



TRANSPORT-VICTORIA

With Compliments from Ministry of Transport.



Mr. G. J. Meech
Director of Transport



Mr. B. J. Foletta
Asst. Director - Administration



Mr. J. M. Bayley
Asst. Director - Planning

MINISTRY OF TRANSPORT

The Ministry of Transport was established with the general aim of improving, developing and better co-ordinating railways, tramways and road transport in Victoria. This had previously been a function of the Transport Regulation Board.

During the Ministry's comparatively short existence, changes have occurred in transport administration which have broadened the scope of the Ministry, enabling transport policy to be developed and services and facilities planned with the recognition that transport is a total industry.

In association with the six State transport authorities and the Westgate Bridge Authority, the Ministry of Transport advises the Minister of Transport on nearly all facets of land transport in Victoria. The exceptions being road safety, vehicle registration and road laws for motorists.

Generally speaking, the Ministry's role is to monitor the activities of the transport authorities, carry out detailed investigations into all aspects of land transport and act as the policy adviser to the Minister of Transport.

The transport authorities spend in excess of \$760 million a year on the provision and operation of transport facilities and this figure excludes expenditure on private truck transport and commercial undertakings.

A brief description of the role of these authorities is contained in this brochure.

Also coming within the administration of the Ministry of Transport are six consultative committees and the newly formed Metropolitan Transit Council.

Consultative Committees have been formed in six regions of Victoria. The committees comprise local citizens and people experienced in planning, local government, together with persons involved in the provision and use of transport.

The committees enable closer links to be achieved between transport operators and users, and draw together not only the providers and users of transport but those concerned with local government and town planning.

A Metropolitan Transit Council has recently been formed to ensure better co-ordination of the extensive metropolitan public transport network.

The Ministry of Transport is constantly evaluating and reviewing new concepts in public transport and recently approved two Dial-a-Bus services in St Albans and Chirnside Park as an experiment to assess the demand for this type of service in newer suburbs of Melbourne.

Transport is vital to the life of any community but it must be made to serve the needs of the people. This is the aim of the Ministry of Transport.

*** Cover:**

The Front and Back covers of this Transport Brochure show a small segment of the History of Transport in Victoria Mural which can be seen in its entirety in the concourse of Spencer Street station, Melbourne.

The smaller pictures represent the various authorities which are included in the Minister of Transport portfolio.

Foreword



Hon. J. A. Rafferty M.P.
Minister of Transport

Transport's Exciting Future

The Government aims to provide Victoria with a transport system to rank among the world's best! Planning for this has been deliberate and painstaking. It is now well advanced and various phases of it are already being put into operation.

The drawing-board days are well over; the stage has been reached when our goal is not merely a wistful pipedream, but a wholly practical undertaking.

Our planning, carried out by the Ministry of Transport, has been based on the need for a more efficient, effective and co-ordinated transport system giving the best possible service to all sections of the community.

And it is being brought into operation by —

- * Providing modern, comfortable, faster and more reliable trains, trams and buses;
- * Integrating private bus services for more efficient and economical operation;
- * Progressively removing road transport restrictions and encouraging fiercer competition from VicRail in the freight haulage area; and
- * An improved road system to reduce traffic congestion and increase safety.

Improvements to public transport can be seen already by the public as new trains, trams and buses come into operation.

The giant underground rail loop project, designed to speed up travel, reduce delays and generally improve time-keeping, is bounding ahead. Museum station will open next year, and the entire project is scheduled for completion in 1982.

The Government will introduce a single ticket for travel on all forms of public transport. This will be a boon to travellers.

Private bus services are subsidised by the Government to keep passenger fares to the minimum. These services are being integrated and streamlined for more economic and efficient operation.

VicRail will soon complete its network of regional freight centres and will offer stiff competition to private transport, which is being gradually freed of irksome restrictions.

The customer will benefit from this rivalry.

The Ministry is also carrying out a number of important studies in the transport area. They include the effects of heavy vehicles on residential areas; exclusive right of way for public transport; dial a bus; car pooling; air and noise pollution and special transport needs for young, old and handicapped people.

