

To: Manningham Leader, Melbourne Leader, The Age, MX, PTUA, Doncaster Rail Study, Doncaster Rail Advocacy group, Manningham, Booroondara, Whitehorse, Banyule, Maroondah Councils

From: Artists for trains not tolls

We are planning an event/happening to highlight the fact that the planned Doncaster railway has been a long time coming.

This Saturday we will be reminding shoppers at the Westfield Doncaster centre that the railway was first proposed in 1880. Dressed in Victorian costumes, we'll be milling around and queuing in unlikely places. Why? We're waiting for the train! It has had 127 years to get here, so we know it must be arriving soon!

Manningham is the only Melbourne municipality without a train or a tram service. A 2012 study led by Curtin University's Peter Newman found that, if it were connected to the planned Melbourne Metro rail tunnel, the Doncaster train should attract around 100,000 passengers per day. This is all that the east-west tunnel is planned to take in passenger cars, at a cost of between \$5 and \$9 billion. By contrast, the cost of the Doncaster rail and its connection to the Melbourne Metro tunnel has been estimated at \$1140 million.

For more information, contact Douglas Horton on 0421 842 126

'An Ode to Inaction'

This Saturday, 23 November, around lunchtime (11.30am-2pm), a group of 15 ghosts from 1888 will be shopping at Westfield Doncaster Shopping Centre. And after they've shopped, they are going to politely queue up and wait for their train – and wait – and

wait – and wait.

For 125 years the good people of Doncaster have been waiting for the promised train to Flinders St Station, and its never arrived. State government after State government has made this promise, only to go back on their word. And now it seems it is the turn of the present State government to cry wolf once more. "Oh yes, yes, trains" they say, but it seems they only have tunnels in their vision.

This Saturday, stylishly dressed in period outfits, we will be oh-so-courteously, oh-so-politely and oh-so-patiently reminding shoppers at the Westfield Doncaster just how long it's been, and how many times this promise has been broken. Enough is enough. It's time Doncaster got it's train.

Manningham is the only municipality in Melbourne without a train or a tram service. A 2012 study led by Curtin University's Peter Newman found that if a rail service were connected to the planned Melbourne Metro rail tunnel, the Doncaster train would attract around 100,000 passengers per day. This is all that the east-west tunnel is planned to take in passenger cars. The tunnel is to cost in excess of \$8billion – and if it fails, we taxpayers will be picking up the bill for decades to come. By contrast, the cost of the Doncaster rail and its connection to the Melbourne Metro tunnel has been estimated at \$1140 million. It's time we supported public transport, for Doncaster, and for all of Melbourne.

For more information, contact Douglas Horton on 0421 842 126

The Doncaster rail – an ode to inaction

Date: Saturday, 23 November 11.30am–2pm

Place: Doncaster Shopping Centre

By: Artists for Trains not Tolls (A*4*TNT)

Contact Douglas Horton 0421 842 126

This Saturday 15 ghosts from 1888 will be shopping at Westfield Doncaster Shopping Centre. After shopping, they will politely queue up and wait for their train – and wait – and wait.

The good people of Doncaster have been waiting for 125 years for the promised train to Flinders St Station. It never has arrived! Manningham is the only Melbourne municipality without a train or a tram service. Enough is enough. It's time Doncaster got its train.

Many state governments have re-made this promise, only to go back on their word. Now it is the turn of the present Naphthine Coalition state government.

This Saturday, stylishly dressed in period outfits, Artists for Trains not Tolls will be oh-so-courteously and patiently reminding shoppers at the Westfield Doncaster just how long it's been, and how many times this promise has been broken.

The 2012 study led by Curtin University's Peter Newman found a Doncaster rail service connected to the planned Melbourne Metro rail tunnel would attract around 100,000 passengers daily. This is all that the proposed east-west tunnel is to take in passenger cars.

The proposed east-west tunnel will cost more than \$8 billion. If it fails, the taxpayers will be paying the bill for decades. In contrast, the Doncaster rail connected to the Melbourne Metro tunnel will cost around \$1,140 million.

"Oh yes, yes, trains, they say, but it seems they only have tunnels in their vision," said Douglas Horton, spokesperson for Artists for Trains not Tolls.

'It's time we supported public transport, for Doncaster, and for all of Melbourne' he

For on-going events and future visitations visit www.ycat.org.au

Contact Douglas Horton 0421 842 126

For photos

Press are requested to ring 0421 842 126 on Saturday to find just where within the Doncaster shopping centre in the ghosts are waiting for their train.

