

TRAIN TRAVELLERS' ASSOCIATION



Newsletter

December 1981

Train Traveller's Association,
61 Leila Road,
Ormond 3163

Telephone: [REDACTED]

Registered by Australia Post - Publication No. VBG 3454

Christmas Greetings

As this is our last Newsletter for the year, the Executive and Committee of the Association extend to all members and Newsletter readers Christmas Greetings and offer their thanks for your assistance and support throughout the year.

As is usual, no monthly meeting of the Association will be held in January, but the valuable support of all members would be appreciated in the coming New Year which it is trusted, will be a prosperous and happy one for all.

TRB Hearings - Volunteers Assist

In our last issue we called for volunteers to attend the Transport Regulation Board Hearings into the granting of licences for Bus services to replace train services, on lines where train services had been withdrawn. We gratefully acknowledge the services of Mr Irving Stephens who represented us at the Yarram Line hearings.

The next TRB Hearings into the granting of licences for bus services to replace the rail services already

withdrawn, on the following lines will be held as follows:

Frankston - Stony Point Line on 8.12.81 at Mornington.

Lilydale - Healesville Line on 15.12.81 at Healesville.

TTA Members Howard Girdler and Arthur Payne have offered their time to represent us at the Mornington and Healesville hearings respectively. We say a BIG THANK YOU to these members.

Brisbane Has The Last Laugh

The splendid achievements, improvements and vast increases in patronage in the rail services in Sydney have been very much in the news recently. The neglect of the rail system over the past 26 years in Victoria, compared to the almost revolutionary improvements brought about in the past five years through a change of government, in New South Wales, is public knowledge, thanks to ITA efforts to publicise and highlight this feature.

Very little publicity is given however to the good suburban rail system available in Brisbane. In the September 1980 issue of our Newsletter, our Treasurer David Bowd wrote about the new suburban rail system, the new trains, and attractive fare system available in Brisbane. Following from the comparison made between the relative speeds of suburban trains, in an article in the October issue of the New South Wales "Action for Public Transport" a further comparison is made below between the relative speeds of suburban trains in Sydney, Brisbane and Melbourne.

STOPPING ALL STATIONS

<u>SYDNEY</u>	<u>BRISBANE</u>	<u>MELBOURNE</u>
Strathfield - Warrington	Roma St. - Ipswich	Flinders St - Frankston
37.28 Kms - Time 52 mins.	37.89 kms - Time 47 mins	44 kms - time 73 mins
18 Stops - Speed 43.013 Km/h	21 stops - speed 47.37 Km/h	28 stops - speed 36.164 Km/h

EXPRESS RUNNING

Redfern - Burwood	Roma St - Darra	Flinders St - Caulfield
9.325 kms - 10 mins	15.27 km - 14 mins	12 kms - 13 mins
Speed - 55.95 km/h	Speed - 65.44 Km/h	Speed - 55.384 km/h

Brisbane's electric trains have two motored cars for every trailer. They have the advantage of a fleet of brand new trains and cheap fares which contribute to an attractive suburban rail system. This happy situation

is the result of enlightened government policies on public transport in that State.

Victorians prone to having a crack at "Joe and his peanut state", should remember that Queenslanders are having the last laugh at our 19 century, world's worst rail system!

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.

FREE TRAVEL - A Welcome Step

The State Government decision to allow free travel on public transport, as a trial measure on the Sundays of December and January, is on its face value, a welcome step in the right direction. The Train Travellers Association has always contended that low fares and adequate efficient services are the only means of attracting more patronage to public transport.

A second look at the government decision however leaves one with the thought that the decision is an act of political expediency and gimmickry. The same government has recently closed down Sunday services on the Upfield, St Kilda, Port Melbourne, Altona and Williamstown lines and it is an empty gesture to the residents in these suburbs to offer them free travel on Sundays!

The frequency of train and tram services where available, has been drastically curtailed in recent years and most of the rail stations are unmanned or undermanned on Sundays and security for travellers is almost non-existent. In addition, most suburbs have no private bus services at weekends.

Non public transport users who will be attracted to using the services on a Sunday to give it a "free go", will be deterred by these unsavoury aspects from using the services permanently.

The economics of the government decision are curious.

Only on 4 October last it introduced massive fare increases, in some cases, upto 167% to meet the escalating rail deficit brought about by declining patronage which in turn is caused by inadequate, inefficient and poor management. Now by allowing free rides on Sundays for the trial period the government will lose over \$500,000 in revenue.

The trial period, December/January, covers the time when many people will be away on their holidays. A true trial period should be in the normal months outside the holiday period.

Even the most impartial political observer would have to admit that with the electoral stocks of the Liberal State government at a low ebb, as evidenced by opinion polls, their decision on free travel confirms a lack of firm policy on public transport and an attempt via political gimmickry to woo votes. We repeat that the only way to a viable, attractive, well patronised public transport system is through adequate expenditure on capital works, extension of services, and improvements in the efficiency of services and levels of management.

In just five years since 1976 the State Government in New South Wales has reaped the rewards of adopting these measures. Victoria can achieve the same results through positive transport policies and a government committed to give its residents an efficient public transport system. Contradictory and stop gap measures and political gimmickry is not the way.