The world fuel shortage must inevitably affect Australia. Melbourne, with its trams and trains powered from brown coal, is better able to deal with this problem than many other cities.

The latest orange trams on order will be real energy-savers — they will use about 25 per cent less electricity than the present ones.

I believe that the plans I have unfolded will ensure that Victoria's transport system will be developed and expanded on sound, progressive lines in the interests of all.

MELBOURNE TRANSPORT INFORMATION

commuters' companion

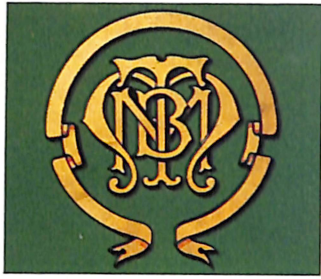
PUBLISHED BY THE MINISTRY OF TRANSPORT

WHERE TO OBTAIN YOUR CONGESTION TICKETS

VICRAIL — Weekly to Annual General/Scholars Education & off-peak 9.30 to 4 p.m. No available weekends or public holidays. All Suburban Stations.
PASSENGER — Unlimited travel by Train, Tram & Trarway Stations & Trarway Stations.
COMBINED Rail, Tram and Bus conductors. Weekly tickets available Suburban Stations & Tram and Bus conductors.
TRAMWAY BOARD — Scholar term — Head Office, 616 Lt. Collins St. Melbourne and all Tram Depots.
 Concessions Cards available from conductors on all Trams and Trarway Buses.

BUS & TRAM TERMINI





An extensive tram and bus network operated by the Melbourne and Metropolitan Tramways Board covers about 320 kms of tram routes and 470 kms of bus services through Melbourne and suburbs.

It is the only extensive tram service operating in Australia. This service complements the electric suburban rail network and gives Melbourne two forms of pollution-free public transport.

The Tramways Board comprises the chairman, Mr F. D. Snell, deputy chairman and a member.

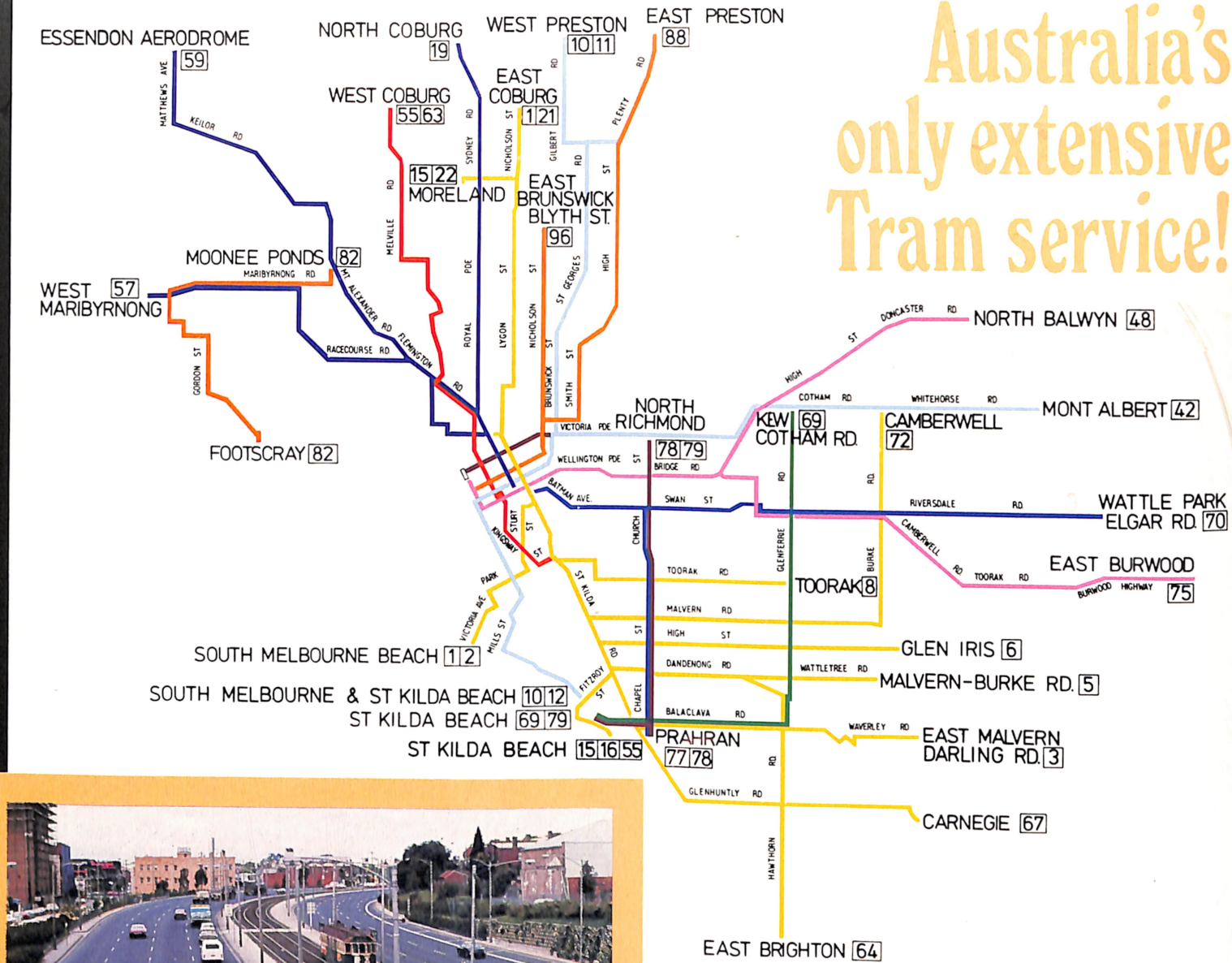
The Government regards trams as efficient vehicles for moving masses of people on short runs from the central business district and the nearer suburbs.

