

This paper has been produced by concerned unionists, residents, students and commuters.

Published by the Save the Public Transport Committee, P.O. Box K606 Haymarket.

# THE COMMUTER

LET THEM WALK "SIR ROBERT ASKIN 1972"



## PEOPLE NEED PUBLIC TRANSPORT

"Proposed 20% fare rise"; "10,000 jobs to go"; "Rail services to be cut". These recent headlines are explanations of what is to happen to the public transport system in this State - nothing. Premier Askin and Assistant Charles Cutler are determined to jeopardise the welfare of the travelling public while they play 'trains' and other harmful games like 'expressways' and 'wreck homes'. There is a deliberate ignorance, by politicians, of the fate of the commuter, they don't want to know of the impending crises which faces public transport, and, when forced to make statements by growing public awareness, adopt a complacent attitude and tell us "She'll be right".

After years of "planning" by the Askin Government, Public Transport is under financed, under staffed and over priced. Millions of tax dollars have been invested in freeways with the net result that traffic jams are moved from one place to another. The Askin Government seeks to solve the transport problem by placing more and more emphasis on the private car. This means massive expenditure on roads, enormous private expenditure for a car, insurance and running costs, pollution and accidents. The beneficiaries are the oil companies, motor car manufacturers, insurance companies and panel beaters.

At a time when experts and scientists inform us that because of the oil shortage, the private vehicle is doomed and we must develop alternative systems for all transport needs, what good is it to tear down possibly 50,000 homes in Sydney for expressways, if there will be no cars or trucks. The situation must not occur where we awake one morning to find the high price of imported crude oil has forced the private and public transport vehicles to a halt!

This Paper aims for something better. It arises from a public seminar convened by trade union stewards in the transport industry last May, two

days after the release of the Neilson Report on public transport.

From the seminar a "Save the Public Transport" committee was formed by various trade unions, local government and environmental groups, consumer and womens' organisations - including the Campaign Against Rising Prices - university students, community anti-expressway groups and resident action organisations.

The committee, which is open to everyone interested in saving public transport, aims to oppose the oil and motor manufacturing lobbies whose influence has led the Askin Government to invest in freeways at the expense of fast, cheap, efficient public transport.

The aim of this broadsheet is to show that public transport can be saved providing enough people are prepared to act.

Contributions to the broadsheet have been written by representatives of transport unions, workers in the industry and the travelling public. They starkly reveal the crises and utter chaos which exists, but, more importantly, they show an identity of interests.

The Askin Government plans further "economies" in public transport. There will be cuts in services and a further diversion to funds to build freeways so that more cars will choke the roads. There will be fare increases so that few people will want to travel on public transport. Funds for public transport will be limited so there will be fewer workers to service the industry with a consequent loss of efficiency.

There is an alternative to this "plan".

We are working on it! Will you help?

If you want modern, efficient, cheap public transport as the main means of transport, contact the "Save the Public Transport" committee today at:

P.O. Box K606, Haymarket or 'phone 61-3993 or 26-3512.

## RALLY: Hyde Park North

# Thursday 1st August 12.15-2.00

Leave your car at home

(FURTHER ACTION SEPTEMBER 4TH)

Test Public Transport.

# FARE GO...!



# FERRIES

In January of this year the Management Mably Ferries (Brambles) advised our union that as from the 7th February the "Baragool" would be withdrawn from service. The company estimated that seven deckhands, five greasers and eight deckboys would become redundant. The reason for this action was according to them (a) lack of patronage increased costs.

The unions met on the 11th January and sought a conference with the Minister Transport seeking assurances that (a) there would be no reduction in services, (b) redundancy, (c) That Mably Ferries, hydrofoils and S.H.F. be taken over by the Government and placed under the jurisdiction of the N.S. Transport Commission.

Ferries carry 14-million people per year and could carry considerably more with proper planning and replacement of obsolete ferries and obsolete thinking. People will use public transport if it is efficient, comfortable, but must also operate for people and not for profit alone.

We commend the Transport Union Stewards for organising the "Public Transport Act Day".  
D. C. Henderson, Secretary  
Firemen & Deckhands Union

Increases have occurred in electric (11%), dental fees (17%) and 6,000 lire of groceries, the fare increases of up to 20% are the last straw.

C.A.R.P. joins with trade unions in protest to stop fare rises and improve public transport system.

The movement to save the government transport system means transformation into a fast, comfortable service for the public with good wages and conditions for all workers in the industry.