KEN MCINTYRE.

PROPOSED SURVEY OF COUNTRY AREAS

Rail closures in country areas have come into the spot light recently although they have caused many difficulties since World War II and it is the view of the Train Travellers' Association that a wide ranging survey should be conducted by an independent body to consider all relevant factors associated with the future of these rail services.

Similar studies have been conducted in UK by the British Market Research Bureau and in

Canada by the Policy Studies Institute - example - "The Social Consequences of Rail Closures" by M. Hillman and A. Whalley, April 1980.

An outline of the proposed survey is presented below and members are invited to comment on it and provide suggestions as to how the study might be funded and/or suggest the most appropriate body to conduct it.

SURVEY TO DETERMINE PUBLIC ATTITUDES AND SOCIAL CONSEQUENCES OF RAIL CLOSURES IN COUNTRY AREAS.

A. Background Information -

Between 1976 and 1979 over 12 country rail lines were closed down in Victoria.

In 1980 the Victorian Transport Study (Lonie Report) recommended the staged and co-ordinated elimination of the rail passenger transport services offered by the Victorian Railways Board to ensure that all country passenger services will transfer to road coach services within three years.

Since the Report was published further closures have been effected, i.e. Lilydale to Healesville, Frankston to Mornington, Leongatha to Yarram, etc.

B. Aims

This study will seek to obtain an indication of:

- public re-action to the rail closures, in the areas where closures have been effected
- the social consequences of the closures - for themselves for others, for the community as a whole;
- effects on the following -
 1. population levels
 2. communications
 3. the local economy
 4. relative isolation of the community.
 5. employment
 6. land use
 7. loss of commercial/social opportunities.
 8. education (school children)

The study will further look at -

- the reasons for the rail closures
- relative costs of rail versus replacement bus services provided
- mode of travel before/after rail closures

- other factors

C. Methodology

The survey instrument will be a Questionnaire covering the items contained in the Aims (paragraph 8). The questionnaire will be pilot tested in one area before being administered across the board.

Depending on resources, a decision will have to be taken on the number of areas surveyed. A cross section of recent closures e.g. Healesville and closures over 3-5 years will have to be studied for balance. Depending on the composition of the population of the area, the questionnaire may have to be translated into certain ethnic languages.

The method of administering the Questionnaire will also depend on constraints of time, resources, funds, mailing questionnaires; dropping them in letter boxes or person to person interviews are the choices. Use of volunteers, hired consultants etc. are the avenues.

The success of the study and degree of response to the Questionnaire will depend on the extent of publicity given to the exercise. This publicity can be obtained through advertisements, news coverage in local newspapers, radio stations, distribution of leaflets at local shopping centres, hotels, banks TAB agencies, through local organisations, clubs, etc.

- D. The Survey Report should cover findings covering the items in the Aims, with special attention to:

- i. The socially regressive impact on older people, those without cars, those in blue collar households who have to cut back their activities and women and youth.
- ii. Principal reasons for changes in transport modes. In most foreign countries the failure of the replacement bus services to provide an adequate alternative to the withdrawn rail services, forced people to rely on cars for their transport.

Comparisons of convenience factors such as facilities for loading prams, shopping jeeps, bulky goods, speed, frequency, space and comfort between trains and buses, absence of shelters, rail waiting rooms, inadequate toilets, travel sickness - can be highlighted.
- iii. Economic aspects such as land use, employment, loss of commercial opportunities, relative costing both short and long terms of rail VS bus services.
- iv. Social aspects such as community isolation, accessibility to schools for children.

WELCOME TO NEW MEMBERS

New members continue to join the Association reflecting the continued public dissatisfaction with Victoria's Rail System. Strength in numbers is a positive means of demonstrating to the government that we are a force to be reckoned with and that the continued provision of poor services and facilities for rail travellers will cost votes at the next election. Help us to become a stronger and more powerful

ALLEN Mr N. Bayswater
ANDRLN Mr. R.L. Keilor
BLACK Mr. A. Hughesdale
BLACK Mrs. L. "
BOTT Mr. G.L. Carrum
BOURKE Mr. J. Mitcham
BOURKE Mrs. V. "
BRITT Mr. J. Ringwood
BRISTOL Miss C.J. Springvale
BURGIN Mr. K. South Yarra
CARROLL Ms. M. Prahran E.
CARTER Mr. S.A. Mt. Waverley
CLARKE Ms. M. Oakleigh
COOPER Mrs. E. Hampton
CORNHILL Mr. J.E. Caulfield
DANCE Mr. N.J. Werribee
DAVIS J.B. Caulfield
DEANE Mr. R.E. Hampton
DUNLOP I.W. Mt. Waverley
EDDY Mr. R.M. Balwyn
EWART Mr D.M. Cheltenham
EXON Mr. J. Boronia
FALDARIKSON Miss L. Mentone
FRITZE Mrs V. North Carlton
FULTON Mr P.M. Heathmont
GILL Mr J.R. Romsey
GRAYSON Mr J. Mt. Waverley
HAAS Mr. A. Bundoora
HARDY Ms L.A. Mont Albert
HABLM Mr T.K. Cheltenham
HAATE Mrs E.A. McKinnon
HELD Mrs E.J. East Hawthorn
HORTOP Mr K.H. East Burwood
IERALI Mr. P. Pascoe Vale
IRONS Ms L. East Hawthorn

force by recruiting a new member before the close of 1981. We must once again thank Mr Mr J K Richardson for his efforts in recruiting 8 new members since the last list was published. Another member who has been very active in recruiting is Mr J Fritze who introduced no fewer than 11 new members during the same period. We welcome the following new members who had joined the Association up to Mid-November 1981.

