

TRANSIT

NEWS AND VIEWS

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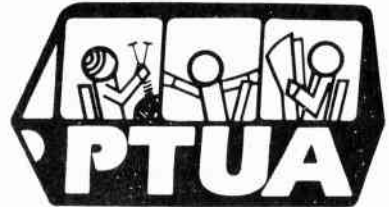
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TEN YEARS ON



Wednesday 12th November 1986 will be a most important occasion — the Annual General Meeting for the tenth year of our Association.

The special speaker will be our secretary Ken McIntyre who will chronicle TTA and PTUA activities and achievements over the decade.

Many talented individuals have contributed selflessly to our work over those years.

We invite all members, helpers, and friends to be with us on this occasion to assist us to attain those goals for which the Association was formed.

— DON'T MISS IT —

The Annual General Meeting — Wednesday 12th November at 5.30 pm at The Victoria Hotel, 215 Little Collins Street, Melbourne (between Swanston Street and Russell Street).

CHANGE OF DATE

The previously-advertised October date for the Annual General Meeting has been changed. The revised date arose owing to postponement of an operation on our star speaker Ken McIntyre. We apologize for any inconvenience caused.

ANNUAL DINNER

An informal dinner will be held on Saturday 22nd November at 6.30 pm. All interested are invited to attend. The venue will be announced at the Annual General Meeting. Make a note in your diary now.

Tram Routes 33, 35, 36, 37 38, 66, 77 To Be Deleted

Usually reliable sources advise that the Transport Minister has approved cuts to tram services.

William Street tram services from the south-eastern suburbs are to be cut out from the beginning of November, as inauguration of the transport interchange at Domain Road/Park St/St Kilda Road intersection.

Tram travellers will be expected to change at Domain Road for a shuttle service to William Street, and vice-versa for their homeward journey.

The Prahran to city tram service route 77 is also to be cut out.

The proposed cuts are to be deplored. A major commonwealth department is relocating to the west end of the city, and substantial high-rise development has occurred in the William Street area recently. In South Yarra, the huge Jack Chia hotel and residential redevelopment is well under way.

Application for Discounted MTA 12-month Commuter Pass

	Nett
Inner Neighbourhood	\$417 (after \$43 discount)
Adjoining Neighbourhoods	\$561 (after \$59 discount)
Anywhere in Melbourne	\$659 (after \$70 discount)

Applicants must be (or be about to become) financial members of the Public Transport Users' Association.

Hon. Treasurer,
Public Transport Users' Association,
Rosanna, 3084.

telephone Home: Work:

I wish to apply for a yearly Commuter Pass for use in the following Neighborhood(s):

Inner Werribee St. Albans Broadmeadows Greensborough Box Hill Moorabbin Dandenong Frankston Ringwood (please circle)

The ticket is required to be valid from the 1st, 198... (Applications must be received on or before the 5th day of the previous month.)

Please find herewith:

- Passport-style photograph (or my MTA photocard is N°);
- Payment for ticket.....\$.....
- PTUA annual subscription (if applicable):.....\$.....
- Regular Member \$6 (1 year) or \$10 (2 years), Concession Member \$4,
Donor Member \$15 (one year) or \$25 (2 years).

Total remittance \$.....

Please make cheques payable to Public Transport Users' Association. For your safety, please cross your cheque, and write the words "NOT NEGOTIABLE, credit account payee only".

Name: Mr/Mrs/Miss/Ms/Dr.....

Address: Postcode:

VICTORIA: THE BACKWARD STATE

Victoria has the privilege of being the pioneer of railways in Australia. In September 1854, the first rail line was opened between Flinders Street Station and Sandridge — now Port Melbourne. History records that the first train to run on this line had a late start.

Recent statistics published by the Australian Bureau of Statistics indicate that Victoria now trails the two other large eastern states in performance (see the accompanying table).

In terms of passengers and freight carried in the years under review — 1979 to 1984 — Victoria recorded a decline, while New South Wales and Queensland recorded healthy increases. Incompetence and inefficiency in services and management, unreliable services and frequent industrial disruptions, have contributed to this decline. Victoria also had the highest proportion of increase in working expenses and the lowest percentage increase in gross earnings.

Queensland outshines its sister states in performance, because of its better efficiency, management, and government control on its transport performance and policies. Transport in Queensland is also free from the party politics which is strangling the system in Victoria.

The average salary for employees is \$21.31 in NSW, \$21.55 in Victoria, and \$18.33 in Queensland. This leads to a startling conclusion for Victoria — the state having the highest wage rate is the worst performer.

The continued dramatic decline in performance and efficiency, coupled with the massive increase in costs in Victoria, especially since 1982, are expected to be more marked.

— Ken McIntyre

RAIL TRANSPORT STATISTICS

Source: Australian Bureau of Statistics
(all figures in 000's)

	STATE	1978/79	1983/84	change (±)	% ±
PASSENGER JOURNEYS	NSW	182,749	202,253	+ 19,504	+ 10.6
	VIC	93,323	84,599	- 8,724	- 9.0
	QLD	27,275	37,602	+ 10,327	+ 37.0
FREIGHT CARRIED (tonnes)	NSW	33,482	46,594	+ 13,112	+ 39.2
	VIC	11,190	10,486	- 704	- 6.3
	QLD	36,542	53,150	+ 16,608	+ 45.4
ROUTE kilometers open	NSW	9,820	9,884	+ 64	+ 0.7
	VIC	6,184	5,783	- 401	- 6.5
	QLD	9,789	10,381	+ 592	+ 6.1
TOTAL GROSS EARNINGS (dollars)	NSW	379,033	823,055	+ 444,022	+ 117.2
	VIC	192,656	305,283	+ 112,627	+ 58.0
	QLD	310,418	717,956	+ 407,538	+ 131.3
TOTAL WORKING EXPENSES	NSW	679,999	1,234,053	+ 554,054	+ 81.5
	VIC	347,802	717,447	+ 369,645	+ 106.2
	QLD	365,070	725,049	+ 359,979	+ 98.6
NO. OF EMPLOYEES	NSW	40,751			
	VIC	20,847			
	QLD	25,779			
SALARIES AND WAGES	NSW	515,291	868,453	+ 353,162	+ 68.5
	VIC	262,137	449,291	+ 187,154	+ 71.4
	QLD	282,734	472,745	+ 190,011	+ 67.2