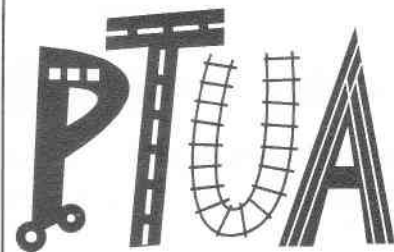


TRANSIT

NEWS & VIEWS



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Turning On the Off Peak

While there are many important factors that influence the usage of public transport, recent overseas interstate and even local experience is showing that one of the most powerful factors is the frequency of service.

Because of this the PTUA will be undertaking a service frequency campaign beginning in August to promote better off peak frequencies- the key to attracting people back to public transport and making it more financially viable.

We plan to run a campaign based on the positive aspects of frequent public transport, and will concentrate on all forms of media, and government to

get the message across. We will be asking members to participate over the coming months in raising the profile of this issue, details will follow. Anyone interested in helping in the office with mailouts or other aspects of this campaign should call and let us know.

On the 28th of July Environment Victoria are bringing out Cr. Mike Colle, Head of Toronto Transit Commission, who will explain at a public meeting how Toronto has produced a system that carries three times the passengers of the Melbourne system with almost a third of the subsidy (25 instead of 70 percent of operating costs). You'll find details of the meeting inserted into this newsletter and we urge PTUA members to come along.



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Getting in touch with the PTUA

The Public Transport Users' Association office is located on the ground floor, 247 Flinders Lane, Melbourne. This is also our mailing address.

Our telephone number is (03) 650-7898.

The office is staffed by volunteers. When it is unattended, please leave a message on the answering machine.

Membership

Graeme Gibson, at the PTUA office.

Committee

Paul Mees	<i>President</i>
Lorna Pitt	<i>Vice President</i>
Tim Grant	<i>Secretary</i>
John McPherson	<i>Assistant Secretary</i>
Leslie Chandra	<i>Treasurer</i>
Patrick O'Connor	<i>Media Liaison</i>
Neva Finch	
Alan Hardie	
Josephine Connellan	
Tim Hoffmann	
Christine Hooper	
Gerry Warren	

Committee Meetings

Committee Meetings are held on the third Tuesday of the month at 6pm at Ross House, 247 Flinders Lane, Melbourne.

Thank you!

Once again, thank you to all PTUA volunteers who have given so generously of their time over the past two months. It is much appreciated.

Council Donations

Our grateful thanks go to the following Councils for their generous contributions to our funds. Their help is much needed and greatly appreciated.

Box Hill, Brunswick, Bulla, Collingwood, Footscray, Hawthorn, Keilor, Northcote, Port Melbourne, South Melbourne, Whittlesea.

Not From the President

Our President, Paul Mees, has dashed off for a trip to Europe and North America to speak to a Transport 2000 conference at Oxford University.

He also plans to assess public transport in a number of Canadian cities, including Toronto, of course. This is hot on the heels of helping organise the "Transport for Livable Cities" Conference at Melbourne University on 15/16 June.

This conference became a forum for the debate that has bedevilled transport planning in this city for a couple of decades:- has Melbourne got the travel patterns and density required for high quality public transport or is it still necessary to impose an extensive freeway grid on the city, with all the grisly negative social and environmental effects? (Or is Melbourne like LA?). Interestingly the presentations that argued for a low density Los Angeles future were, on the whole, bereft of supporting statistics and full of hopeful assertions.

Professor Vukan Vuchic, Transport Engineering Dept, University of Pennsylvania, presented the key note address. He emphasised how very many U.S.

cities were turning back from a freeway future that they now see was both unsustainable and subject to intractable congestion; and were building new light rail and re-opening old rail corridors for commuter services. Professor Vuchic clearly also took the environmental and social costs of the automobile very seriously. Another high light was the presentation by Anthony Middleton, Executive Director Metropolitan Transport, Perth, who outlined the impressive success of the northern suburbs rail/bus system in Perth. In a new low density residential corridor already served by a freeway, a new rail line fed by co-ordinated buses, with the whole system running at high frequency, has attracted 40% more passengers than the previous all bus system and recovers 95% of its operating costs. A model for public transport in Melbourne's future!