JENNINGS Mr N.V. East Bentleigh
JOHNSON Mr B. Glen Waverley
KEOWN Mr H.F. Ringwood East
KLOSE Mr R.A. Mentone
LANGLEY Mr D.C. Mt. Waverley
LEWIS Mr J. Alington
LETHLEAN Mr L.A. Melbourne
LEWIS Mr P. Hampton
LEWIS Mrs S.T. Hampton
LIDDELL Ms J. Glen Waverley
MALKIN Mr H.F. Mentone
MARCAANT G. Macleod West
MASLEN Mrs V.W. Glen Waverley
MC NICHOLL Mr D.E. Middle Park
MEARS Mr R.J. Forest Hill
MILLARD Mr J.G. St Kilda
MOMOR Mr P.J. Sandringham
MORAN Mr J.H. Nunawading
MURRAY Mr R.J. Surrey Hills
NOLAN Mr J. Mentone
PAICE Mr B. Bulleen
PALNOJA Mr A. Carron Downs
PARKER Mr R. Rosanna
PEPPER A.D.H. Croydon
PITT Ms R. South Yarra
PRICE Mrs S.C. Mordialloc
RICH Mr T.H. Emerald
ROBERTS G. Carlton
ROCHE Mr P.A. N. Beaconsfield
RUSSELL J.V. Ivanhoe
SAINTS Mr G. North Carlton
SALTMARSH Ms R.S. Caulfield
SAUER Mr B.J. Hawthorn
SEEAR Mr P. Eaglemont
SHERLOCK Mr P. Hawthorn

SHOTTER N.G. Mont Albert
SMITH Mr A.R. East Hawthorn
SMITH Mr T. East Keilor
STEPHENS Mr I.B. Leongotho
STOKER Mr J.W. Bentleigh
STRACHAN Miss C.A. Surrey Hills

TAYLOR Miss W.M. Werribee
VALE Mr J.K. Lonerton
WALKER B.L. Bayswater
WALSH Mr K.J. Belgrave
WILDING Ms S.M. Blackburn
WILLIAMS J. South Yarra
WOLLIN Mr A.S. Bayswater.

We also acknowledge the following donations both General Purpose and to our Election Fund.

State Election Fund Donations

Mr Jack E Cornhill	\$ 2
Mr R. L. Andrew	\$ 5
Mr Gregory L. Bott	\$ 7
Miss Cheryle J. Bristol	\$ 2
Mr. Norman Victor Jennings	\$ 2
Mr H. F. Malkin	\$ 2
G. Marchant	\$ 2
Mr Peter J. Mongor	\$ 7
Mr Michael Vale	\$ 5
Mr Ivan R Powell	\$40
Mr D.W. Bolton	\$10
J Godfrey	\$ 2
Ms V Elaine Harding	\$10
Mr J Britt	\$ 2
Mrs Lorraine M Frederiksen	\$ 2
N G Shotter	\$ 5
Mr Kerry H Hortop	\$ 2
Ms Lucy Irons	\$10
Mrs Elizabeth J Held	\$ 5
Ms Robyn S Saltmarsh	\$10
Mr Lindsay Bounds	\$ 3
W A Shepherd	\$10
Mr T K Harley	\$ 2
Clifton Hill Uranium Moratorium	\$10

General Purpose Donations

Mr D M Ewart	\$ 5
Mr J W Stoker	\$ 2
Mr I A Maybourne	\$ 5
Ms Marjorie Clarke	\$ 3
Mrs E A Harte	\$ 5
Mr John Millard	\$ 3
A D H Pepper	\$ 3
Anonymous	\$5
Mr Roger P Donegan	\$50
Ms Althea Quinlan	\$30
Mr N J Dance	\$ 2
Mrs V W Maslen	\$ 7
Mr J H Moran	\$ 3
Mr James Kevin Vale	\$10
Mr Patrick M Fulton	\$90
K C Duff	\$ 4
Mrs M Betty Olle	\$ 2
Mr Frank W Scrivener	\$ 7
Rev. Ian W Scott	\$ 2
Mrs Linda F Williams	\$ 2
Mrs M A E Van Dijk	\$ 5
Mr Ross J Murray	\$ 7
Miss Wendy M Taylor	\$ 2
A R Gourley	\$10
Mrs G M Phair	\$ 3

NEWSLETTER CONTRIBUTIONS

Members and other Newsletter readers are invited to make contributions to the TTA Newsletter. Articles of interest, suggestions for improvements to service and accounts of overseas systems and trends broadly relating to public transport will be considered for publication. The TTA reserves the right

to edit, abridge or reject any material, however, subject to availability of space every effort will be made to publish items submitted. Material for the next issue should be addressed to, The Editor, TTA Newsletter, PO Box 116, Hurstbridge 3099. The closing date is 15 January.