Photographs will also be made available on request.

APPENDIX –

A sampling of articles from *The Argus* on Doncaster Rail from 1887 to 1926

2 July 1926	Road or rail? Highway to Doncaster.
15 June 1891	Doncaster and Templestowe railway. Inspection by the parliamentary railways committee.
23 December 1887	A railway to Doncaster.
13 June 1888	Proposed railway from Kew to Doncaster.
6 June 1889	A railway from Canterbury to Doncaster. Kew and Doncaster railway.
15 June 1891	Doncaster and Templestowe railway. Inspection by the parliamentary railways committee.

2 July 1926

ROAD OR RAIL? HIGHWAY TO DONCASTER

Ratepayers' Heated Meeting. Shouting, hooting, and cries of "Rot!" punctuated at frequent intervals speeches delivered by officials of the National Roads Association and residents at the Doncaster Hall last night on the subject of the construction of good roads in general, and a road from Doncaster to Kew in particular. Feeling was particularly strong in favour of an extension of the railway system through the district. The president of the Doncaster Shire (Councillor Sell) presided over a large attendance.

The Chairman said that ratepayers had been agitating for a railway, and just as they were nearing the end of their labours the question of road communication had come up. It was for the ratepayers to decide which method should be advocated.

Mr. W. J. Thwaites, general secretary of the National Roads Association, said that in every part of the world the short haulage railway was being replaced by good highways. Several cinema pictures were exhibited, showing Victorian scenery and methods of road construction in the United States.

The Chairman said that one picture contained a great lesson for Doncaster —
A Voice.—That is to build a railway.

Another Voice.—Oh, shut up!

The Chairman. — If you want good roads you must have a railway first. (Cheers.)

Mr. G. Broadbent (president of the National Roads Association) said that the association really believed that Doncaster would be best served by a modern road. The association hoped that a road would be built which would attract not only their own transport, but outside traffic. Good roads would increase the value of land more than a railway.

Mr. R. B. Hamilton said that Doncaster might ask the Minister to spend £500,000 on about six miles of railway, yet for £60,000 they could get six miles of road. Mr. Hamilton added that he could not imagine any reasonable body of men guaranteeing the railway against loss.

Voices, —We know what we are talking about. The railway is the best way!

Mr. T. H. Elsum said that Doncaster was a "darn" side slower than when the "tower" was there. (Cries of "Rats.") The National Roads Association was acting as an entirely honorary body, and was facing one of the greatest problems of Australia's road development.

Mr. W. Thiele moved:— "That, in the opinion of this meeting, Doncaster prefers a concrete road to a railway."

Councillor J. A. Smith moved as an amendment: - "That this meeting of ratepayers of Doncaster desires railway communication." The amendment was agreed to by a large majority.

*

23 December 1887

A RAILWAY TO DONCASTER.

The residents of the shires of Bulleen and Boroondara intend urging upon the notice of the Railway Commissioners the desirability of constructing a cockspur line of railway from the Canterbury station, through the township of Balwyn, to Doncaster.

At the meeting of the Boroondara Council last night the president (Councillor Maling) intimated that, as the outcome of a public meeting recently held to discuss the subject, a large and influential railway league had been formed, and that it was the intention of that body to shortly place the requirements of the district before the commissioners. It was further mentioned that a survey of the proposed line had been promised. The council agreed that an interview should be sought with the commissioners immediately after the holidays.

13 June 1888

PROPOSED RAILWAY FROM KEW TO DONCASTER.

A large and enthusiastic meeting was held in the Kew Town-hall last evening representative of the districts of Kew, Doncaster, and Templestowe, to take steps to urge upon the Minister of Railways the Construction of a line of railway from Kew to Doncaster, instead of the proposed line from Canterbury via Balwyn to Doncaster. The chair was occupied by the mayor (Councillor Lalley) Councillor Wilkinson moved — "That, in the interests of the Kew and Doncaster districts, it is most desirable that a line of railway should be constructed through Kew to Doncaster, and this meeting pledges itself to use every endeavour to have such line carried out." He urged that the line proposed was undoubtedly the best route, opening up a large extent of good country and settling a large population upon it. The great aim was to get the line through Kew, which would suit Doncaster equally as well as the other line. Mr. C. Williamson seconded the motion, which was supported by Councillor Williamson of Bulleen. The Rev. J. T. Kearns considered the present line to Kew a bungle, which the Minister should rectify by carrying the line on to Doncaster. In answer to an inquiry as to the exact route which was proposed, Councillor Williamson said that a northern line would suit both Templestowe and Doncaster as well as Kew. He could not understand how the Government could think of the line which been surveyed, as it would run within a mile and a quarter of the Lilydale line. If the Minister could be induced to survey a northerly line, its evident advantages would seal the question at once. Councillor Staples (Kew) pointed out that they did not want to cause a division among themselves by deciding on a route. They wanted a line from Kew to Doncaster, but the Government should be left to settle the exact route. Councillor Hunter (Bulleen) supported the motion, and said it would be to the advantage of the whole of the Bulleen shire to back the Kew people up. The motion was unanimously adopted. ...