A recent joint report from Melbourne City Council and Department of Planning identifies the under-utilised public transport infrastructure in inner Melbourne as something to take advantage of in creating a bustling tourist precinct out of the CAD and inner suburbs. Naturally all of us at the PTUA can only agree!

News in Brief...

Left the state?

A recent communication sent by one of our members to the Victorian Public Transport Forum was returned endorsed "Not known at this address. Return to sender".

The Forum is Minister Brown's notably unsuccessful attempt at community consultation. A previous PTUA President, Ken McIntyre, recently resigned from the Forum in frustration at its non-effectiveness.

We told them so!

The frequency of St Kilda's light rail link to the city, the number 96 service from St Kilda Beach to Spencer Street has been increased by 25 percent. Commuters now have to wait a maximum of six minutes for a tram during peak hour and seven-and-a-half minutes during the off-peak period.

The PTC has also installed timetables at all stops, numbered stops, and refurbished shelters.

In consequence the PTC has reported that patronage has al-

ready increased by 10 per cent.

Are we being cynical?

We note the state government's new Premium Station plan. Apparently a total of 60 stations - 51 Premium plus 9 more - will be staffed first to last train. Somewhat of an improvement on current practice, but are we being cynical in suggesting an imbalance of Premium Stations on lines in marginal Liberal party seats? Pleasingly one station - Coburg - on the endangered Upfield line gets Premium status.

Upfield railway line—110 years and still going strong

On the 8th September 1994, it will be 110 years since the Governor of Victoria opened the Coburg (later Upfield) Railway line.

The fortunes of the railway line have fluctuated over that time, with extensions, partial closures, re-openings, upgrading of serv-

Anyone who wishes to be involved in either the 110th celebrations or the ongoing work of the Upgrade Upfield Coordinating Committee can give Nik Dow (☎ 05-4973) or Gerry McCabe (☎ 05-4973) a call.

Or come to the meetings at the Coburg Library at 7.30pm on the fourth Monday of the month. All are welcome!

Community involvement has been one of the consistent features; even before the line was opened the community was lobbying the Minister for Railways to extend it to Somerton. At a guess, there have probably been more deputations to Ministers over the Upfield line than any other section of the rail system!

To celebrate 110 years of service, the Upgrade Upfield Coordinating Committee is planning a series of events in August and September.

On Friday the 19th August, there will be a quiz night at the Courthouse Hotel, Brunswick. The quiz master will be Local Member Phil Cleary.

The following Friday (to be confirmed) there will be a film night at the Mechanics Institute, Brunswick. "The Titfield Thunderbolt" is a 1953 film, which relates the story of a community

The Upfield line is again threatened with closure. Action has been deferred pending the outcome of the Western Bypass Environment Effects Statement (EES) process. It is expected that the EES will be published in August/September.

More details in the next issue of the newsletter.

ices, down grading of services and threatened total closures.

whose railway line is threatened with closure.

But the big event is the running of a Steam Train service between the City and Coburg on Saturday 10th September. Planning of all these events is well under way. Further details will be in the next Upfield newsletter.

Transport Policy 94

Public Lectures and Conference

During August, Monash University will be presenting two activities in its Transport Policy 94 program. A series of public lectures will be held in Melbourne on Mondays during August. The dates are the 8th., 15th., 22nd. and 29th. of August. In these lectures, a number of experts will present a view on an aspect of transport policy.

A conference is also scheduled for August. Entitled *Transport Policies: What's Needed, What's Happening*, the conference will be held in Melbourne on the 22nd and 23rd. It will provide an opportunity for taking part in in-depth analysis and discussion of policy needs and current policy initiatives at both the national and state level.

For further details about both these activities, contact either Professor Ken Ogden (905-4973) or Professor Bill Russell (905-2306).



PTUA joins push for Eastern Corridor public transport

The PTUA is participating in a coalition with local residents and environment groups to push for public transport improvements to the Eastern Corridor.

The coalition was formed after the "Making Transport Public" conference organised by Greenpeace and Friends of the Earth in May this year. The "Coalition Against Freeway Extension" or CAFÉ as it is affectionately known, has taken on as its first campaign, stopping the proposal to widen Alexandra Parade which effectively pushes the Eastern Freeway through Collingwood and Fitzroy and lands it in Carlton ready for the next stage, a freeway link through Princes St and Cemetery Road to the Tullamarine Freeway.