CURRENT ACTIVITIES REPORT

Our hard working Secretary, Ken McIntyre, reports on current Association activity and Public Transport issues of interest to members.

Relief for Non Smokers

Further to the report in the October Newsletter, (page 15) on our action to have smoking banned on public transport services in rural areas, we are pleased to report that we have received advice from Transport Minister, the Hon. R. Maclellan, that he has directed the Transport Regulation Board to review the question of smoking on all buses.

Country Rail Mess Continues

Since January 1981, the government and rail management have been advertising claims of a "New Deal for Country Train Travellers" to take effect from October 1981. New and faster trains, better facilities etc. were promised.

We had since January, publicly welcomed the long overdue promised improvements to the country services, but expressed doubts that without the provision of adequate numbers of new trains, additional track and signalling facilities and improvements in the efficiency of management, these new deals could only be seen as pre-election gimmicks.

From the date the new Country Services commenced - (4.10.81) there has been

chaos and confusion on the country services. Peter Bullen, the President of our Bendigo Branch, obtained wide media coverage in THE SUN and the local country papers in the area, for the daily chaos and confusion on the Sunbury line. Commuters from other country areas, complained regularly of the daily late running on their lines.

We obtained a copy of the official Vicrail record of late running of country trains on 15.10.81. A total of 84 country trains ran late on that day, ranging in delays from 5 minutes to 65 minutes!

It is obvious that the "New Deal" is but the continuation of the "OLD MESS", and that this MESS will continue until adequate funds for new rolling stock, additional track and signal facilities and better management are provided.

Vandalism An Election.

For many years vandals have been destroying trains and rail property and discouraging passengers, especially families and ladies travelling alone at night and at weekends. A decline in rail patronage by over 40% since 1970 is proof of this fact.

Lack of adequate security and ticket checking staff; withdrawal of station staff leaving trains and rail property to the mercy of vandals; lack of security for train crews and passengers; the absence of two way radio communication on trains - promised at the last state election - these are just some of the government's failures which encouraged vandalism on trains.

The situation at Broadmeadows where gangs of youths regularly attack trains and rail staff - should have been brought under control earlier by the provision of all the facilities to prevent vandalism enumerated in the second paragraph above, and which the TTA recommended in 1979 to the Inquiry Into Vandalism conducted by the State government.

Allegations of high handed behaviour towards young commuters, especially in the Broadmeadows areas, by rail security staff, should be investigated immediately and errant staff disciplined, if the allegations are true, and public confidence restored.

While it is never too late for improving security measures, it is rather cynical that on the eve of an election, the government and rail managers are suddenly concerned about security and safety on trains, where little has been done in this area for the past 10 years.

Destination signs on Buses

The TTA represented to the M.M.T.B., the need to provide destination signs at each end of buses for the convenience of passengers. An intending passenger normally sees the destination sign as the bus approaches a stopping place, but a passenger approaching from the rear may have difficulty in deciding whether to run for the bus or wait for the next one. M.M.T.B. Chairman Mr F. Snell in his reply to our representative states as follows:-

"Unfortunately we have virtually completed our bus replacement programme and retro-fitting of power operated destination or route number equipment is extremely expensive.

We will look at the practicability of fitting a rear route number on future buses."

The Chairman also advised he will explore with Melbourne City Council the possibility of providing two stopping places in Flinders Street to separate the buses on the Garden City and Fishermans Bend routes.

BRANCH ACTIVITIES REPORT

Since its formation in April 1980 the Sandringham Branch of the Train Travellers Association has been involved in a number of activities designed to initiate and encourage public participation in a campaign to save and improve the Sandringham Line.

An impressive first meeting was held and from the outset an inaugural committee received the support of the Sandringham City Council. A preliminary survey

of passenger usage was conducted on 10 June 1981 by the Secretary, Mr D Shaw, the Treasurer, Mr F Boyle, Mr C Rodokis and Mrs A Boyle. All were agreeably surprised to find that in the peak period between 6.59 and 8.50 a.m., a total of 1846 passengers boarded the train at Sandringham, Hampton and Windsor Stations. This is a total of almost 2000 in two hours which in the view of the Branch justifies the saving of

the line. Further surveys of this type are planned in the future.

The project to be tackled by the Branch was a questionnaire which aims to quantify the potential use of the line in future and isolate factors discouraging people from using the line now.

A T.T.A. leaflet deploring the steep fare increases and contrasting the differing efficiencies of the Sydney and Melbourne Public Transport systems and which called for public transport to be a central

issue at the next State election was distributed on October 4. This leaflet was well received by irate train travellers on this day being the first day of the new fares.

A recruiting campaign is being conducted among 3000 signatories to a petition to save public transport and a request has been made to the Sandringham Council to assist in the future assessment of transport needs in the area.

DAVID SHAW
Secretary Sandringham Branch.

PUBLIC TRANSPORT-AN ELECTION ISSUE

The T.T.A. has called on the three major political parties to make public transport one of the major issues at the next State election.