Phyllis Johnson, Secretary.

would possibly be eliminated.  
Public transport is a social need — it should not be used to guarantee profits to bond holders.

Noel Cox,  
Assistant State Secretary,  
Australian Federated Union  
of Locomotive Enginemen.

## CAMPAIGN AGAINST RISING PRICES

The fare rises for public transport will be cold comfort indeed for those who use public trains and buses to get to work, for outings or shopping.

C.A.R.P. was recently informed of the experience of a Yagoona working woman who joined a train during the June wet and stood all the way to the Museum with her umbrella to keep dry.

We, the public, are paying off the interest on money loaned to the Railways years ago. And, to make matters worse, the Railways are being plunged further into debt because more loans are being taken out to pay back the old loans. And the spiralling cost of this is passed onto the commuter.

Without the heavy burden of interest to the bond holders, the New South Wales Government Railways would have been sufficiently financial to have maintained an adequate, cheap and modern expanding railway service throughout its history and been today financially buoyant.

If the N.S.W. Railways were given as much in free subsidies as other forms of transport, like air, road and shipping the capital debt owed to the bond holders

Those who benefit from a deteriorating public transport system are those who profit from increased car usage. The oil and car monopolies have a long history of anti-social activity...

## Taxis

By a Taxi Driver

The taxi industry although under the daily control of owner drivers and oil monopolies is responsible to the Transport Ministry. Today we find that the Hon. M. Morris, Minister for Transport, has entirely passed the management of the industry over to vested interests with the Commissioner for Transport nothing more than their agent in the Public Service administration.

In the metropolitan Sydney and Newcastle transport district there are 17,800 licenced drivers to operate 3,471 taxi cabs, 3,232 of which work within the Sydney metropolitan area with boundaries as wide as Penrith.

The adequacy of service provided by these cabs is determined by the Commissioner, D. R. Coleman, who with the assistance of a personally appointed Taxi Advisory Council solely administer the industry from the Government side.

The oil corporations control the cab companies and the co-ops which provide service amenities, an expensive two-way radio service and office staff.



The co-ops originally formed by owner drivers are now controlled by the oil companies which own, lease and manage 20% of the taxis in service and, being oil companies give petrol discounts of 7c per gallon to private owners who sign up with their particular company. Their only interest is not service but how much petrol can be sold. The taxi owners after joining them become eligible to claim a fleet owners discount on the purchase of new vehicles, an arrangement the co-op administration has with the Motor Traders Association.

The NSW Government is keen to co-operate with the taxi companies and has passed a regulation to extend the ownership of taxi cabs from one per operator who must drive 40 hours per week and his/her principal means of support, to allow the present situation where 31 are owned by Golden Fleece, a company which employs drivers. The transferability of these plates from their original owner (they were issued free originally by the Commissioner) to their new owner or company is subject to an exchange of \$24,500, of which the Government charges a tax of 25% plus stamp duty for each plate.

The capitalisation of the industry which now stands at around \$80,000,000 (plates only), is causing much concern to the directors of the major companies as they attempt to secure this money, most of which is lent by banks and finance companies at high interest rates.

## WHO BENEFITS??

outs, exploitation of immigrant workers etc. ...  
use systematically planned obsolescence to reduce the life span of a car to 10 years ...  
criminally disregard safety in car design

undertake massive advertising to sell car usage as an acceptable form of emotional expression, relating it to power, status, independence, competition, sexual prowess etc. ...  
have a proven history of destroying electric railway system in the U.S.A.

The oil and car monopolies are the biggest corporations in the world. Their massive economic strength enables them to exert extensive political control over nations. With a seventh of the work force involved in making, servicing and repairing cars, the overseas monopolies can threaten crippling unemployment to get their way. Through their road lobby they can influence governments to provide more road space for cars and design communities around car usage rather than public transport.

### Car Monopolies:

- are the first to deny the benefits of mass production to factory workers ...
- have a long history of anti-worker actions — layoffs, strike breakers, lock



It is a fact that Sydney's largest cab company, Deluxe and Red Cabs is \$24,000 in the red for this financial year. Yellow Cabs is bankrupt and being merged with Deluxe and all the remaining companies are being threatened.

It is quite clear that the current 30% fare increase being sought by the cab owners associations — the Australian Taxi Council and the Metropolitan Taxi Council, is for the purpose of maintaining and expanding the false build-up of capital created by the oil, finance and banking monopolies.

