both for the Metropolitan area and at all times for Country travel.
 - eliminate premium in weekly rail tickets for intermodal travel.

Patronage increases are estimated to generally compensate for the fare reductions.

Transport Programme 1982-1985

SYMPOSIUM

Conservation of liquid fuels is seen as an important goal of national energy policy. This symposium examines the role of taxes in influencing the use of energy in the transport sector.

Energy, Taxation and Transport

ANZAAS (VICTORIAN DIVISION)

AUSTRALIAN INSTITUTE OF
ENERGY (MELBOURNE GROUP)

The symposium will be held on Sunday, June 27th, 11 a.m. to 5 p.m., at the Fritz Loewe Theatre, McCoy (Earth Sciences) Building, University of Melbourne, cnr. Swanston and Elgin Streets, Carlton.

PROGRAMME

Opening Remarks	Mr. R. Cumming, former Director, Caulfield Institute of Technology.
Taxation - The Games People Play	Dr. D. Ironmonger, Institute of Applied Economic Research, Melbourne University.
Fuel for Transport	Dr. I. Hillen, Aeronautical Research Laboratories.
Past, Present and Future Development of Transport in Victoria	Mr. D. Wilsom, Director of Transport, Ministry of Transport, Victoria.
Personal Transport in Victoria - The Role of Fuel and Transport Taxes on its Development	Dr. M.R. Wigen, Australian Road Research Board.
Public Transport in Victoria - The Influence of Fuel and Transport Taxes on its future Development	Mr. R. Downing, Deputy Chairman, Melbourne Metropolitan Tramways Board.
Panel Discussion	Chaired by Mr.R. Cumming

REGISTRATION: \$5 (STUDENTS AND PENSIONERS \$2)
PAYABLE AT DOOR.

ENQUIRIES: DR. L. HILLEN

SHORT TERM MADNESS

The attempt by the former Victorian Government to satisfy the powerful motor car lobby by railway closures is an interesting example of running contrary to public policy to satisfy a short term gain. It has been suggested to me by somebody in political circles that to offset the increase in petrol cost the Government used the Lonie Report to placate the oil companies by stimulating the sale of petrol. The Crib Point and Mornington Exercise is a typical example where the replacement buses are hardly used, former rail passengers are using their cars. There may be savings in costs initially, but these savings will be overtaken by serious deficits in other directions that Lonie never considered.

Recently there was a horrific accident on the Mornington Peninsula, three people were killed and others injured in the two car accident. The road ran parallel to the now closed rail track. True we cannot assume that the persons in these two cars would have been rail travellers had a train been there, but this may be so with the next severe accident - which regrettably is inevitable. By the time this accident has passed through the funeral parlours, the hospitals and the courts the total cost could be in excess of \$4 million. When you consider that the cost of the Frankston third rail project is costed at \$9 million, the cost of a new rail car for Mornington or electrification seems cheap at double the price.

If you consider that the figure of \$4 million for one bad road accident is excessive and an exaggeration, have no fears. In NSW last year (1981) there were two road accident cases in excess of \$2½ million where one person was severely injured, with several more cases in the \$1 million to \$2 million bracket. We even had one in Frankston which has just been through the courts on appeal, this cost over \$1 million.

In NSW we have the situation where the State Insurance Office is virtually bankrupt, the Labor Government dare not increase the premium rates to the level at which they should be set for fear of alienating the motorist vote. It has been estimated that within 2 years a premium of \$640 per vehicle will be needed to balance the accounts. There is no reason to believe that Victoria is a much better case. The Motorist is not paying what he should be to enable the Government Insurance Offices to fund these large awards and there are no prizes

for guessing who is. The huge deficit that is increasing every year is being funded by the taxpayer. If "the user pays" is being advocated for the Upfield & St. Kilda lines, then why not for the motorist? Why are the huge motor deficits pushed under the carpet?

In Western Australia the Motor Vehicle Insurance Trust is likewise bankrupt, the cause is the same. The Government, with an eye to the motorist vote, will not charge the premium that they should be charging. They too have shut down the Perth-Fremantle railway in favour of buses to make a short term saving - which will be wiped out by the first bad accident that will inevitably occur. Who makes up the deficit? The Tax or ratepayer, as in Victoria and NSW.