We believe that as public transport is an important part of everyday life, because of its major role in the energy and conservation aspects etc., Victorians must be given the opportunity to decide which political party will form the next government in the State, on the basis of its policies on this important issue. We are pleased to note that the Premier Mr Thompson stated that public transport will be a major issue at the election. The ALP had already declared public transport as a major issue.

After the disaster and destruction of our rail systems over the past 26 years, the government will have a mammoth task to convince voters of their bona fides on

"improvements to public transport" - promises have been made at every election but not fulfilled. The documented hostility to public transport and bias for the freeway of Transport Minister Mr Maclellan are too well known to all voters.

Both major parties can learn a lesson from the recent New South Wales election. Elected to office in 1976 on the public transport issue, the Wran government kept its promises to improve the system. Liberal Opposition Leader Bruce McDonald campaigned on a pro-freeway campaign, and barely mentioned improvements to public transport. The banishment to oblivion of the Liberals at the election is history now.

The next government in Victoria could well be decided on the public transport issue above all others.

CAR FEE INCREASES LESS THAN FARES

The following table compares the rail fares between the City and 8 suburban stations as they existed in 1966 and as they are today.

STATION	SINGLE		% + In-crease	RETURN		% + Increase	WEEKLY		% + Increase
	1966 \$	1981 \$		1966 \$	1981 \$		1966 \$	1981 \$	
Broadmeadows	0.31	0.70	125	0.55	2.00	263	2.40	5.60	133
Hustbridge	0.44	1.40	218	0.79	2.60	229	3.00	10.00	233
Ringwood	0.37	1.40	278	0.67	2.60	288	2.75	10.00	263
G. Waverley	0.43	1.40	225	0.78	2.60	233	2.95	10.00	237
Dandenong	0.40	1.40	250	0.72	2.60	261	2.95	10.00	237
Frankston	0.47	1.40	199	0.85	2.60	206	3.20	10.00	212
St Albans	0.39	0.70	79	0.71	2.00	181	2.90	5.60	93
S/ham	0.40	1.40	250	0.72	2.60	261	2.95	10.00	237

The average percentage increases between 1966 and 1981 for these 8 stations are:

SINGLE	203%
RETURN	240%
WEEKLY	205%

The most recent rail fare increase took effect from 4.10.81 and a few days later the government announced increases in car registration fees in Victoria to take effect from 1.11.81. According to the new rates, the fee for a Holden 4 and 6 cylinder car, for example, will rise to \$47.13 and \$65.94 respectively. In 1966 the registration fee for a Holden 4 cylinder was 10.1.6 or \$20.30 in dollar terms. The 1981 fee of \$47.13 will be an increase of 132% on the 1966 fee.

The average train traveller:- the low income earner, the housewife, the pensioner etc., will gladly swap his/her

average 200 plus percentage increase for these low increases! The oil and car lobby groups who are able to influence the Liberal government's transport policies with their connections and publicity funds have been vociferous in their protests about these increases. Politicians and the media however have not made comparisons between the respective levels of increases for the car and train user.

Compared to the rest of Australia and the world, Victoria charges high rail fares and offers, what we have proved to be, the world's worst rail services. Car owners and drivers are much better situated compared to

(Cont. on P. 13)

THE LRC TRAIN

Through the first half of this century, rail was the undisputed champion of long distance passenger travel. Although temporarily displaced by the automobile and commercial air travel, passenger rail is now attracting more and more patronage in foreign countries because of its superior fuel efficiency and convenience. The railways were and still are, one of the most energy efficient and economical ways to travel between cities.

As the cost of air travel sky-rockets and freeways and highways become more crowded and congested, people in other countries are turning to trains again to save money, save fuel and save time by avoiding delays resulting from road traffic congestion and airport congestion. Flight delays because of bad weather and time spent in getting to and from airports situated on the outskirts of cities have become legendary whereas rail terminals are situated in the heart of a city offering much greater convenience.

We are all familiar with the high speed inter city Bullet express trains running in Japan since the 1960's, the Advanced Passenger train in the UK and the new high speed TGV trains in France. Similar changes are expected to cut, by as much as half, the running time of inter city express trains in Canada and India. These are but a few of the measures taken in other advanced rail countries to speed up inter city travel and make rail travel more

attractive and popular. In the USA, AMTRAK has introduced the LRC (Light Rapid, Comfortable) passenger train which is destined to change the way people travel from city to city in the USA.

The LRC is the most practical, cost effective high performance train ever built because it rides not only on existing tracks but on a solid base of proven technology. In several ways the LRC train is much more like a conventional passenger train than the expensive and complicated high speed trains used elsewhere in the world. One important advantage is that it costs much less to put into service.

The train is unique in that it runs on the existing track because of its innovative, fail safe power banking system. This system banks the LRC train's coaches as they enter curves, thereby counteracting the unsettling effects of centrifugal force. It permits the train to maintain constantly high speeds taking curves much faster than possible with conventional equipment. The LRC can round a curve with absolute safety and passenger comfort, faster than any other train in the world! Through not having to slow down for curves, it saves a significant amount of running time.

For the passenger, the train ride is comfortable and fast. Its greater productivity and attractiveness to passengers means increased revenue service for operators, and cost effectiveness for both operators and taxpayers.