Grave circumstances will follow on if such an increase is approved by the Commissioner for Transport and there will be a cutting back in the service as the workers are forced off the cabs, retrenchments as the drivers are sacked, city parking problems will be added to as more cars go on the roads creating a need for expressways, further paving the way for an assault on public transport.

## on the buses

Dr. Nielsen resigned as one of the Commissioners of the Public Transport Commission at the end of 1973.

He was recently quoted in the Herald, when being questioned about the present transport position as saying that he believed that unless the Unions were on side nothing would get done, and that there is room for more union-management implementation. He further stated that he believed they ought to get together in deciding and implementing policy.

These remarks illustrate the disaster handling in 1971 of the Atlantean dispute by the management, and trouble caused because of lack of discussion with the union.

For nine months the Department Government Transport used a possible employer's manoeuvre to force Atlantean double deck operation in the industry.

They suspended and dismissed members of the Union, supported introduction of scab labour into industry, threatened to sell the Murrumbidgee services to private enterprise had fines imposed under the provisions, and sought deregistration of the Union.



Staff were loaned from Depots in dispute to those Depots where operating of the Atlantean buses one-man vehicles were causing industrial turmoil merely for the purpose of suspending them from duty.

The three people who acted in defiance of rank and file decision Union members clearly acted as saboteurs. They were encouraged given red carpet treatment by Department in abortive attempts to bring Union policy. They used the industrial renegades for their own ulterior purposes and were forced to take them out of the industry because government Unionists would not work with them.

The hardships our members forced to contend with and inconvenience to the travelling public could have been avoided if correct proper consultation had occurred the Union in the first place.

Departmental policy has now changed concerning the purchase of type buses for the industry. Order some 200 double deck Atlantean were cancelled, and efforts were made to unload some purchased Atlantean overseas transport system.

These policy changes demonstrate clearly that the members of the Union were correct in their stance. Atlantean buses as one-man vehicles.

This manner of confrontation should not be allowed to occur in the industry again, and therefore in future those in charge of the industry should fully and honestly consult Bus Union members and the general public in endeavouring to embark on any changes of bus operation.

Pat F  
Secret  
Government Bus Employees U

# EXPRESSWAYS

Urban expressways are a colossal disaster; they take vast areas of intensively used land, cause widespread disruption of people in their path, require enormous amounts of public funds, result in increased pollution and do not improve a city's transport.

The area required for a freeway is much greater than a tram or railway line of similar capacity. For a maximum capacity of 45,000 people per hour in one direction a freeway required 15 lanes, a modern tram requires three tracks, Sydney's existing trains require one track.

## SOCIAL DISRUPTION

As a direct consequence of the large areas required, urban freeways have a devastating effect on communities in their path, especially in densely populated inner city areas. An estimated 100,000 Sydney residents will be physically displaced if the D.M.R. has its way.

People moved out for freeways are often forced to live in outer suburbs, away from friends, families and their locality. This is felt especially by older people. Tenants evicted for the freeways get no compensation (unless protected) and no rehousing.

People who remain living near a freeway face an ugly, noisy and polluted environment. The freeway becomes a vast concrete river, dividing up communities.

Freeway advocates claim that freeways lower pollution by allowing cars to move at constant speeds. However, freeways result in an increase in car traffic to the point where journey times are similar to pre-freeway times. The increase in traffic thus increases the amount of pollution. As in Los Angeles.

Cars use more energy per passenger mile than buses, and much more than trams and trains. Cars are also more costly to operate per passenger mile.

## WHO WINS? WHO LOSES?

Oil, car, rubber, cement, transport and road construction companies, together with officials and engineers of State Main Roads Department are organised in a powerful lobby called the Australian Roads Federation. This lobby pushes hard for public investment in more roads.

In Sydney, off peak public transport is appallingly bad. Dr. Nielsen, head of the Sydney Area Transportation Study has said "Now with social recreation trips it doesn't really matter, either at nights or at weekends, whether the people are delayed, don't get there on a regular basis, and don't make it on time, because it's not an economic cost to society, first of all; and although people may be inconvenienced by it, it



— Railway will carry more passengers than proposed Freeway, is cheaper and doesn't carve up Woolloomooloo.

## PUBLIC TRANSPORT

Years of neglect, crippled by interest charges on old capital debts, Sydney's public transport is so bad that it does not affect the efficient operations of the transport systems." We oppose this view and assert that public transport should seek to provide a good service for recreational purposes.