At present the fleet of 750 trams and 250 buses is being up-graded and being replaced by modern, European-type vehicles which incorporate flow-through air cooling, heating in the winter, smoother running and low operating costs.

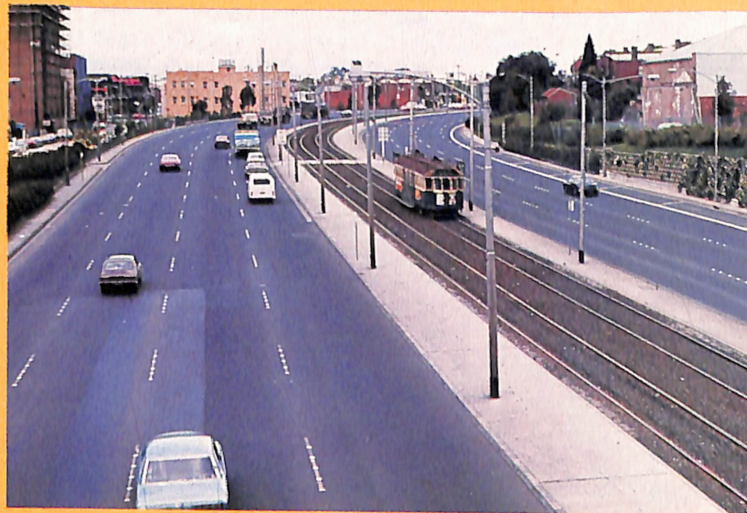
To obtain maximum benefit from the extensive network of trams, the Tramways Board has a policy of laying tracks, where possible, in their own right-of-way free from vehicular traffic.

The private bus network plays an important role in daily public transport in Melbourne. In the metropolitan area a fleet of 1000 buses carries some 55 million passengers a year. These buses operate mainly on inter-suburban routes providing services to regional shopping centres, schools and as feeder services to railway stations and to a lesser extent the tram network.

The street public transport system in Melbourne forms a grid pattern over the area, spaced at varying distances from half to one kilometre apart. The objective is to provide modern, frequent public transport services to the community.



Australia's only extensive Tram service!