As energy costs for other modes of travel spiral, the LRC train is proving itself to be the alternative for inter-city travellers looking for speed, comfort and convenience. In terms of energy consumption and efficiency, one locomotive and five coaches consume approximately 1.5 US gallons of diesel fuel per mile. Carrying 400 passengers, it uses only 1.5 gallons of fuel to take a passenger from Los Angeles to San Francisco - a distance of 400 miles.

The attached travel efficiency comparison chart shows the LRC train's travel time, per passenger cost and fuel consumption, combine to offer top travel efficiency.

Inter urban and inter city rail services both in Victoria and the other parts of Australia, are far behind many other of the advanced countries in terms of speed and services. As a reader in THE AGE of 5/10/81 pointed out, in 1943 country trains in India were running at speeds of 88 kms an hour. Thirty eight years later in 1981 Victoria introduces new trains to run at 73 kms and claims it as a big achievement! When will we reach current speeds of the French, English, Japanese trains?

The absence of a common gauge and direct train services between the country's capital cities and other major cities within States, denies Australians the comfort, speed, cost efficiency

and energy efficiency benefits enjoyed through the modern inter-city train facilities available in other countries. The passenger train has inherent characteristics as the most efficient mover of large numbers of people. It is by far the safest mode of travel and is the best alternative to higher fuel costs and fuel shortages in the future.

The people of Australia should demand that all State and Federal Governments should start building right now, an efficient nationwide rail passenger system. It is in the economic and defence interests of the country that such a system be set up immediately.

KEN MCINTYRE

(CAR FEE INCREASES CONT.)

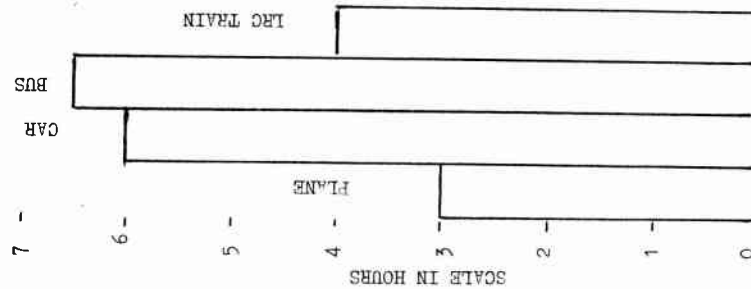
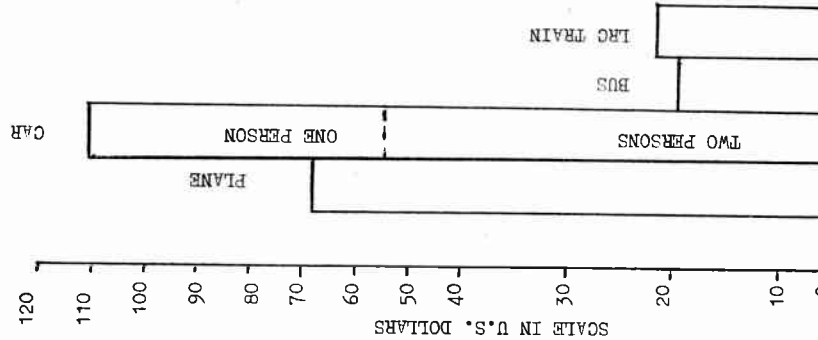
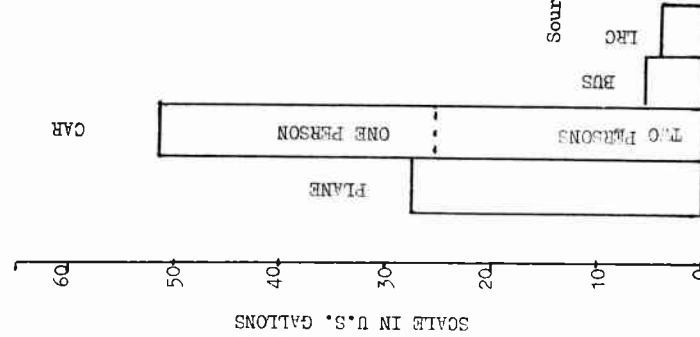
world rates. A six cylinder car in West Germany has registration fees which rise to \$185 and a MINI in the U.K. costs \$113 in registration fees!

The hostility towards public transport and bias for the car, exhibited by the Transport Minister and the State Government, are well known and well documented. The disparity in fare and car registration increases shows that the government once again has slugged the rail commuter but dealt lightly with the motorist.

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.

L R C TRAVEL EFFICIENCY CHART

TABLE A
8 - TRAVEL TIMETABLE B
PER PASSENGER COSTTABLE C
FUEL CONSUMPTION

For Table A & B, time
and cost are based on
335 mile/ 540 Kms
trip

For Table C fuel
consumption is
expressed in U.S.
gallons of diesel
fuel per 1000
seat miles

Source: TRANSPORT 2000.

PUBLIC TRANSPORT NEWS FROM
AROUND THE WORLD

IMPRESSIONS OF THE TGV

(The Association's immediate past president Dr Charles Sowerwine has recently taken up an academic appointment in France and before leaving Australia promised to keep us informed of developments in European rail travel. In his first despatch for the Newsletter, Charles describes a trip on the new French high speed supertrain the TGV.)