Alexandra parade was the site of massive demonstrations in the late 70's to stop the Eastern Freeway extending along the now proposed route. In 1991 a widening was again proposed as a solution to local traffic problems in Fitzroy and the council and residents were blackmailed by VicRoads into accepting a ten-lane freeway along the parade if they wanted \$1 million worth of local traffic management caused by VicRoads' overcrowded Eastern Freeway.

An independent review of the proposal was called after community protest and VicRoads were told to resurface the parade at its existing width. Having done nothing since then to improve the surface of the parade, they have

now come up with a six lane proposal which is so wide that it will easily be converted to eight. The cost will be the loss of elms, peppercorns and native trees, heritage buildings, open space, local amenity and the health and hearing of local people, not to mention \$12 million.

On a positive note a public meeting was held on June 15 at Collingwood town hall and over 200 people heard Professor Bill Russel, author of the *Eastern Corridor Transport Options Study* produced in 1991 for the then Transport Minister Peter Spyker, outline the public transport solutions for the Eastern Corridor, the most elaborate of which is still cheaper than the proposed freeway. These proposals included:

- * heavy rail from Clifton Hill station along the median of the freeway and then underground to East Doncaster, or Light rail along Nicholson Street, Alexandra Parade, Eastern Freeway, Doncaster Road to Doncaster Shopping Town;
- * extension of 48 Tram along Doncaster Road from Balwyn to Doncaster Shoppingtown;
- * extension of 72 Tram along Burke Road from Cotham Road to Doncaster Road;
- * improvements to Ringwood rail line.

On the 3rd of July, a protest picnic and march was held on Alexandra Parade at which Rod Quantock led a human train down the threatened median strip and local people spoke of their difficulty breathing in Collingwood. People from other areas also managed to come despite inadequate publicity. Connections were drawn between all the freeway debates, the state of the public transport system, and the future of greater Melbourne.

Now, our apologies to PTUA

The PTUA is organising buses to take people to the rally on Sunday the 31st of July. They will pick up from Flinders St at 9:30am and at Alexandra Parade (outside Fitzroy pool) and arrive in time for the rally at 10:30. The return trip will cost no more than \$5 but must be booked by calling the PTUA office on 650 7898.

Anyone interested in helping with the campaign should call Tim, John or Chris at the PTUA office for meeting details.

members who were not informed of these important events. However, the urgency surrounding this issue (work is scheduled to begin in September) prevented newsletter advertising.

The next rally is being organised by the Koonung Mullum Forestway Association at the other end of the freeway on Sunday the 31st of July at 10:30am. It will take place in Box Hill, where Station St crosses the Koonung Creek (Melway map reference 47 E3).

The city circus

Trams are an integral part of the transport fabric of this city. They must not be relegated to being merely tourist objects.

As politicians are more interested in appearances than performance, millions of dollars of tax payers money are wasted on questionable projects and advertising campaigns. Meanwhile the Minister for Public Transport, Alan Brown, continues (with one notable exception, the 96 route from Spencer Street to St Kilda) to run our tram system into the ground. The latest example of this is the much publicised "free" City Circle service, known to MET staff as the City Circus.

Following the debacle which occurred at its launch, expensive efforts are being put into propping up its major deficiencies. These include engaging inspectors and the costly Customer Service Officers, whose financial benefit to the Corporation is

questionable.

However, the main defect of the service, which may not be noticed by the average tourist or casual traveller, is its disastrous trip time. The trip time for the City Circle route is so poor, its trams form a nasty bottle neck for other services using the same lines. This problem becomes even more extreme during peak periods, resulting in trams being 5 to 10 minutes behind schedule which in turn leads to short shunting before the destination is reached.