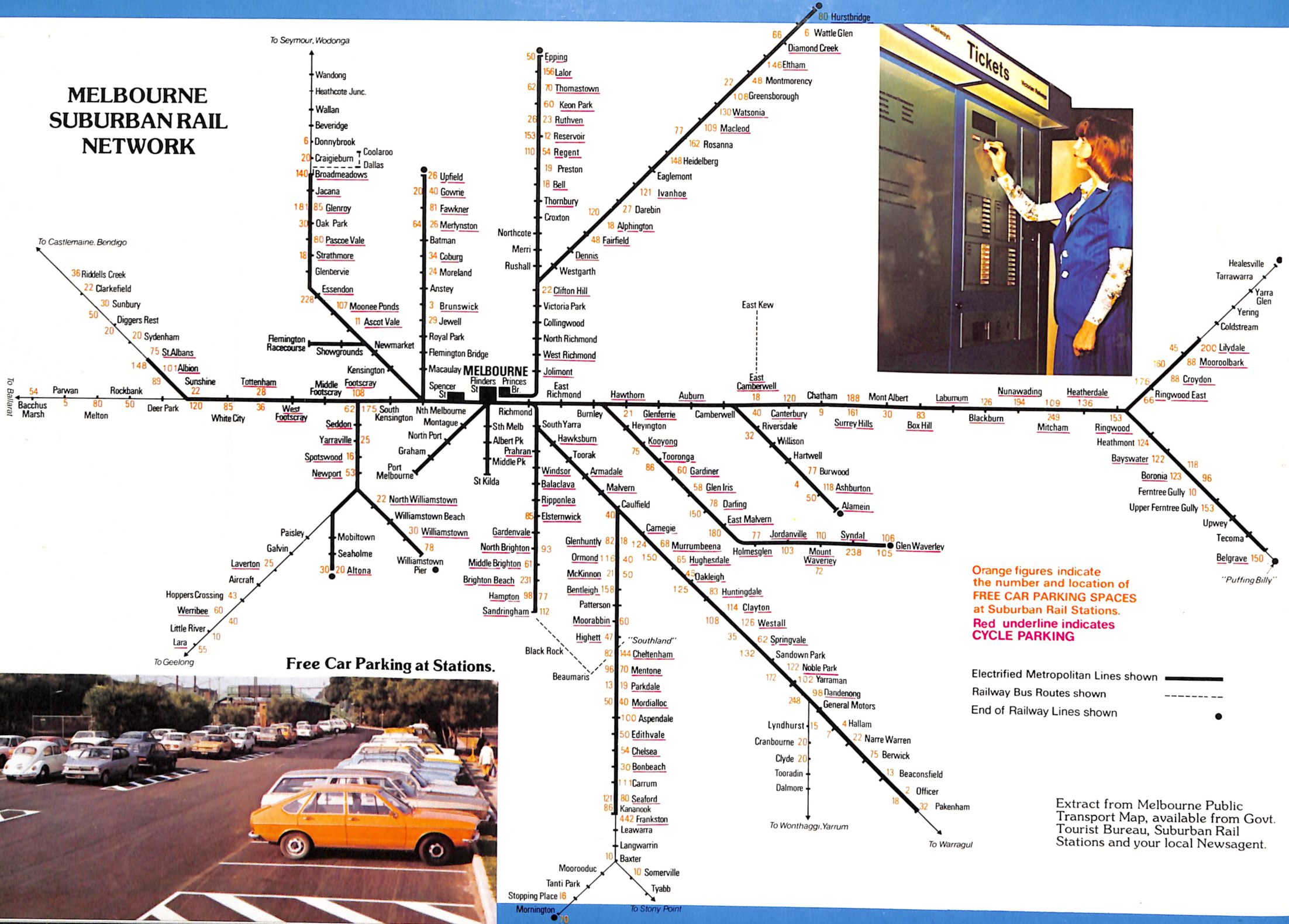
RESERVE RIGHT-OF-WAY



**PASSENGER
APPEAL IN
STREET PUBLIC
TRANSPORT**



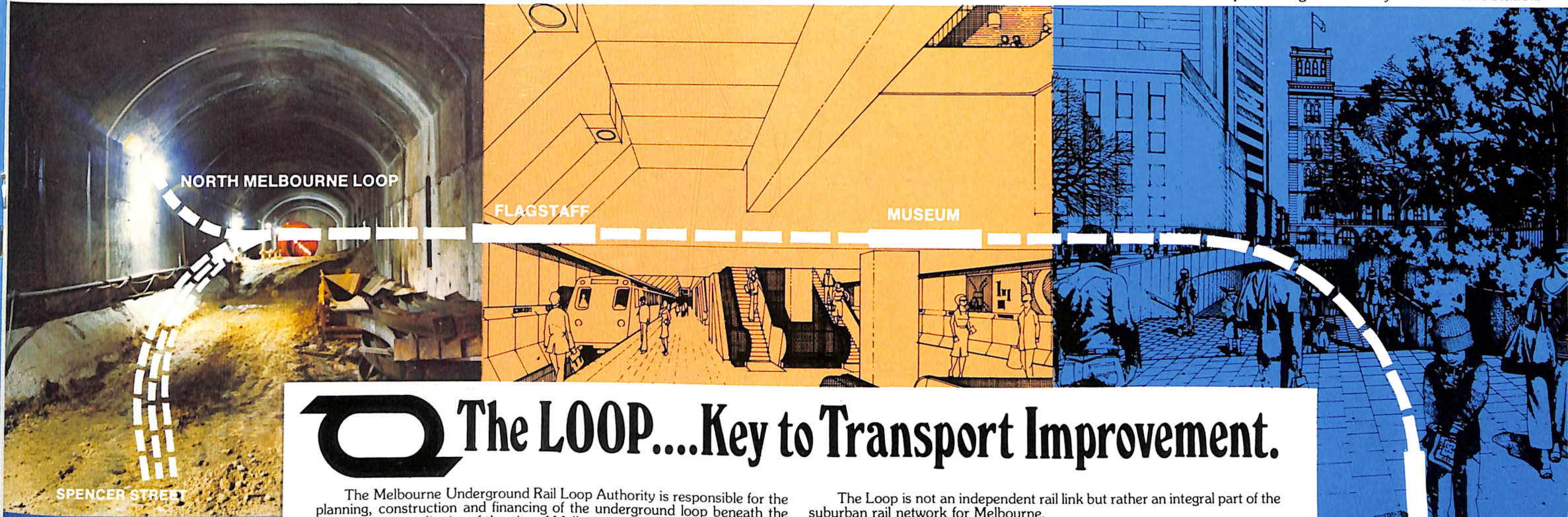
MELBOURNE SUBURBAN RAIL NETWORK



Flagstaff Station platform tunnel under construction.

Concept for upper platform, Museum Station.

Architectural conceptual design of an entry to Parliament Station.



The LOOP...Key to Transport Improvement.

The Melbourne Underground Rail Loop Authority is responsible for the planning, construction and financing of the underground loop beneath the central business district of the city of Melbourne.

The LOOP is designed to add three additional stations, Parliament, Museum and Flagstaff to provide the northern and eastern regions of the city with rail connexion to the entire suburban network.

When completed the Loop will provide the vital link toward a dramatic improvement of the suburban services and fuller utilization of the existing network.

Travellers to the central business district will be given closer access to their place of employment or the places they wish to go and with a saving of time for the whole journey.

The Loop is not an independent rail link but rather an integral part of the suburban rail network for Melbourne.

It consists of four separate tunnels under Spring Street and Latrobe Street. They will surface near Spencer St. and North Melbourne stations at one end and Jolimont or Richmond station at the other.

When in operation the Loop is expected to overcome train and pedestrian congestion at the present city stations (Flinders St, Princes Bridge and Spencer St) and provide a more convenient service to commuters to the city.

MURLA is a corporate body consisting of nine members: Mr R. B. Roscoe is chairman, Mr Frank Watson, General Manager and Director of Engineering.

When completed the Loop will become another link in the suburban rail network under the control of VICRAIL.



ADDITIONAL TRACKS

FLINDERS STREET

PRINCES BRIDGE

CITY CIRCLE

NORTH MELBOURNE LOOP

BURNLEY LOOP

CAULFIELD AND SANDRINGHAM LOOP

PARLIAMENT

CLIFTON HILL LOOP

TRB.... Passenger Safety Main Concern.