6 June 1889

A RAILWAY FROM CANTERBURY TO DONCASTER.

A largely attended deputation waited on the Boroondara council last night for the purpose of soliciting the assistance of the council in a movement to obtain a line of railway from Canterbury via Balwyn to Doncaster. The deputation was introduced by Mr. Frankhauser, who, in addressing, the council said that the line from Canterbury to Doncaster would be a remunerative one for the Government and the colony generally. He did not think that the line from Kew to Doncaster would ever pay. The line they were supporting had everything in its favour and it was very much needed in order to develop the latent resources of the district. The people of Camberwell would benefit to a large extent if this line were made. He hoped that the council would be unanimous in assisting them in their undertaking and that they would appoint delegates to accompany the deputation which would wait upon the Premier on the 19th June. Councillor Dillon said he would give his support and influence in advocating the construction of a line from Canterbury via Balwyn to Doncaster. He was of opinion that

the extension from Kew to Doncaster was being advocated by land syndicates, land jobbers, and land boomers. The other councillors spoke in favour of the request of the deputation, and a motion was unanimously passed according the support of the council to the deputation. The deputation then thanked the council for the cordial manner in which they had been received and retired.

KEW AND DONCASTER RAILWAY.

Mr. G. H. Mott, the president of the Kew Railway Extension League, waited upon the Kew Council last night, and stated that, as the deputation would wait upon the Premier on the following day to urge the extension of the line from Kew to Doncaster, he would like to know the names of the gentlemen who would attend from the Kew Council. As the time of the Premier was very valuable, he hoped the deputation would be punctual, so as not to waste the time of the Premier unnecessarily. The deputation would be a large one, and would be introduced by Mr. James M'Kean. The council appointed the mayor (Councillor Kellett) and Councillor Day to accompany the deputation.

15 June 1891

DONCASTER AND TEMPLE- STOWE RAILWAY. INSPECTION BY THE PARLIAMENTARY RAILWAYS COMMITTEE.

The members of the Parliamentary Standing Committee on Railways inspected the alternative routes proposed for railways to Doncaster and Templestowe from Kew and Glenferrie respectively on Friday. The members who took part in the tour of inspection were—Mr. Buchanan, Mr. Melville, and Mr. George Young, M.L.C.'s.; Mr. Bent, Mr. Tucker, and Mr. Woods, M.L.A.'s. They were accompanied by Mr. Cameron, M.L.A., and Mr. J. C. Cochrane, land valuer for the Victorian Railway department. The committee drove first to Kew, the proposal being to continue the line to Kew, which now ends in the face of a hill, through that hill by some half-mile of tunnelling, and having thus got to the opposite side of the ridge to follow down the main Doncaster road, on the left skirting the Boroondara Cemetery. Thus to Doncaster the distance is a little over six miles, the steepest gradient on the line being 1 in 40, and the sharpest curve a 15 chains radius. The estimated cost is £271,215, or £44,681 per mile. The branch to Templestowe starts from the Bulleen road, the distance thus to the terminus being 4 miles 38 chains, the estimated cost of which is £109,818, or £25,073 per mile. The committee drove to the proposed terminus at East Doncaster, and returned to the Tower Hotel for luncheon. Afterwards they drove across to Templestowe, and followed as nearly as possible the route back to Bulleen road. On the return from that point the committee examined the alternative route from Glenferrie to Doncaster. The route, after leaving the Glenferrie station is through a thickly populated area for some distance. The length of the line from Glenferrie to Doncaster is six miles 35 chains, and the estimated cost £283,646, or £42,654 per mile. The steepest gradient, as on the other route, is 1 in 40, and the sharpest curve a 12 chains radius. On either route the Templestowe proposals remain the same. The committee propose, at an early date, to take evidence on these alternative proposals, the witnesses being heard in Melbourne.