The reason for this slow service is the manner in which the Public Transport Corporation bureaucrats have "vandalised" the W-class trams to turn them into one man operation. These bureaucrats have had built into the driver's compartment a plethora of mechanisms and mirrors that require so much of the drivers attention that it is common to miss multiple light changes at intersections. Added complica-

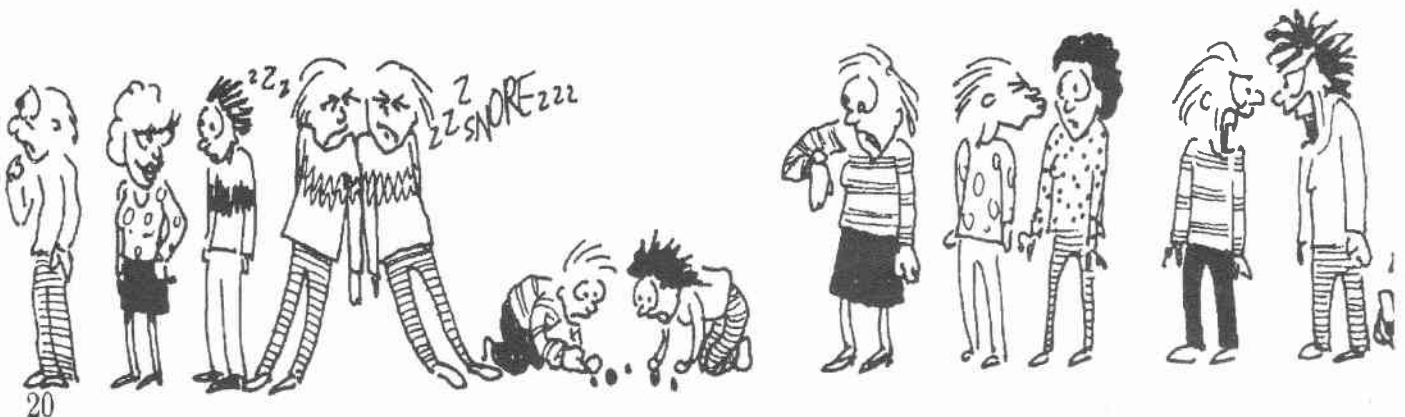
tions with door movements which can result in abrupt stops is of even more immediate concern.

That one man operation creates a slower service should not come as a surprise to our transport "planners" considering that the one man operation of B-class and Z-class trams has been an ongoing problem with hopeless standards of service during busy weekend periods. This has led to plummeting patronage and revenue figures and traffic chaos at intersections.

Recently published Treasury papers show that almost \$14 million is to be spent on driver only modifications. (\$5 million for this year alone).

With increasing city activity and projections that this will rise significantly, it is important that the Transport Minister be pressured to ensure that Public Transport plays a vital role as in other major cities throughout the world.

Patrick O'Connor



The Necessity For Frequency

The third in our series on public transport issues

The PTC claims to adjust the frequency of train, tram and bus services in Melbourne to meet demand. Paradoxically frequency is the most important element of a first class public transport system. Where waiting times are too long, those in a position to choose will never use such services.

Waiting time is determined by the frequency. In Melbourne, frequencies are usually unattractive, especially outside peak hour and are becoming steadily worse. Passengers can wait 20, 30, 40 or 60 minutes, or on many weekend bus routes, a day and a half.

Sometimes passengers can reduce waiting times by using time tables, but most of us have no control over factors like the time a movie or doctors appointment finishes, or how long the shopping takes, so a timetable is often useless.

The effect of a high frequency service on demand can be seen on St Kilda Road, where trams operate so frequently that timetables are unnecessary. This has attracted a great deal of office development and the St Kilda Road area has 40% of work trips by public transport, the highest proportion outside the CAD. There can be no doubt about cause and effect: the services came first, development followed.

How long should people be expected to wait?

Clearly the time people are prepared to wait will depend on

the length of the journey. Most passengers would endure at least a 10 minute wait to travel from Melbourne to Pakenham but not from Swanston St. to Spencer St.

Other successful public transport systems around the world point us in the right direction. Toronto's subway trains run every 5 minutes or better, even at 1am, while Perth's new rail line runs every seven minutes up to the evening. In Stockholm the minimum standard for suburban trains is every 12 minutes.

A recent ANZ bank initiative saw customers paid \$5 if they had to wait more than five minutes in the bank queue. Studies have shown that this is how long peo-

Toronto's subway trains run every 5 minutes... even at 1am

ple are prepared to wait without becoming frustrated. The same applies to public transport.

Timetables must also be easy to remember, repeating every hour. Frequencies like 12, 17, 24 and 40 minutes should be replaced by easy to remember figures like 5, 10 or 20 minutes.

