



# News

Newsletter of the  
Public Transport Users Association

ISSN 0817 - 0347

Volume 20 No.5 December 1996

Printed on recycled paper

## Successful 20th Anniversary Celebration

On 14 November the PTUA held a highly successful function at Victoria University City Campus to mark twenty good years of campaigning to preserve and improve Melbourne's and Victoria's public transport system. Approximately fifty members and friends of the Association were there to hear UK academic Tim Pharoah's fast-paced and engaging presentation set out the radical changes to UK government policy on transport. Tim explained that even under a Conservative government the transport bureaucracy had faced the fact that road building, urban and rural could no longer keep up with ever expanding demand for road space by cars and trucks. The

roads budget had been cut in half and hardly any more motorways were now planned to be built. A stronger focus on public transport was planned.

After the buffet dinner, PTUA President Paul Mees presented life memberships to three hardworking and deserving committee members. Only Neva Finch, just retired from the committee could be present to receive her award. Life memberships also went to Patrick O'Connor our longest serving committee member and to Phil Morey who single handedly took on City Link in the Federal Court. Details of the awards appear below.

To mark the 20th Anniversary  
of the founding of the  
Public Transport Users Association

**PATRICK O'CONNOR**  
is awarded  
Life Membership

in recognition of his unwavering  
commitment to the PTUA  
and the advancement of public  
transport  
in Melbourne and Victoria over more  
than 20 years.

To mark the 20th Anniversary  
of the founding of the  
Public Transport Users Association

**NEVA FINCH**  
is awarded  
Life Membership

in recognition of her long and  
dedicated service to the PTUA  
and the betterment of public transport  
in Melbourne and Victoria.

**PHILIP MOREY**  
is awarded  
Life Membership

in recognition of his wholehearted  
dedication and commitment to the  
campaign for a liveable Melbourne.

# Keeping in touch...

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## PTUA office

Ground Floor 247 Flinders Lane, Melbourne

Telephone: 03 9650 7898

The PTUA office will re-open on 27th January 1997

## Committee Meetings

1st Committee Meeting in February.

Please call the office for details.

## Membership

Graeme Gibson: 03 9650 7898

## The PTUA on the 'Net'

The PTUA home page is on

Vicnet at <http://www.vicnet.net.au/~ptua/firstpt.htm>.

## Committee Members

Paul Mees - President

Josephine Connellan - Vice President

Les Chandra - Secretary

Tim Hoffman - Treasurer

John McPherson - Assistant Secretary

Patrick O'Connor - Media Liaison

Alan Hardie

Gerry Warren

Demetri Pimenides

Domenica Settle

Christina Sindt

Mary Jamieson

Peter Dann

Anthony Morton

*Season's Greetings to all and thanks to  
our production and mailout team.*

## Membership Fee Rise at Last

The PTUA's very cheap membership rates will rise (after 10 years).

The October Committee Meeting resolved to raise membership fees by approximately 50% which will still leave our membership rates amongst the cheapest for community organisations.

The rise reflects the increase in our running costs - rent, phone, postage, etc - over the last decade.

New Membership Rates are set out below  
(with old rates in brackets)

	One Year	Two Years
Concession	\$8 (\$5)	\$15 (\$10)
Regular	\$15 (\$10)	\$25 (\$15)
Donor	\$30 (\$20)	\$50 (\$30)
Family/Household	\$30 (\$20)	\$50 (\$30)

**The new fees will be introduced from  
January 1997.**

## in brief

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**YES, the Yass Junction to Canberra bus does run**  
PTUA member David Warne has been able to confirm that the Yass Junction to Canberra bus connecting with the Day XPT from Melbourne to Sydney is still running even though the rail booking system for both Countrylink and V/Line will deny this and insist passengers must change to a bus at Cootamundra. After David's letter the PTUA office talked to the Operations Manager of Transborder Coaches who run the service. He told us that the Countrylink booking system seemed unable to accept bookings for the bus and hand written tickets had to be used. The PTUA will approach Professor Fells at the Australian Competition and Consumer Commission and put before him what seems a clear case of restraint of trade.

### EPA's Review of City Link Pollution Stacks

The EPA is basing its requirements for performance of City Link pollution stacks on the abnormally low pollution readings for the year 1991/92 - best case rather than worst case figures. Letters of objection need to reach EPA by 3rd February 1997.

Contact Ruth Clemens from RACOF:  
9428 0282 for more details.

# Minister Brown Departs for London

## - Successor to Handle Auto Ticketing Mess

As The Age reported on 7th December 1996, "...Mr Brown has managed to avoid the damaging controversy over one of the Government's failures: the introduction of a fully automated ticketing system on public transport." Mr Brown's successor will not be so lucky with this over-ambitious project. The PTUA position has always been that complex automatic ticketing systems are not needed on Melbourne public transport and because the staff presence is radically reduced the effect on passenger security will be most injurious. The PTUA position has remained the same ever since the Met Ticket disaster when Jim Kennan was transport minister.