President Mitterand inaugurated the new high-speed train between Paris and Lyon on 22nd September and regular hourly service began on 27th September. It was not until Tuesday, 13 October, however, that I was able to make my first trip on the high speed train or TGV as the French call it (TGV stands for "Train a Grande Vitesse"). That morning I took my seat on the 7.45 TGV for Geneva (the TGV serves many other destinations besides Lyon: the new line is like the trunk of a tree, with trains branching off onto regular lines at different points; when the whole fleet is delivered, by 1983, many trains will also continue on beyond Lyon, so as to give the advantage of the time gained to all of south-east France as far as Marseille).

The TGV is both a new rail line and a fleet of new trains both specially designed for high speed travel. The new line, which branches off from the old line just outside Paris and continues to Lyon where it rejoins the old line again, is designed like a freeway, reducing curves to a minimum, with special points so that trains can even switch

from one track to another at the cruising speed of 260 kmh. But the new line, like the new trains, is compatible with the old so that trains can continue on the old tracks just as a car continues on a country road after leaving a freeway.

The new trains are electric and very powerful so that they can maintain their cruising speed up the steepest hills. Indeed, although the cruising speed has been set at 260 kmh for reasons of fuel economy, the design speed of the new trains and track is 300 kmh and indeed, during testing last February, a regular TGV ran at 380 kmh on the new line, setting a new world record for train speed. Railway authorities have raised the possibility of setting the cruising speed at 300 kmh if the increased speed would attract enough custom to warrant the increased cost in electricity.

Even at 260 kmh, the TGV will run the 457 kilometers from Paris to Lyon in exactly two hours, thus competing with the plane as well as the car and producing a significant energy saving: French authorities estimate that the TGV will, on an average run, use half the energy per person that the Airbus uses (and the Airbus is the most economical plane now in commercial service) and one-third the energy that the average car uses. More important, however, is that the TGV uses electricity, not petroleum products.

At present only half the new line is in use, so the first half of the trip is made on the old line and the total time to Lyon is two hours and 40 minutes. Of

course the French trains were already fast by Australian or American standards: the best Paris to Lyon trains made the 512 kms on the old line in three hours and 45 minutes, cruising at 160 kmh and at 200 kmh on some stretches.

I climbed into my seat ten minutes before the departure and sat down to soak up first impressions. Outside, the TGV is stunningly modern; the front looks like the nose of an airplane. The impression is reinforced by the streamlining; one hardly notices the articulation between the carriages. The outside is painted a bright red/orange with a wide white band running horizontally the length of the train. I expected to find the inside as futuristic as the outside, but instead was surprised to see that it is simply modern and, in first class at least, luxurious. The seats are wide and extremely comfortable. Each seat is covered in one of several different shades of cloth so as to avoid monotony; each seat has a reading light and a fold down tray for working or eating. The windows are enormous.

In some first-class carriages meals are brought to you at your seat if you specify when you reserve. (The TGV seems to be proving very popular, as I discovered trying to book my reservations; all 37 trains constructed so far are in full service, but the next 50 will be delivered by 1983, so the railways expect to get ahead of demand; they will then be running not only hourly service all day long

as now, but double trains every five minutes at peak hours.) Shortly after the train left Paris, I was brought a continental breakfast: for A\$3.50 one gets a tepid but good croi sant, orange juice, a large pot of pineapple jam, butter, and unlimited bread and coffee, tea or chocolate. The coffee is good, thick French coffee (Australians and Americans may prefer to take it with the hot milk), the chocolate is good too, the tea is made from a tea bag... It seemed well worth it to me, however, because it enabled me to skip breakfast at home and to sleep till 7.00 and catch the metro at 7.15 and still be in my seat ten minutes before departure.

So I sat down to my breakfast and my notes of my impressions, which became more favourable as I discovered that I adore pineapple jam. Travelling at the usual mainline cruising speed of 160 kmh on the old line I noticed nothing particular. I began to wonder how the countryside would look like at 260 kmh. Perhaps, I thought, it might make one a bit dizzy; maybe they should have put small portholes instead of such enormous windows, so that one would not be overwhelmed by the scenery rushing so quickly, so aggressively at one's eyes.

While I was thinking about this, the train turned off the old line and onto the new. Apart from an incredible smoothness of ride and an increasing but still faint hum from the motors, I noticed nothing until an announcement came, "ladies and gentlemen, we have now reached our cruising speed of 260 kmh."

I realised now that my eyes had automatically adjusted to the higher speed by focussing at a greater distance; if I looked close to the train, say at a nearby village - thoughtfully indicated by a colour brochure with the train times linked to the sites we passed - I could see with a shock how quickly it passed. The train was indeed covering 4½ kmh (or 2½ miles) every minute. A church, a castle, even a whole village went by in a flash. But one's eyes quite easily find the focussing distance that suits them and one enjoys the scenery as on a regular train or car trip. Very pretty scenery it is, too. The new line cuts through the forests and vineyards in the heart of Burgundy. Following the sights in the brochure was a good game, though I had to keep alert to catch a view of some of the prettiest castles.