All this suggests that minimum service frequencies should be as follows:

- * inner suburban trams and buses which cater for the shortest trips: 5 minutes
- * normal length suburban rail, which serve medium length trips: 10 minutes

* rail lines catering for mainly long distance travel: 20 minutes

* co-ordinated bus links would run the same frequency as the train service they feed.

These maximum waiting times should apply at all times including off peak, evening and weekend services. Additional service in peak hour, on busier routes or for major events should fill gaps in the off peak time table rather than throw out the pattern altogether. Extra services across the system for large sporting events are an excellent opportunity for the Met to impress customers who may not use the service on a daily basis.

The economic benefits of better frequency were well summarised by J.R. Mill, General Manager of San Diego rail authority:

[A]n increased frequency of trains..contributed a great deal to our increase in the number of riders...we have not reduced [cost-recovery] by increasing our levels of service. When we have extended our schedules later into the evening, and when we have increased frequencies in midday, we have found that the increases in farebox revenue have been more than enough to pay for the costs of the new service... That, I hope, is a point everyone here will note.

From the heart land

The problem with being a resident of country Victoria is that the State Coalition Government feels that it can, within limits, ignore their concerns because they are represented by generally safe electoral seats.

A classic example of this is occurring in Ararat which lost its 125 year old rail service on 28 May, 1994. Passengers travelling on the last train to Ararat were astounded by an announcement, made when the train reached North Shore Station, that the service would terminate at Ballarat. All the passengers were transferred to buses for the Ballarat to Ararat stage of the journey, which extended the duration of the trip by 45 minutes. This sort of behaviour reminds us of the contemptuous manner in which Mildura residents were

treated when their passenger service was closed. It also exemplifies the Minister's and V/Line's near total lack of regard for customer service, despite their "system to a service" platitudes.

The loss of this service is inexplicable to local residents, public officials and business groups. PTUA member, Jason Turner, who commutes to and from Ararat on weekends wrote:

"We have just heard that our train service will cease on the 28/5/94. God I'm so disappointed, our service was well patronised."

His sense of personal loss is mirrored by representatives of the City of Ararat who were negotiating with the Minister for Public Transport, Mr Alan Brown, right up to the last minute. They had a completely costed proposal for extending the Ballarat Sprinter service to Ararat. This proposal required minimal staff and was

cheaper than the recently introduced bus service. The Minister chose to ignore this proposal completely, which is not only rude, it is a betrayal of the principals of representative government, and, economically inexplicable.

Jason Turner took an active position on the closure of the Ararat rail service, choosing to write to the local Ararat paper. His letter received substantial publicity and advances the public debate because politicians, on the whole, care about the opinions of their electorate. They will be spurred into action if there is sufficient concern expressed in their local media. Therefore, if you, like Jason Turner, have an opinion about public transport, it is vitally important to write to your local paper. If you are not sure how to, ring the PTUA office for some ideas.

Richard Todd

Meanwhile, at Bairnsdale...

To coincide with the closure of the 125 year old Ararat rail service, we press-released the results of a crucial survey conducted by the "Save Our Train" Community Action Group Bairnsdale.

The survey, conducted in May this year, charts the dramatic decline in public transport patronage since the rail service was replaced by a bus service in late August 1993. Patronage figures during the survey were compared to a similar period in May 1993 when the train was running. These 1993 figures were released by the Minister, Alan Brown, and were also quoted in Parliament. The

average drop in patronage between the bus service and the rail service was 46%. A more alarming aspect of the report were figures which showed huge drops of between 56% and 59% of travellers over the weekends.

These weekend travellers are the main base of the tourist and business activities. Bairnsdale is the stepping off rail station which serves the growing tourist facilities on the Gippsland Lakes. Accordingly strong statements of concern have been made by the Bairnsdale Chamber of Commerce.

The size of the drop makes a mockery of the Minister's assertion that people would grow to like buses. In addition the sheer inefficiency of the substitution of

buses for trains is illustrated by two of the services, the 11.49am and the 12.20pm. Each of these services uses two buses each day. This is in addition to any bus from Orbost, Narooma and Canberra. As a result, as many as four buses travel to Sale in convoy with as few as fifteen people in each bus. It is unclear whether this is a requirement of the bus company's contract with V/Line.

