

ways' and 'Destination City' are to be congratulated, and authors currently working on their manuscripts for future books are to be encouraged in their efforts, which will help secure the future of the Transit Australia journal.

#### NEXT CONVENTION

Brisbane and Sydney are currently liaising on which city would be the more suitable venue for the next AETA convention. It is likely that the convention will be held late in 1995.

## AETA DIVISIONAL DIRECTORY

### PRINCIPAL OFFICE BEARERS AND MEETING DETAILS

<b>VICTORIA</b>	President	Hugh Ballment
	Secretary	P. James Owens-Brownbill, PO Box 351, Kew 3101
	Treasurer	Len Maple
	Meetings	ARE Rooms, 4th floor Commerce House, 328 Flinders Street, Melbourne, second Friday of the month at 8.00pm. Outdoor meetings in summer months.
<b>NEW SOUTH WALES</b>	President	Robert Henderson
	Secretary	Tris Tottenham, PO Box 112, Eastwood 2122
	Treasurer	James Carter
	Meetings	Lavender Bay Community Hall, Blues Point Road, North Sydney, third Friday of the month (except December) at 8.00pm.
<b>SOUTH AUSTRALIA</b>	President	Ron White
	Secretary	Chris Steele, PO Box 91, Plympton 5038
	Treasurer	Edward Wilson
	Meetings	St Mary Magdalene's Church Hall, Moore Street, Adelaide, fourth Friday of the even months at 8.00pm. December as arranged.
<b>QUEENSLAND</b>	President	Neil Douglas
	Secretary	John McGill. Please address mail to D.J. McGill, 18th level, 239 George Street, Brisbane 4000
	Treasurer	Robert Thomson
	Meetings	10 Frith Street, Highgate Hill, last Friday of odd months at 8.00pm.

## TRANSIT AUSTRALIA PUBLISHING

### TRANSIT AUSTRALIA - JOURNAL OF THE AETA

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# AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

## NATIONAL INFORMATION SHEET NO.7

Prepared January 1995 by the South Australian Division

At the Combined Council Meeting in Melbourne at Easter 1993, the decision was made that these Newsletters be prepared and distributed by each Division in turn. The next issue is expected to be prepared by the NSW Division, and the following issue by the Victorian Division.

All items for publication should continue to be sent to the

**National Liaison Officer:**  
**Neil Douglas,**  
**12/36 Hillardt Street,**  
**Robertson, Queensland 4109.**

Summaries of activities virtually ready for compilation would be appreciated.

### ANNUAL REPORTS

The **Victorian Division** report for 1992-93 described the momentous 50th year of the AETA. In conjunction with the 35th convention, a grand rail-oriented tour from Cairns to Perth was organised enabling the participation of other Divisions in the Golden Jubilee of the AETA.

The upheaval in Victorian public transport services, while causing some apprehension, revealed some positive outcomes with no tram services closed but rather three Sunday tram services restored. One-person operation of trams and two tramway extensions were reported. Further tramway and railway extensions were urged - especially the Doncaster light rail link - whilst disappointment was expressed at the lapsing of proposals for double-deck suburban trains.

The report indicates that, with upheaval in the public transport industry, we as an Association must face up to change. While our basic principles are the same - electric traction for moving people - we need to develop a younger membership to continue our efforts.

The Victorian Report for 1993-94 expresses concern at the development of a free travel syndrome among the public because of unattended stations and barriers as well as lack of ticket inspection on trams and trains. Although evening driver-only operations worked smoothly on the tramway system Saturday services and Sunday timetables on public holidays with shops open showed the PTC to be somewhat out of touch with customer demand. Timetable information was very poor and scarce. The City Circle tram service started in April and took some time to settle down. Positive moves included conversion of overhead for pantograph operation, change-over of substations to solid state and the renewing of feeder cables. Z class cars were receiving pantographs and modifications for driver-only operation along with on-board automatic ticket machines. Railway stations were being upgraded and tramway infrastructure renewed. Current employment policies appear to be causing a loss of expertise in the transport industry, a matter for great concern.