The Transport Regulation Board, established in 1934, is responsible for the licensing and regulation of commercial passenger and goods carrying vehicles in Victoria.

The TRB comprises a chairman Mr A. V. C. Cook, and members, Messrs P. R. Hocking and K. P. Shea.

The Board's licensing and regulatory functions cover the operation of route buses, taxis, hire cars, school, tourist and charter buses, goods carrying vehicles and tow trucks.

Commercial passenger vehicles are inspected and tested regularly to check on their safety standards. The Board approves bus routes, timetables, fares and the hours of operation.

The TRB collects road maintenance charges levied on a tonne/kilometre basis for the operation of goods carrying vehicles exceeding 4.1 tonnes load capacity.

All passenger vehicle licences are issued at the Board's discretion. Some goods vehicle licences are issued on application and others at the Board's discretion.

In the case of licences issued at the Board's discretion, there is a right to object to the granting of the licence; where this is done, a public hearing is held to enable the applicant and the objectors to state their cases for the Board's consideration. Victoria is the only State where provision for a public hearing exists.

Drivers of all commercial passenger vehicles, buses, taxis and hire cars, as well as tow truck drivers must have a Driver's certificate issued by the Board. The TRB also registers motor-boats.

TRB Testing Station



Policing Shifting Loads



Regular Bus Services



Roadside Check



Tow Truck Licensing



LEAP OVER THE YARRA.

Melbourne's West Gate Bridge has now fulfilled a long-standing need for an expressway over the Lower Yarra.

The West Gate Bridge Authority is responsible for the construction of the 2,580 metre, ten-lane roadway which connects Port Melbourne and the southern suburbs with the western suburbs and the Princes Highway to the Western District of Victoria.

This makes Westgate the largest bridge in Australia.

It provides a long overdue transport link between the south western districts, like Werribee, Geelong and other points further west, and the eastern suburbs and Melbourne business district.

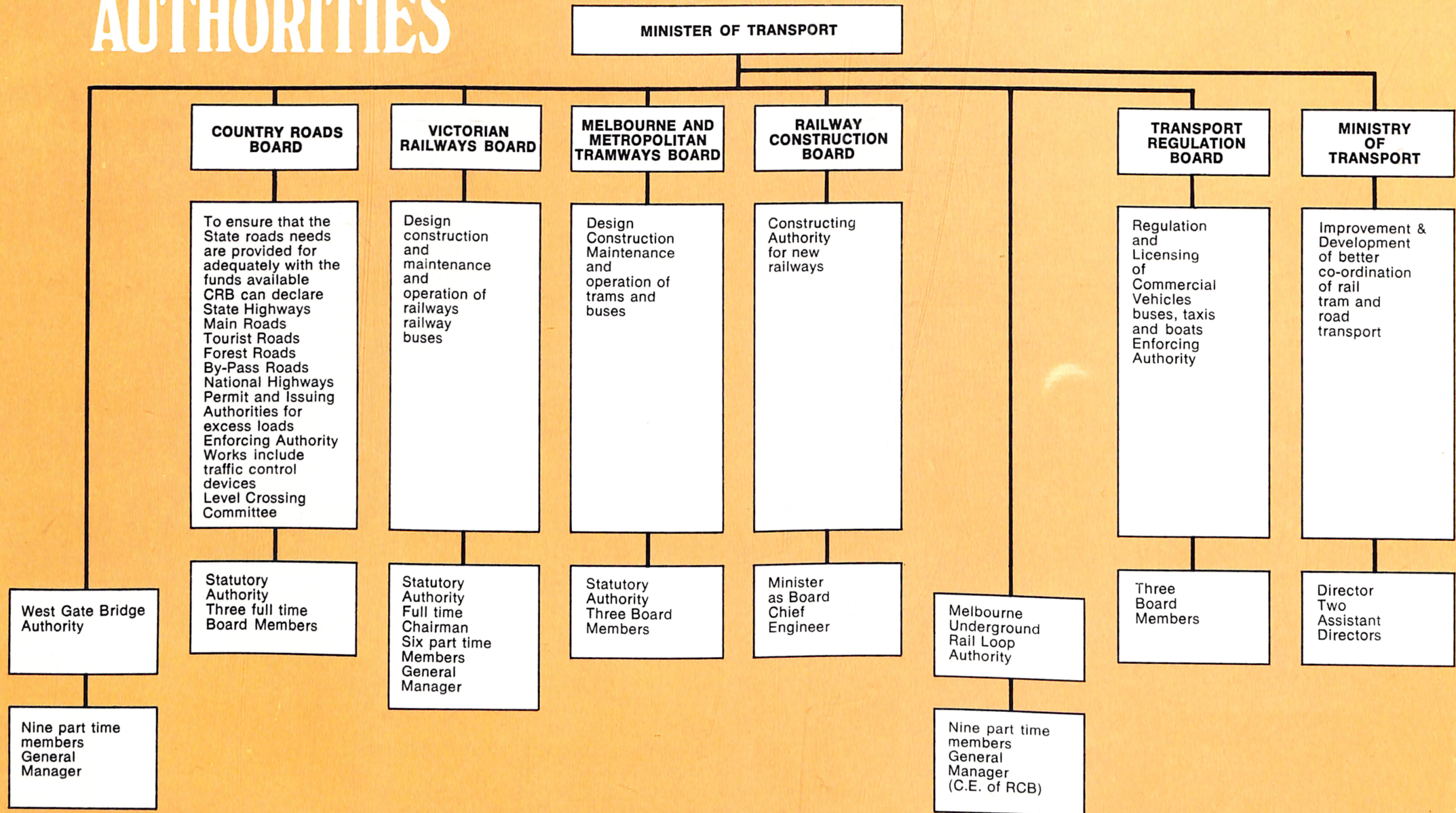
The Country Roads Board has extended the expressway to Geelong Road and provided connexions outside the Authority's construction zone.