However, it highlights the absurdity of a situation where a train sits at the Sale station, idling for at least an hour and a half with a full complement of staff, waiting for a convoy of buses to travel to Bairnsdale and return to Sale. It is difficult to see how this system can be more efficient than the alternative to continuing the train through to Bairnsdale.

Private rail service begins in Sunraysia corridor

Mildura Train Action Group in action

Trains Limited Incorporated are preparing for their first passenger train trip since the demise of the Vineland. A passenger service called the Mildura Cup—a package developed by the group—will roll down the track on 23 July, almost 12 months since the loss of the Vineland.

The Vineland travelled its last journey on the Sunraysia cor-

ridor in September 1993—taken off secretly a week before it was due to cease. A previously formed Train Action Group, elected at a public meeting attended by members of churches, the Sunraysia Trades and Labour Council, farmers, the Shire of Mildura, pensioners, the Country Women's Association, the disabled, the Australian Conservation Foundation and concerned teachers and parents, had sent a delegation to Melbourne to meet with Alan Brown, but this meeting was un-

successful. The decision was signed sealed and delivered in due course. The Train Action Group met continuously after this axing. Letters of protest have been pouring in since the train was taken off but the Government is unrelenting. Sunraysia is 550 kilometres from Melbourne and due to its isolation it must have a train service suitable to the needs of all Victorians. The tourist industry has been shattered since bus travel

Included in the fare of \$295 per person, is lunch, morning and afternoon tea on the train, dinner at the Mildura Grand Hotel resort, twin share accommodation, coach transfer to and from the race track plus admission and Race Book.

At the time of printing the Oasis package was in some doubt. A deal put forward by V/Line copies all the ideas of the Oasis arrangements on the surface, but as usual is inferior with a train to bus swap at Swan Hill. (The Oasis train runs all the way to Mildura.)



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has replaced train travel.

As a result of this concern a private company, Oasis Trains Limited Incorporated, has been formed with the help of West Coast Railways. The new company's first initiative is the invitation to "become part of the historic return of Rail travel to Victoria's Gold Coast of the North". A package offers train travel Melbourne/Mildura and return, departing Spencer Street 22 July at 8.45am and returning to Spencer Street Sunday 24 July at 9.0pm.

V/Line have charged Oasis handsomely for the hire of a train and then introduced a service in competition. The cynical observer might conclude that this is an effort to undermine the magnificent effort of the Train Action Group, the Sunraysia Tourist Authority and the community to re-establish a rail service to Mildura.

The PTC has since been directed to reduce the hire charge to Oasis for their train by \$5000.

Letters

Casey Station?

I read with interest of the wish of the late Frank Casey for a railway station to be built in the entertainment complex south east of the C.B.D. It is an idea that has often occurred to me, and obviously to many others.

The walkway over the railines already exists and there is even space between the existing tracks, 3 narrow double-sided platforms could service most of the lines that go through there. They only need to be used during evenings and weekends so the extra station would not slow services through Richmond.

The benefits of this more convenient and weatherproof access to the M.C.G., Tennis Centre, Olympic Park and the "Glasshouse" would encourage more people to use public transport and reduce the pressure for car parks in that part of the city; a pressure that threatens to destroy areas of the Fitzroy Gardens, Yarra Park, the grass area along Swan Street and the southbank gardens, the last really attractive areas of inner city Melbourne.

Name the station the M.C.G., or even Casey. This would be a mark of respect for the association's founder. It's also a necessary and good idea.

I call upon PTUA members to lobby for this extra station.

Justin Moore

The Good-And The Bad!

(A letter to The PTC)

Please accept my congratulations on the efficient and friendly service provided by the staff at Epping Railway Station. Specifically, they are always helpful, courteous and prepared to offer information over the announcement system. They collect tickets from arriving passengers too.

I contrast that impression with the one you get from unstaffed stations - lonely, insecure places to be at any time.

Well done.

Bob Hearn

Service On A Country Train

I had the privilege of riding the train to Murchison East on the 18 June. I had a great trip and the service of the conductor was outstanding both ways. I have never had such service in all my train travelling. It was much appreciated on one's own with a heavy case.

Thanks to all concerned.

E. Rayner

Ed: Good to hear Hoy's Buses are running an attractive train service to Shepparton. What a pity the train no longer continues to Cobram rather than changing to a bus.

Why Not Try Off-Peak?