So while they scratch their heads, they try to make short term savings, and prune the railway system. Yet one severe accident, similar to the one mentioned that occurred near Tyabb, will wipe out these so called savings that the then Minister of Transport claims to have made. The Crib Point and Mornington savings have probably been wiped out already.

It seems to depend on whether you favour a long view or a short one.

- RAY SCOTT

CANADIAN TRANSPORT 2000 RECEIVES GOVERNMENT GRANT

Transport 2000, our sister organisation in Canada recently received a grant from the Transport Minister of Canada, Mr. Michael Clair of \$9,000 for its work in promoting public transport.

As a completely voluntary organisation the TTA which has been promoting public transport and educating and informing Victorians that the road alternative to public transport is more costly and destructive to both the individual and the community, would welcome such a grant from the government, to help us continue our Promotion of public transport.

LETTERS

Sir,

Although I am a member of the TTA and generally support its aims and campaigns, there have been a number of issues raised in the newsletters of late with which I feel I must take issue.

Firstly, in the article on the LRC train in the December newsletter, the point was raised that in Victoria, and Australia generally, train speeds are inadequate when compared with some other countries. In particular, it is pointed out that in 1943, a (and not country trains generally, if the original "Age" letter is read) country train averaged 88 km/hr, and that VicRail only averaged 78 km/hr between Melbourne and Swan hill (75 km/hr if the rail distance is taken). It is very easy to be selective in these matters, and it is also very easy for a train with a maximum of 120 km/hr to average 88 km/hr. (Westrails 'prospector', for eg, averages 85 km/hr), but it should not be overlooked that there are a number of factors which affect a trains average speed. The Melbourne - Bendigo line is subject to a maximum of 115 km/hr, and this combined with the steep grades on this line, plus the 100 km/hr limit on the Bendigo - Swan Hill section necessarily limits the average to 75 km/hr. By contrast, the 'Intercapital Daylight', with a 115 km/hr maximum, averages 91 km/hr on its express run between Melbourne and Albury, with an overall Melbourne - Sydney average of 77 km/hr.

Furthermore, in a general sense, the complaint is made that the absence of a common rail gauge between all Australian capitals prevents adequate passenger services on the intersystem routes. Recently, I enquired of VicRail and Australian National about various aspects of interstate train services and they both informed me that all intersystem timetables were presently being reviewed, and that further improvements could be expected as both the standardisation of the Adelaide - Crystal Brook line (due by Nov. 1982) and the rehabilitation of the Port Pirie - Kalgoorlie line were completed. Further improvements can also be expected as new signalling and train crossing facilities come into operation on the Melbourne - Serviceton (on the SA border) and Albury - Sydney sections. Present speeds of interstate passenger trains are (or in the case of Broken Hill - Kalgoorlie, could be) either 110 or 115 km/hr depending on the state concerned, and for mixed traffic, lightly - populated routes (compared to the countries cited in the various articles - Canada, USA, Europe) these speeds are adequate for Australian conditions. Very high speed trains (such as the French TGV) are all very well in

principle, but they require a substantial population basis to justify the enormous costs involved, and at present, even the LRC would be unjustified in this country other than on the Melbourne - Sydney route (where NSW XPTs may eventually run, in any case).

Finally, great play is made in the December issue of the continuation of the old country rail 'mess'. Having travelled extensively throughout Victoria both before and after the introduction of the new services, I can only say that I am entirely satisfied with the new services, and that any problems that are encountered are only to be expected because the changes were of such a radical nature anyway, and because those changes are having to use old equipment until complete modernisation (and hence reliability) of the country network has been effected.

While I am an enthusiastic, and privately very active, member of the association, I feel its aims are too often compromised by emotive and inaccurate assertions and comparisons. After all, there is no need to debase ourselves to the level of a certain Mr. Lonie in order to win arguments.

- ROD HILL
WILLIAMSTOWN

Sir,

The photograph in the February issue called The Last Journey is of disused Red Rattlers reposing in the Newport yards. These are not power coaches but old trailer cars, some marked "to be reserved". Thus we see illustrated the extremes of compulsory seat reservation policy introduced by VicRail.

Before we start doing handstands at the prospect of organised tours to burn up Red Rattlers we should be aware that VicRail is hard pressed to find trains to keep up a scheduled service without destroying the trains it has. The Red Rattlers may be old but they are not all unserviceable. Given their slow rate of replacement by steel carriages I ask which option would you choose for 1981: Red Rattlers on some services, or no trains at all.