I still found it hard to believe that we were really travelling at 260 kmh - that's 160 miles an hour, 2½ miles a minute, I told myself - so I asked the conductor. He assured me that this was it and told me that everyone was surprised. "You can't feel a thing" he added, "except if you standing up on a curve or during acceleration." I tried standing up and I could feel a sensation of pull on the curves, but nothing more. The soundproofing is so good that it is quieter than regular trains (and cars, for that matter) and much quieter than airplanes. Even passing between carriages to go to the bar, I noticed only slightly more noise. In fact, the train is so quiet that, on my return in second-

class, I found that it posed a slight problem: one could overhear nearby conversations!

I arrived at my destination as scheduled. I should add that in twenty years of travelling by train in France I have encountered only three late trains and none of these was more than ten minutes late. So, leaving Paris at 7.45, I arrived at 10.20 at Bourg-en-Bresse, a provincial capital on the way to Geneva, 457 kms from Paris in two hours and 35 minutes. That is an average point to point speed of 177 kmh - and less than half the distance travelled was on the new line. Once the whole of the new line is in service, in 1983, Bourg-en-Bresse, like Lyon, will be two hours from Paris and two hours travel time will have been cut off the trips to many other cities, such as Marseille, Avignon, Grenoble, Geneva, and Lausanne. Moreover, improved cross platform transfers to regular trains, including a new generation of 160 kmh rail motors, will enable the inhabitants of small towns throughout south-east France to benefit from the increased speed of the TGV.

The TGV thus assures better energy economy and ease of access to more people than the airplane. And getting on (or off) the TGV is as simple as getting on or off a regular train. A reservation is required, but all train stations and many travel agencies have computer terminals to make the reservations immediately; if you haven't time, there are electronic reservation machines by the entry to the platform at every TGV station. Unlike airplanes, there is no check-in. Your reservation tells you your car and seat number, whether it is by a

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>Publicity Officer:</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		"

window or by the aisle, smoking or non-smoking, with or without meal service. You simply have to be there when the train arrives, climb on, place your luggage in the racks, and take your seat.

I took second class back, partly in order to fulfil my duties as a reporter and partly because, even ten days in advance, all six first-class carriages were booked up. The second-class carriages are comfortable too. They have, of course, the same superb air-conditioning as the first-class carriages, which has been warm enough but not too warm in all four of my trips by TGV so far and which even manages to make the smoking carriages smell clean. The second-class seats are a bit narrower than first-class (though at least as wide as regular airplane seats, of course, not to mention twice as wide as bus seats). The second-class seats, however, are vinyl, not cloth covered. The design is slightly pop-art and not to my taste; the seats are in several different colours in a somewhat random assortment, as in first class, but instead of the sober browns and blacks of first class, the second class seats are in violent purples, blues and greens.

Still, whatever my feelings about the colours, the second-class carriages really do mean, as the railways claim, the "democratisation of high speed travel." For the same price as a ticket on the regular train, one can combine the speed of air travel with the pleasure and convenience of surface travel, going directly from city centre to town or city centre. In 1975, the French railways carried 12.6 million travellers between Paris and Lyon.

With the TGV, it is expected that the figure will reach 22 million by 1985. All those new passengers, by taking the train instead of the car or plane, will save energy by not using petroleum for transport and will also help create jobs: jobs in the railways themselves, for rail travel means jobs, but also jobs in many sectors of French industry, building the new line, the 87 new trains (eight carriages and two locomotives each), and building future TGVs, in France and abroad.

Studies are now beginning for an "Atlantic TGV," a new line toward the west to improve service to Brittany, Nantes, and beyond. The first TGV was authorised by the previous government only after a report by the general accounting office (Cour des Comptes) agreed that the increased traffic would pay off the loans - no public funds were used - and make a profit. The present government believes this will also be true of the "Atlantic TGV" and is also enthusiastic about the potential in energy savings and job creations. Hopes are high for some form of exportation of the advanced technology.

Even in America, home of the freeway, the House of Representatives has set up a sub-committee to study the possibility of high-speed trains in corridors between major cities; only the French and the Japanese have the know-how. But where is Australia in all this? Sydney and Melbourne are not much further apart than Paris and Lyon. The NSW government is already developing improved train services between Sydney and

Canberra. Why not dream of a high speed train between Melbourne and Canberra going on to Sydney and beyond? Anything like the TGV would put Canberra and/or Sydney less than three hours from Melbourne. With reasonable connections to Geelong, Ballarat, and Bendigo, and with trains continuing on beyond Sydney at least to Newcastle, an Australian TGV could serve half the population of Australia. Using electricity generated by Victoria's brown coal res-

erves, we could spare our petroleum products for industry and export while creating jobs and improving our transport system. Rather than electrifying the old Melbourne-Sydney line, Mr Fraser - and Mr Hayden - should be dreaming of an Australian TGV.

DR. CHARLES SOWERWINE.

WANTED URGENTLY

WE URGENTLY REQUIRE THE SERVICES OF A VOLUNTEER TYPIST (PREFERABLY IN THE CITY AREA) TO ASSIST US WITH TYPING ARTICLES AND GENERAL CORRESPONDENCE.

VOLUNTEERS PLEASE CONTACT THE SECRETARY.

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 \$.....		
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