There is much that could be improved with our public transport system, but there is much that is good. If you don't believe that, try the system in Adelaide (or was I just unlucky?)

There are many "60 Plus" patrons who do as a friend and I do; we catch a tram or bus (off peak) and ride it to the terminus, enjoying the richness of our city and suburbs. After exploring a new area and having a cup of coffee, we ride back; all this for \$1.90 and the price of the 'cuppa'. There would not be many entertainments as cheap as this (or as pleasurable)

Rosemary West



A Not So Happy Customer

(A letter to the Minister)

I wish to complain about the new "improved" service provided between Beaufort and Melbourne. I've been to Beaufort on a number of occasions before the rail service was cut and found it a satisfactory and efficient service.

On Monday 13 June I had expected to catch the 3.45pm bus from Beaufort. At 4 o'clock the V/Line bus arrived and the driver told the 9 people who expected to board that in fact he was "full up" and we'd have to wait, not for the

next V/Line bus but for a private Miller's bus that would be along in about 15 minutes. It was a holiday weekend with many people wanting to get home and the arrangements made were inadequate. At 4.15pm the private bus arrived and we proceeded on to Ballarat. When we arrived at the station our connecting service had already left.

The Station Master explained that they couldn't hold the train even though they knew passengers had been left behind at Beaufort. We were then told we would have to wait another hour until 6 o'clock when another train would take us to Melbourne.

After making telephone calls to family in Melbourne to explain the expected delay, we were then informed that the Miller's bus would in fact take us on to Melbourne. So five passengers boarded and were ferried on to Spencer Street station.

Now to me that seems an awfully expensive and inefficient way to transport pre-paid rail passengers to their original destinations. Explanations required please.

Joan Bray

On Stalls And Members Meetings

Thanks to those people who have contacted with offers to help on our stalls campaign. We have been attending a variety of public meetings and hope to do some shopping centre and railway station stalls in the coming months. A calendar of these will be sent to stall volunteers for so they can nominate their availability. Any wishing to join the stalls list please call the office.

No members meeting has been organised for the coming two months as the Mike Colle public meeting and Koonung Mullum rally will keep us all busy.

The office is always in need of help with a variety of tasks and members are welcome at council meetings.

Tim Grant, Secretary

New Members

We welcome the following individuals and organisations who have recently joined the PTUA.

Rail 2000 Incorporated,	
Save Our Train Community Action Group	
Kim Asher	Ben Koschmann
Jude Bohun	Valma Leonard
Therese R. Charles	Frank Lloyd
Frank Chiodo	Bill Massey
Wendy Cole	Philip Morey
Geoff Collis	Kim Morey
David Coulton	O'Neill Family
Martin J. Cowling	Stephen Pick
Pete Crow	Demetri Pimenides
Michael Darroch	Nicholas Pote
Craig Delphine	Roger Saddington
John Dick	G.L. Sheldrake
Michael Douglas	Carolyn Shurey
Kathryn Elling	Jim Walker
M.T. Fidler	Anthony Walsh
Jim Foley	Ms J. Webster
Anthony Kenny	Barbara Weimar
Sophie Knezic	

TRANSIT NEWS AND VIEWS

Newsletter of the Public Transport Users' Associations
Print Post :Publication No: PP 331088/00009
If Undeliverable, return to:
PTUA Office, Ground Floor, 247 Flinders Lane,
Melbourne

**SURFACE
MAIL**

**POSTAGE
PAID
AUSTRALIA**

**Help the K.M.F.A. stop the Koonung & Mullum Valleys being buried
under concrete!!**

Attend the Rally

**At the car park where Station Street crosses the Koonung Creek
(Melway reference 47 E3)**

10.30am Sunday 31st July

**Buses are being organised by PTUA as part of the C.A.F.E.
They leave Flinders Street Station at 9.30am, stop outside Fitzroy Pool, then
express to the rally. The return trip will cost no more than \$5 but must be
booked by calling the PTUA office on 650 7898.**

**Copy deadline for the
September edition of the
newsletter is 15 August**

**Newsletter Committee: Chris Hooper and Neva Finch
Our thanks to Thérèse Dell for the cartoon on the front cover and to
Peter Gunn for the production.
As usual, Dick Nicholson and his helpers did the mailout.**