- LEN MOORE
EAST GEELONG

XPT COMES TO AUSTRALIA

On the weekend of 20th and 21st of February 1982, the New South Wales State Rail Authority inaugurated public demonstration runs of the new high speed (160kph) "Intercity XPT" (Express Passenger Train).

Adapted from British Rail's "Intercity 125" six (6) of these silent, smooth, speedy and extremely comfortable trains are being bought for the NSW country network. Under the following timetables, trains will service these country routes below:

1. April '82: Sydney to Orange; (6 days/week), extended to Dubbo 3 days/week.
2. May '82: Kempsey to Newcastle and Sydney; a day return service giving 6 hours in Sydney and 10 hours in Newcastle. It will run 6 days/week.
3. July '82: Sydney to Albury; a 6 days/week service is to be provided.
4. November '82: Sydney to Glen Innes; this service is provided 3 days/week with extensions to Tenterfield 2 days/week.
5. March '83: Sydney to Glen Innes/Tenterfield; a second XPT will provide additional service to Glen Innes, giving a 6 days/week service, extensions to the Tenterfield service could not be ascertained.
6. April '83: Sydney to Canberra; providing a day return service.

All these routes will have vastly improved and modernised connecting services feeding passengers to main stations on the XPT lines. A total of 295 to 1,184 extra seats per week will be provided either by "XPT's" or connecting services on these routes giving proof of the NSW governments' confidence in public transport! Travelling times are expected to be reduced by 12½% to 20%, due to the trains high top speed (160 kph) faster acceleration and improved braking abilities on leaving and entering track bends.

Passenger Cars

These are approximately 38 tonnes each, 24.2 metres long and include: full airconditioning - contoured deep cushioned seats - automatic inter-compartment doors - doubled glazed panoramic windows - wall/wall carpeting - night reading lamps above each seat - public Address System - Super sound proof insulation - air cushioned bogie suspension.

The seats are of a non-rotating design with reclining backs and are spaced approximately 1 metre apart, giving plenty of leg room between seats. The seat width I also found really generous with wide padded arm rests. Seating is arranged in a face to face and face to back configuration with "in-between" tables and fold down tables in each respective seating configuration.

Passenger cars will be one class with a capacity of 72 seats, 2 toilets and 2 luggage compartments; with longitudinal luggage racks above the seats. Also provided is chilled water dispensers at the car vestibules and hot and cold water in the toilet/washroom compartments. Seating is arranged 4 abreast with a centre aisle. All the doors between and in the passenger cars open and shut automatically, providing a "hands free" passage along the trains length.

Power Car

There are 2 cars per train (one at the front pulling and a rear unit pushing), each car is 17.35 metres long, approximately 71 tonnes in mass and develops 1,492 kW (2000 hp) of power from a V-12 turbo-charged diesel engine.

Each power car has quite modified, to suit Australian conditions, in such areas as:

- a. engine cooling: larger aluminium radiators with hydraulically driven fans.
- b. traction gear ratios: reduced to overcome steeper slopes, which reduces the top speed from 200 kph to 160 kph.
- c. silencers: gives improved exhaust noise reduction.
- d. engineer compartment construction: secondary air filtering fitted (overcomes higher dust levels) and 2 additional exhaust ventilation fans, for heat reduction.
- e. drivers cabin module: this is 25% lighter than the "Intercity 125" yet of the same or greater impact strength, extra air conditioning and emergency heating/ventilation fitted, ergonomically designed driving area and controls in conjunction with the Union Representatives.
- f. radio communication between the driver, guard and Signal Control centres along the route.

Buffet and Guard Cars

The buffet car has a modern fully equipped galley with micro wave oven, refrigeration etc, providing facilities to buy food and drinks to be consumed at a buffet area or your seat.

The guards car is located at the rear of the train and accommodates approximately 40 to 50 passengers. Full facilities are provided for the guard with a public address system throughout the train and a direct telephone link to the driver.

The Journey

In summary 60km return trip (costing \$1.00) was magnificent! Acceleration from the platform was so smooth I did not realise we were moving. There was some faint to mild rocking at

160kph, writing could be done quite easily but if you were walking along the aisle with your hands full of food (or children) care would be needed.

The turnaround at the train's destination was approximately 15 minutes as both power cars could travel in either direction. Along with these train improvements, the S.R.A. is renovating and upgrading 61 country stations in the coming year (1982).