The PTUA considers that Minister Brown showed more flexibility at least with regard to metropolitan public transport than might have been expected in his early days. With regard to country and interstate services Mr Brown has been more rigid in sticking to decisions made in the first few months, surprisingly perhaps since Mr Brown was a country member of Parliament. For instance the fast and efficient Sprinter railcars could surely fix the problem of trains to Bairnsdale. They now run to Echuca which had no passenger trains for 17 years. The Sprinters could be used in western Victoria as well, on broad gauge to Ararat or standard gauge via Geelong to Horsham and Dimboola. Services from Ballarat north to Maryborough and Donald should be reconsidered as well. Sprinters could of course re-

activate the Leongatha line in Mr Brown's electorate.

Mr Brown has hailed the privatised Warrnambool and Shepparton trains as a great success yet has seemed indifferent to the potential of the Mildura line to support a combined luxury tourist and ordinary passenger service perhaps run by a private operator. A number of such services already run in Queensland.

The decision Mr Brown will be most remembered for was his gratifying move to thoroughly upgrade the Upfield suburban line, finally taking away the 'orphan' status it has had under governments of both colours for the last 30 years.

John McPherson

### Passengers welcome Supertram operator's conductors move

SIXTY conductors have started work on Sheffield's Supertram system.

And they're proving popular with members of the public who were previously confused by the procedures for using the automatic ticket machines and validating tickets for travel. A pilot scheme using conductors on the Halfway and Herdings Park routes south of the city proved successful, and managers hope this has ironed out any possible systems and equipment problems. The conductors also

prevent fare dodging.

During the trial period, passengers said they appreciated having conductors around to help make their journeys easier.

Supertram marketing manager Kevin Lannigan said: "We have had many calls from people asking when conductors will be introduced on their part of the route. They have told us that they don't like using the ticket machines, but would be happy to use the tram if conductors were provided."

From RAIL 284, July 31-August 13 1996  
(UK Rail Industry Magazine)

## Scoresby Update...

The campaign for better transport in the so-called 'Scoresby Transport Corridor' continues to gain momentum with action now happening on three fronts.

Last month, the Knox Environment Society hosted a series of three meetings in Ferntree Gully, Wantima and Rowville with PTUA President Paul Mees and Vice President Jo Connellan addressing appreciative crowds of up to 100 people. The desire of the community for better - and useful - public transport and the feeling against the Scoresby Freeway was very apparent. What is more, the sham of the official 'public consultation' was revealed when one audience member stood up at the Rowville meeting and said that even

though her property backed on to the Scoresby Freeway reservation, the first time her opinion was canvassed was at the KES-PTUA meeting she was now addressing!

Speaking of the official consultation process, the PTUA (in association with Environment Victoria and the Town and Country Planning Association) has finally been able to persuade the Consultative Committee to extend the process to include the municipalities of Banyule and Nillumbik. It is vitally important that these communities be made aware that the construction of the Scoresby Freeway, together with the northern Ring Road would create an almost unanswerable case for a linking freeway through Heidelberg or Eltham and Warrandyte.

At the south end of the freeway route, the City of Greater Dandenong has been pressing for the construction of the Scoresby and Dingley Freeways, which would provide a second bypass freeway of the Dandenong CBD. (The South Gippsland and South Eastern freeways already bypass Dandenong totally). With this background, Melbourne University academic Nigel Flannigan caused a major splash in local Dandenong newspapers by claiming that the construction of these freeways would devastate the Dandenong retail industry by making it easier for people to drive further to more 'upmarket' destinations like Chadstone.

With 1996 ending with such activity, the start of 1997 can be expected to see more major PTUA involvement on the Scoresby front.

Les Chandra

# PTUA News

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Print Post: Publication No. PP 331088/00009

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## City Link Court Cases Update

Phil Morey has now been waiting almost six months for a judgement on the awarding of costs in his Federal Court case. An appeal cannot be lodged until this decision is handed down.

The challenge to the validity of the tax concessions awarded to the City Link project brought by two local residents was heard in the Administrative Appeals Tribunal in August. The AAT decided that the two local residents lacked 'standing' to sue. One resident, Peter Allan, is taking the issue on appeal to the Federal Court. PTUA members are reminded that People Against City Link is still running a campaign to assist the two cases. Cheques can be made out to People Against City Link and posted to PACL c/- 81 Keele St, Collingwood 3066.

## Adelaide gauge standardisation - a waste of money?

Now that the standard gauge line to Adelaide has been up and running for quite a few months, it is time to take stock. This expensive project was touted as one to make Melbourne "the rail hub of Australia", but this has not happened. There appears to be no immediate prospect of the "Ghan" or "Indian Pacific" coming to Melbourne. Nor is there any evidence that the project has caused one single freight load to transfer from road to rail.

But gauge standardisation has produced some results:-

- The "Overland" passenger train is slower and less reliable than ever, and does not go through Ballarat. The future of the service is now under threat.
- Standardisation was used as an excuse to close the V/Line passenger service to Dimboola.
- South Australian rail lines that feed into the Melbourne-Adelaide route (e.g. Mount Gambier) have been closed.
- The Victorian rail freight network has now been split into two incompatible halves, operating on different gauges.
- The Adelaide suburban service to Belair must now operate on a single track, reducing reliability and increasing the prospect of closure.

So exactly what did the community get in return for its \$150 million-plus?

Paul Mees.

**Copy deadline for the next PTUA News is 24th February 1997**

Newsletter production: John McPherson & Christiana Stergiou  
Printed by Complete Print, Johnston St, Abbotsford  
Our thanks to the dedicated mailout team