As for trucking companies benefitting from expressways, we believe they should not be subsidised and that maximum use be made of railways for freight movement.

The losers from urban freeway construction are the people who live in the path of a freeway, the communities disrupted by freeways and increased motor traffic, peak hour commuters, public transport users, pedestrians, cyclists and breathers.

Peak hour commuters lose as transport money is wasted on freeways, rather than providing convenient and comfortable public transport. Many people rely completely on public transport for independent mobility. Freeways are forbidden territory for cyclists and pedestrians and create large obstacles for them. Of course everyone in the city is breathing, and the air will become more poisonous if we increase motor traffic.

now carries only one third the number of passengers as in 1945. However, in that time operating costs have risen by four times.

The buses travel slower than before, often on long routes into congested areas; this is very poor utilisation. Peak hour transport is crowded and uncomfortable, off peak the service is infrequent. Fares are regularly raised as service and patronage decline.

It is possible for Sydney to have fast, convenient and comfortable public transport. The existing rail system is effective at very high loads, but uneconomic when run with few passengers. Lighter rolling stock, run more frequently with fewer carriages in off peak would give better service and greater efficiency.

New routes for high volume traffic (around 15,000 people per hour per direction) should use the vehicles or trams. Road space must be taken out of traffic to provide unhindered operation of Buses should be used as feeder services to interchanges.

Loop routes as well as radial routes should be provided. Frequent service should be provided even at off peak times. Public vehicles should be easy to enter and comfortable to ride.

# ENERGY

Australia's blissful isolation is alarming. The July issue of Modern Motor makes our point with unique clarity. The editor spent some months in Europe and saw the effects of the Arab oil squeeze. He returned, took one horrified look at our satiated stupor, and wrote about fuel prices: "Australia has been blissfully isolated for the real guts of the oil crisis, but there can be no escaping from reality if we were hit by the increases the Europeans have universally suffered. In fact we would probably be far worse... the chief producing areas in both primary and secondary fields are widely separated... Consider the phenomenal increase to a pound of meat which has to be transported those hundreds of miles from country to city centres by road. The same applies to every other vital commodity - wool, wheat, cotton, corn, coal and minerals. One of the sad things about Australia is the lack of education which isolation brings - education on current affairs. Australia has had a close shave that would otherwise have lopped its very head off."

Luck does not exaggerate either the enormous dependence of the nation on transportation, or the enormous unawareness of its citizens, planners and politicians. The Third World and the rest of the West are painfully aware of the oil problem and working hard on it. "She'll be right mate"? No way.

Luck quite properly talked of how manufacturing would also suffer. As conservationists, we chose to dwell on agriculture. When oil gets tight, how will the farmer do his job? Food is more important than we realize. Each week 5000 tons of groceries are distributed in Sydney and the trucks travel 20,000 miles to do it.

The city does not easily see the worst crisis is not energy but population and agriculture. With massive famines about Australia MUST contribute to desperately low world stock piles. To do it farmers will need financial, educational and moral support. The present rift between city and the bush is bad.

On such a basis we say that current plans by N.S.W. and Victorian railways to close rural branch lines, and set up regional interchanges served by motor transport are wrong. A disused line, after four years, has to be completely relaid. We



Photo John Fisher

may need those tracks soon for steam locomotives.

The N.S.W. Coalition Transportation Policy follows a familiar pattern, they are greatly influenced by the road lobby. They are winding down the railways. They want to build super highways. We are NOT anti-car, our whole economy depends on efficient transport. At present we are heading for a collapse of our land transport systems. The first casualty will CERTAINLY be the city motorist. We have no choice but to change our transport patterns. And we have ABOUT ten years to do it.

There are alternatives. As Milton Morris says, "We must get

# CRISIS

back to electric traction". First, because we have a lot of coal and can generate cheap electricity. Oil CANNOT stay cheap. Secondly we will generate on the coal fields, and take out combustion, and our smog, out of the cities. Thirdly we have neither TIME nor resources to make a massive switch to battery operated vehicles.

Fourthly the proposals we put will save a lot of money, energy and the environment.

Broadly, we propose to ignore the anguished cries of the road lobby and put up a lot of overhead wires. Electrify the main trunk railways in the triangle of Adelaide, Brisbane and Melbourne. In the cities, reorganise public transport. Have fast frequent and cheap trains with good bus interchanges. As Mr. Neilsen suggests establish ring roads and generally cross suburban routes with express bus lanes, again fast, frequent and cheap. Establish "dial a bus" system. BUT: all buses will be electric trolley buses, and on closely related systems the delivery trucks, with the same overhead poles and motors as the trolley buses, will (quietly) run. All vehicles will have limited sets of batteries so they can leave the lines to pick up and deliver. Impractical? NO. The system has been in use for years. Where? In Moscow. It involves no new technology.