All this is part of about 2 billion dollars that has been spent on public transport since 1975/76, so Victorians if NSW can improve, and return passengers, to the rail network, why cannot Vicrail be given these opportunities.

STEVE HOWARD



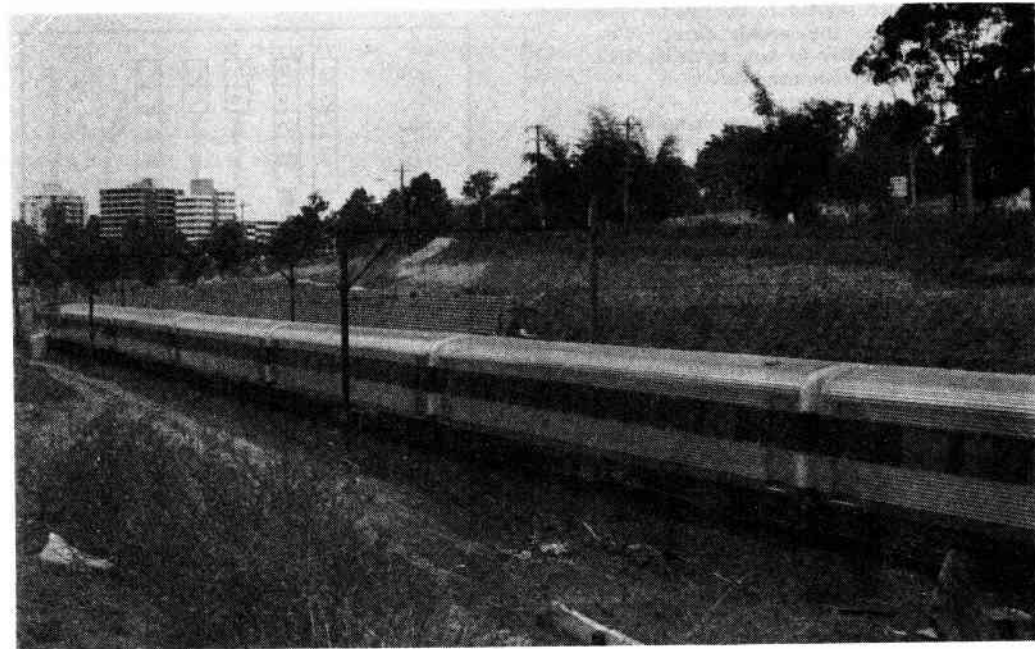
The three photographs accompanying this article give some impression of the luxury and speed the XPT offers.

LEFT: The modern comfortable interior of the carriages.

ABOVE RIGHT: The XPT at speed in southern NSW.

BELOW RIGHT: The train passing through a cutting on the outskirts of Sydney.

Photographs - Steve Howard



WHAT A WAY TO RUN A RAILWAY!!!

The date-to-date tickets which were introduced in the new fare system to replace periodical tickets are made of thin cardboard which is naturally not as durable as the former hard plastic or metal quarterly or yearly tickets.

VicRail have thoughtfully decided to issue plastic wallets to protect these tickets. The wallets are bright yellow emblazoned in red with the VicRail logo. Unfortunately, as shown in the illustration at left, they are not wide enough to fit the ticket, although, on the other hand, they are somewhat longer than they need to be.

The ticket seller suggested that I trim the ticket to fit the wallet, but one would expect that such mutilation of a ticket would be contrary to some of VicRail's multitudinous regulations and by-laws. Apart from these physical problems with the date-to-date tickets, they are also less convenient and less economical than, for example, the former yearly periodicals.