In the **South Australian Division** report for 1993-94, the changing scene in Adelaide since the election of the Liberal Government was reflected in the formation of a new Passenger Transport Board and moves towards involving the private sector in the provision of public transport services. Regulation of taxi services is also part of the PTB's role. Pilot tendering projects occurred as a prelude to some major tendering in March 1995. TransAdelaide was launched in July 1994 to carry on the operational functions of the old STA whose regulatory functions passed to the PTB. The effect of the rail standardisation project on suburban rail services is mentioned and proposals to 'light rail' the Port Adelaide and Outer Harbor line supported. The return of guards to suburban trains was wel-



comed while disabled access to buses is seen as problematical. A pleasing entrepreneurial approach from TransAdelaide in providing special services is reported, and a rôle for taxis and mini- and midi-buses is recognised. Better marketing and public relations has been apparent.

The **Queensland Division** report for 1992-93 refers to a BCC proposal for light rail between the City and New Farm/Newstead depending on private enterprise for implementation. Things have gone quiet with no suggestion of State or Commonwealth financial involvement.

During 1993, an AETA rep was invited to appear before the TravelSafe Committee with reference to banning standees on urban and non-urban bus services. The Queensland Division opposed the ban because of its possible effect on the viability of bus services. An enjoyable video night was held during the Austransit Tour when it passed through Brisbane in March 1993.

#### ADVOCACY

The various divisions have continued to present their views to governments, authorities, and the general public.

The **Queensland Division**, in 1992, made submissions to the Transport Minister about poor weekend services in the Brisbane area suggesting one-person operation of trains as a method of improving frequencies. Another approach to the Minister requesting publication of a public transport map for Brisbane was agreed to in principle but deferred pending the redesign of bus services. Approaches to Queensland Railways pointed out poor information on Roma Street platforms as well as poor punctuality of suburban trains.

Again in 1993, the Queensland Division was actively advocating improvements in the suburban rail system. One submission to QR supported a direct rail service between Corinda on the Ipswich line and Cannon Hill on the Cleveland line. While the suggestion was received it was not acted upon. Rail timetable revisions, while improving services in the early morning, actually reduced peak hour services at some inner suburban stations, causing much criticism in the media.

Another submission in July 1993 criticised especially the cessation of services on the Pinkenba line - the first closure on the Brisbane electric system. The replacement bus results are unclear, and

overall rail patronage appears to have dropped since the timetable changes.

Rear destination numbers (or the lack thereof) prompted a submission to the BCC as well as some public controversy, and some effort is now being made to rectify this deficiency. The dot matrix system was not proving totally satisfactory at the time of the report.

For 1993, the **Victorian Division** reported less correspondence with transport authorities but several letters to the media were written in regard to transport changes proposed by the Government. Disappointment was expressed at not being accepted for membership of the Public Transport Forum in view of AETA input over many years. As there had been no transport enquiries during the year no formal submissions from the AETA were made.

However, public recognition of the AETA was given by the PTC in providing signwriting on car 231 for the AETA Golden Jubilee.

One innovative practice was the use of videotape to illustrate concerns about safety for presentation to the PTC and the Police Department.

The Division continued to press for provision to be made to allow a fixed rail service to the Doncaster area.

During 1994, a meeting with the Minister of Public Transport was proposed regarding a scheme to extend the West Maribyrnong tramway. A Public Transport Planning Committee (PTPC) meeting was attended re the Upfield railway proposed closure and the AETA plan for a light rail conversion was requested.

The AETA suggested a variation of the City Circle tramway to serve the new Casino. When a vacancy occurred, representation on the Public Transport Forum was again applied for. Despite continuing representations the Doncaster light rail proposal seems unlikely to see fruition.