There is already a world trend in a host of countries. Canada is electrifying its rail over the Rockies, Sydney-Lithgow is now on wires, and Sydney-Wodonga should be too. The ultimate argument MUST be that the United States is starting to do it.

We have outlined the barest skeleton of our scheme. The heart of the matter is that we could get it all functioning, given a determined effort over ten years. The only thing that will stop it is NOT Canberra. It will be the road lobby or State Governments willing to play politics at any price. It may be alright to refuse to help Tom Uren get some cheaper housing going round Sydney. That is only a massive social scandal. The same sort of irresponsible act now in progress over transportation could end in swift economic disaster. Are the citizens of Sydney willing to tolerate this? There needs to be urgent and widespread public debate and action. It may have begun.

another — and while many of the cancellations are caused by mechanical defects, it is also a fact that shortage of staff, particularly among guards, is also a major cause. Train delays which occur at some suburban stations, but especially at Central in the main are due to lack of relief for guards and drivers, or defects in trains. In some instances, particularly during the recent wet weather in the evening peak hours, up to 12 trains have been cancelled for the reasons outlined above.

In order to overcome shortages which exist at most stations throughout the metropolitan area, the P.T.C. proposes that staff be reduced from some stations and re-located at others, or be completely withdrawn. Just one example will suffice: on the North Shore line, present staffing is 18 station assistants, four assistant station masters and one clerk. This will be reduced to two station assistants, seven junior station assistants and one junior clerk.

Guards and shunting staff are working excess shifts. Many stations are working 12 hour shifts. There is a continuing shortage of juniors as recorders in signal boxes. Station staff are working excessive hours.

In fact, if it were not for the working of excess times and overtimes, and a responsible attitude adopted by the large majority of experienced men in the operating grades, the situation as it is would be much worse, not only in the metropolitan areas, but also country districts.

212 million passengers are carried on Sydney rail services, and the fact that this huge task is carried out by a greatly reduced staff — with the inevitable decrease in safety standards, clearly reveals the need for a completely new approach and orientation in thinking to maintain and advance a truly public transport system as an essential social service. The urgency of the task is paramount.

— Mulheron, Signalmen's Rep  
man.

### Electric Train Break-downs

Suburban electric train stock consists of carriages manufactured in 1927, 1940, 1955 and some double deck stock supplied during the last ten years.

A summary of the condition of this stock as at 6th June, 1974, revealed that of 149 trains in service, the following defects existed:

Motors cut out	74
Compressors cut out	49
Generators cut out	50
7-car sets	32

(one car having been withdrawn due to breakdown.)

Perhaps the most alarming feature is the high proportion of equipment which has failed and been withdrawn from the new double deck stock.

The Askin Government, in their policy statement when elected to power, promised a general uplifting of the condition of rolling stock — instead, there has been a steady deterioration of stock, resulting in the unfulfilment of another of their promises — the speeding up of timetables.

The Public Transport Commission blame the Metal Trades strikes for lack of maintenance. However, fitters and electrical mechanics on the job complain bitterly about the chronic lack of essential spare parts.

The thinking is apparently that the supply of double deck stock in increasing numbers will solve all the problems.

However, trains are not built with a tary wand and the fifty year old stock must last some years yet.

It must be maintained in a reasonable condition until finally phased out. If it is not so maintained, commuters can expect a bleak period of trains breaking down and being cancelled. The reliable service of a few years ago is becoming progressively more unreliable.

Customer dissatisfaction, leading to lack of patronage and a progressive lowering of morale among the staff who work these broken down trains is the result which once started, will be difficult to reverse. Some action and interest from a Government level is required if our suburban service is not to grind to a complete halt.

Bernie Willingale  
State Sec., AFULE

The Australian Railways Union holds the view that the workers in the industry and the citizens who rely upon public transport services cannot allow the services to stagnate and become redundant. We cannot permit services to be curtailed when reason and necessity demands their extension.

We cannot allow staff to be reduced to the barest minimum as a frantic attempt by State Administrations to contain the deficits and stave off the inevitable situation of handing over control of their services to the Australian Government.