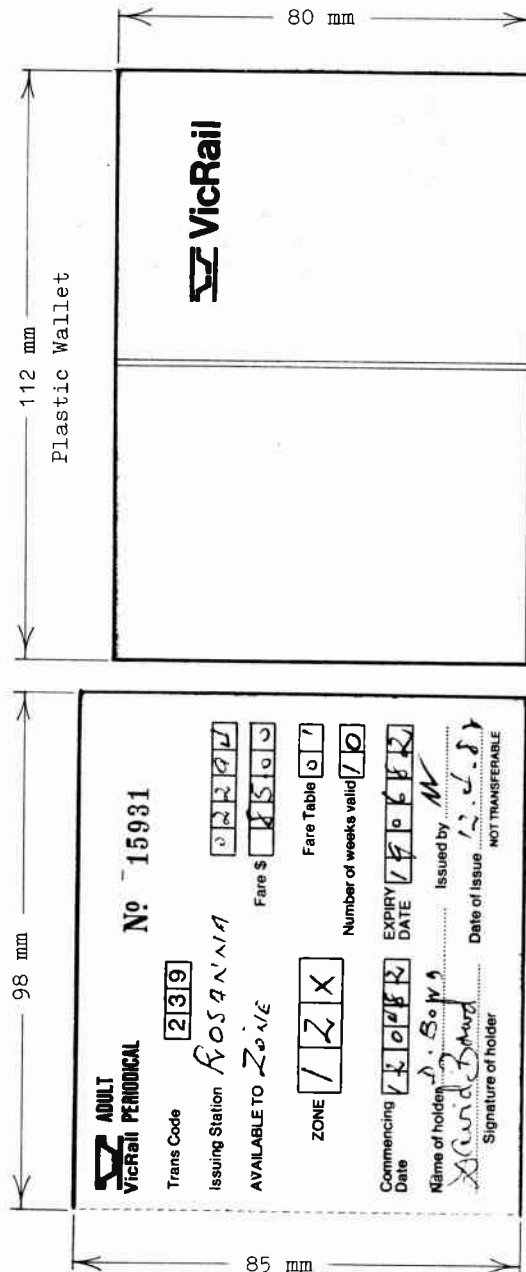
Except in special circumstances it is usually not advantageous to choose a period of longer than ten weeks, the minimum tenure needed to qualify for the 15% discount on the weekly fare. This means that one has to buy at least five tickets instead of one per year.

The procedure is also more complicated and time consuming. One has first to fill in an application form, and the ticket seller then has to copy some details from the application form to the ticket. It usually requires a few minutes to complete the transaction and involves referring to a calendar to work out the commencement and termination dates.

By contrast, the former yearly ticket system involved only one transaction per year, which was usually promptly effected. One's personalised ticket was available several days before the old one expired and it was simply a matter of handing in the old ticket and paying and signing for the new.

So much for the simplified ticketing system we are supposed now to have.

- DAVID BOWD



SANDRINGHAM BRANCH NEWS

Mr. John Alford, Research Officer of the Australian Railways Union, spoke to a general meeting of the Sandringham Line Branch on February 1982. He said that the Union was seeking to say yes to something positive. Positive alternatives are put forward from the Union members who have a clear idea of what can be done to make the system a better one.

In August 1980 the Government wanted to increase fares for an already very poor service. The Union successfully achieved public support for a 21 point plan of improvements costing \$1.2m, which the Premier subsequently approved. One result of this has been a 30% reduction in train cancellations.

The passenger/train connection is one activity that needs more staff. VicRail has said it costs too much to staff stations, whilst the Union says the costs of NOT having enough staff is much greater. Lack, or even total absence, of station staff causes direct and indirect loss of revenue and extra expenses:

- There is no one around to answer questions - hence patronage is lost.
- There is increased vandalism.
- There is loss of ticket sales.
- There is lack of security for Railway property and passengers waiting on platforms.

The things that mean better service to the passengers mean more staff. The service is labour intensive.

Railway employees are tired of running a bad system. They want to run a system of which they can be proud. An upgraded service will produce better morale. The ARU will accept staff reductions where the service will be improved by such action. However where staff reductions will mean a worse service they are strongly opposed to such action. They realise that this policy will cost a lot of money. The ARU is developing a major investment plan for capital works expenditure that will benefit passengers. This plan is based on suggestions from delegates and it is hoped to finalise it this year.

- DAVID SHAW

NEW MEMBERS AND DONATIONS

We welcome the new members listed below who have joined the Association since the last list was published in our February Newsletter. To assist members in the recruitment of new members to the association the form on page 15, for membership subscription renewal or offers of assistance, has been expanded to include two tear off sections which may be given to friends.