Considerable savings in time and vehicle operating costs will result to motorists and transport operators using the West Gate Bridge. It is expected thousands of vehicles will use the bridge daily.

Cost of the bridge will be recouped from motorists and other users by payment of a toll.

By international standards the West Gate Bridge is impressively big. The roadway rises 58 metres above river level and carries two 16-metre-wide carriageways with a total width of 37 metres.

VICTORIAN TRANSPORT AUTHORITIES



WHO'S WHO IN TRANSPORT IN VICTORIA



E. A. Jones



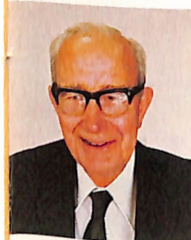
O. G. Meyer
(Chairman)



Sir Bernard Callinan



F. C. Michael



H. G. Walker



R. W. Ellis



I. J. O'Donnell



A. G. Robertson



J. A. McIntosh



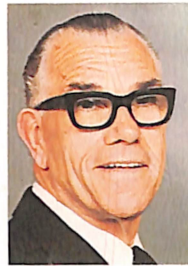
R. E. V. Donaldson
(Chairman)



T. H. Russell
(Deputy Chairman)



W. S. Brake
(Member)



A. G. Gibbs
(Chairman)



J. G. Urbahn



F. R. Strickland



J. J. Brown



I. G. Hodges
(General Manager)



L. M. Perrott



N. G. Wilson



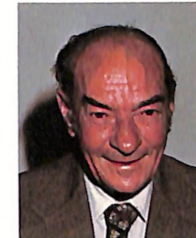
R. W. Ellis



F. D. Snell
(Chairman)



R. K. Downing
(Deputy Chairman)



K. J. Brennan
(Member)



R. B. Roscoe
(Chairman)



Sir Kenneth Vial



A. G. Gibbs



I. F. Beurepaire



K. A. Allen



W. H. B. Daddo



W. C. S. Ellis



G. F. W. Brown



A. J. Hancock



A. V. C. Cook
(Chairman)



P. R. Hocking
(Member of Board)



K. P. Shea
(Member of Board)



F. Watson
(Gen. Manager
and Chief Eng.)