I believe economic circumstances will finally force the State Governments to hand over control of their railways to the Australian Government as surely as the asset of a bankrupt pass to a receiver.

We are prepared to assist in the organisation of public and political support to ensure that Governments irrespective of their political complexion, provide immediately, not in the year 2000, the up-graded services that will meet the transport requirements of the people and, importantly, from our point of view, provide decent employment opportunities for our members.

We are resolute in our view that we must organise public and political support for the proposal that there must be national development with national control to make available the massive financial assistance required to preserve and develop our public transport services.

Ralph Taylor, ARU Fed. Sec.  
at Transport Seminar



Photo Peter Murphy

## a bleak future

The Liberal Country Party Government of N.S.W., while talking a great deal about "decentralisation", does not seem to realise that it is railway stations and services which are the major factor in decentralisation in the country areas.

The proposed elimination and reduction in certain services could have a two-fold result. First, it would attract an even greater number of country-people to the city, straining present goods and services which are already weakened. Second, it would place a greater tax burden on the community.

Can you imagine a city like Sydney with reduced transport services, such as reduction of trains in off-peak periods, and the closure of stations after the evening peak-hour?

What effect will this have on road congestion and pollution, also on the health and welfare of the community as a whole?

Since the appointment of the Public Transport Commission (PTC) by the Liberal-Country Party coalition in 1972, the accent seems to be on "economising" rather than community service.

In the metropolitan area, staff reductions at some stations and the early closing of other stations, have already drawn adverse comment from commuters.

What does the future hold for commuters in the Government's plan.

J. A. Maddox,  
State Sec., ARU

In the Public Transport Commission workshops at this time there is an atmosphere of frustration and indignation, which extends from the Works Managers through the ranks of the workers. This is recognised even by Dr. Nielsen (of S.A.T.S. fame), who, before he departed for future life in the U.S., was quoted in Sydney press as saying "There has been a complete loss of morale by the executives and staff of the N.S.W. Transport Commission."

The worker in these services associated themselves with their jobs, there is almost folklore around the stories of the 'Bondi Trams' and the '38' class loco's that were built in railway workshops, of the trains like the 'Fish and Chips' that never lost a minute for years. When the trams were replaced by buses in the 1950's, Unionists protested and were cynical about oil companies and private bus builders who had the 'ear' of the Government.

"... You can see this lack of morale at every level from management to conductors."

Dr. Nielsen spoke only of the result, not the causes. He said nothing of the conditions that exist in ferry, bus and rail services which have created that lack of morale, these services had proud histories of long service to the public. Prior to 1950, to have employment in this industry meant something, all were career industries and many employees could trace whole families in the service of the public.

Then we have unbelievable freight concessions to the large companies such as BHP, concessions which are not disclosed, for the Minister tells us it is a private matter between the Department and BHP. We also see the big freight companies hire whole trains for next to nothing. Mayne Nickless for example. Workers at any goods yard can tell you that the timetables are run for these giants with the P.T.C. "coughing up" if the trains are a minute late. This type of company ignores the safe working load figures, despite protests from rail employees by cramming the containers and rolling stock with their goods. Morale is not improved when Commissioners retire and, within short periods, appear on the Boards of such companies. Mr. McCusker now holds a Board seat with Mayne Nickless and there are many more ex-senior officers in the same type of position.

The Rail Division of the P.T.C. is the largest trainer of apprentices in the State, yet, because of a doubtful future and poor conditions, the majority of these people leave as soon as they finish their courses. They leave behind older workers who feel trapped by long service and superannuation entitlements, these workers can tell about the tanks and aeroplanes they built during the war, but they now tell about the machinery up to 100 years old; run down shops; poor conditions and private enterprise contracts for rolling stock that are so bad they have to be redone properly in their own workshops — the Riverina Express is a perfect example of this type of blunder.

Transport workers are concerned at the State Government's lack of interest in the problems facing the industry, and they seek improved transport, better service for the public and improved machinery and equipment to give that service.

Often, after months and sometimes years of having obstacles placed in their path, workers see no way to highlight their demands other than strike action, some sections of unions are looking for alternative actions which will only affect those in positions to create the obstacles. An example of this tactic was during the visit to the Queen when it was threatened to run the trains without collecting fares.

An alternative plan for a modern transport system is needed in the public interest. Such a plan would develop by taking into account the interests of those who use and work in the industry.

Noel Pollock, Sec.,  
Transport Union Stewards Committee