CROUCH, Mr. K.	Sandringham
DE JONG, P.	Sandringham
FRANCIS, Mr. A.P.	Croydon
FRICKE, Ms. J.A.	Brighton
JACKSON, Mrs. D.A.	Black Rock
KENNEDY, Mrs. S.	Sandringham
KUHN, Mr. R.V.	Nunawading
LINFORTH, Mr. D.	Hampton
MAUNDER, Mr. D.	East Burwood
McLAGAN, Mr. A.	Rosanna
MITCHELL, Mr. G.J.	North Caulfield
MUNROE, Miss J.	Sandringham
O'NEILL, Mr. T.F.	Glen Waverley
OZOLINS, Ms. D.	Noble Park
RINTOULE, Mr. I.D.	Auburn
SKIPWORTH, Mrs. T.	Aspendale
STITZ, Ms. D.	Moorabbin
STRAEDE, Mr. B.	Bundoora

We also gratefully acknowledge donations from the following people:

McLAGAN, Mr. A.	EMSDEN, Mr. R.C.
MAHOOD, Dr. M.H.	MITCHELL, Mr. B.R.
PACKER, Mrs. R.	PACKER, Mr. D.
MEYERS, Mr. A.G.	OZOLINS, Ms. D.
SARRAILHE, Ms. E.A.	

NEWSLETTER CONTRIBUTIONS

We are constantly looking for volunteers to assist in the Newsletter tasks and if you would like to assist please contact the Editor on [phone number]. 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:

Cover date	Closing date
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.

PUBLIC TRANSPORT NEWS FROM AROUND THE WORLD

THE PYONGYANG METRO

Pyongyang, the capital of North Korea, has a suburban underground railway, little known to Australians, but in itself, one of the best in Asia. I travelled on it during a recent visit to that country.

Pyongyang, the capital of the Democratic People's Republic of Korea, has been totally rebuilt since the end of the Korean War in 1953. Today the capital is home to just on one million people. It's Metro, of which the Koreans are justly proud, was commenced in 1959, and now has 14 stations. The system which forms a cross beneath the city, is notable for a number of features, one being the considerable depth of the stations, and another being the fact that each station is of a most monumental design commemorating some important event in Korean History. The stations are lavish in their design and decor, being lined with marble and illuminated with chandeliers. Each station has a distinct theme, with specially commissioned murals and paintings to decorate walls and concourses.

The underground system operates from 5am to 1am seven days per week. Trains are frequent, running every four minutes in peak hours and every six minutes in off-peak times. All stations have a full range of facilities for passengers and are characterised by their cleanliness as is the entire system by its smooth functioning. All platforms have clocks showing

DAVID & GOLIATH RAIL SYSTEMS

Following the publication of the article on the Indian Railways in the February issue, many readers have expressed surprise at the size of operations and patronage on that system compared to Australian standards. In a short article it was not possible to cover all aspects of the Indian railways for example, they have the widest gauge in the world, 5ft 6in, the longest station platforms etc. One other aspect in terms of services is the number of inter city express trains that run from the major cities to all other major cities daily.

In Melbourne four inter city express trains are run daily each way one to Adelaide and three to Sydney. In the city of Madras in South India, as an example, a total of 36 inter city express trains are run each way daily in addition to one bi-weekly; one weekly and one train runs on three days in the week to all the major cities in the country. In addition some 56 inter city

the time elapsed since the last train's departure, and the time remaining until the next train's arrival.

Trains are comfortable, clean and fast, and have sound-systems which allow for announcements, station information, and piped music to be played to passengers. The Metro Stations serve all main centres in the capital, and link with fast electric-trolley buses which operate as a surface transport system throughout Pyongyang. The cost to passengers is a flat rate of about 5 cents (Australian) per journey. I might add that railway services throughout North Korea are of a similarly high standard, with 97% of the lines being electrified, and there is an international service to Peking, with through-carriages being available to Moscow, via the Trans-Siberian Railway.

Koreans make great use both of the Pyongyang Metro, and the services into the countryside. Rail travel is cheap, with fast trains between major cities, and to the major holiday resorts on the coast and in the mountain to the North. Railways are being extended everywhere, and Pyongyang will soon have an extension to its Metro.

- BRIAN McKINLAY

express Bus services are run to the major cities each way daily from the same city.

The current financial details for the year 1980-81 and Budget estimates for 1981/82 have also been obtained recently. They are as follows:

Year	Item	Rupees (Millions)
1980/81	Gross Receipts	26,240.2
	Actual Total expenses	25,364.6
	Net Receipts	85.6
1981/82	Gross Receipts	35,418.0
	Est Total Expenses	31,631.4
	Net Receipts	3,786.6
	(9.83 Rupees = \$1A)	

- KEN McINTYRE



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	Postcode.....
ADDRESS	
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	Postcode.....
ADDRESS	
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		"