The **South Australian Division** has continued to prepare reports and use the Letters to the Editor pages to keep the light rail concept in front of the public. A year before their election to Government, the Liberal Party produced a Transport Strategy to which the AETA responded in detail by dovetailing responses between the actual paragraphs of the Strategy. After their election, the Liberal Government very quickly presented the Passenger Transport Act and this was commented on. At least one of the SA Division members made a private submission to the proposed Act. A submission 'Towards User-

Friendly Transport' was completed and presented to the Minister of Transport, the Chairman of the Passenger Transport Board, and the General Manager of TransAdelaide, detailing shortcomings and suggesting solutions, also acknowledging improvements already made. This submission had taken almost two years to prepare, but involved input from a large part of the divisional membership.

However, response to these reports has been minimal with rather greater success coming from Letters to the Editor.

A paper promoting a mix of modern and traditional rolling stock for the Glenelg service was sent to relevant suburban councils and transport officials and did trigger some response.

The Adelaide City Council announced some City Vision proposals and an AETA rep attended a meeting concentrating on transport proposals, finding a lot of support for the light rail concept. However, an unsuitable city circular distribution route for the Glenelg tram is being tenaciously proposed and the SA Division is continuing to promote a more direct route through the city to connect with a possible Port line light rail service.

#### HIGHLIGHTS OF DIVISIONAL PROGRAMS

##### Queensland

The 1993 Annual Dinner took place at Gatton as part of an excursion in an Evans (wooden) suburban train from Ipswich to Gatton, returning to Ipswich in a 2000 class railcar. Both these vehicle classes were soon to be withdrawn from regular service. The 1994 dinner was planned to be held at Rosewood which now enjoys electric train service. In October 1994 an inspection of works between Beenleigh and Helensvale was projected and a visit to Walkers at Maryborough is proposed in early 1995 to see an interesting range of rolling stock under construction - Gold Coast emus, Kuala Lumpur LRVs and perhaps tilt trains for the Brisbane - Rockhampton service.

##### New South Wales

The annual outing consisted of a train ride to Dapto, mini-bus to Shellharbour, and bus into Wollongong for lunch and returning to Sydney by train.

The Division's representatives attended the Convention in Melbourne at Easter 1993 and also the AETA 50th Anniversary celebrations in Melbourne

during October 1993.

##### South Australia

The annual field night in December 1993 was a visit to the Australian National control centre at Keswick, followed by a meal at the nearby Rex Hotel.

During 1994, regular bi-monthly meetings covered such topics as rosters, schedules and timetabling, financing of public transport, transport in the European Community, electric traction on video, and country town bus services.

##### Victoria

In 1993, the highly successful Austransit Tour, the AETA Convention at Easter time and the Anniversary weekend in October involved not only Victorian members but also members of other Divisions who appreciated sharing in this landmark of AETA history.

Monthly meetings featured presentations by members including Light Rail Revolution featuring Manchester and Los Angeles, public transport in Melbourne at the time the AETA was formed, tramway operations in the 50s and 60s, and the Austransit Tour. The summer outdoor meetings included visits to the South Melbourne Perway Yard, a walk along the soon-to-be-opened Airport West extension and meal at the Angler's Rest (Maribyrnong River), a visit to Flagstaff and Parliament Stations, and a bus trip over abandoned VR, cable and Footscray tram routes.

The 1993-94 outdoor meetings included visits to the new Burnley Power Supply Room, the Epping Train Maintenance Depot and the Driver Training Centre at Footscray Road. The Christmas gathering was enjoyed at the Riverwalk Hotel in Bridge Road (site of the Richmond Cable Car Barn). Meetings during 1994 covered developments in New Zealand, the Mersey Railway in England, electric and diesel rail transport in the USA, Japanese tramways and other transport modes, and video programs of USA transport from the past.

#### PUBLISHING DEPARTMENT

The Editor is to be congratulated on the continuing professional standard of the Transit Australia journal. We also need to acknowledge the regular work of news contributors and thank the team who ensure the regularity of its delivery. It is welcome news that subscriptions over the last year have lifted appreciably. Authors of the books 'Hobart Tram-