

SUBMISSION: SYDNEY METRO RAIL

Victor P Taffa

Re: Online Submission from Victor Taffa of The Southern Thunderer (object)
Tuesday, 15 September, 2009 9:14:47 AM

From: Diane Fajmon Diane.Fajmon@planning.nsw.gov.au

View Contact

TO: Victor Taffa vpt000@y7mail.com

Mr Taffa,

As requested here is a copy of your submission.

Regards,

Diane Fajmon

Senior Environmental Planning Officer-Road and Rail

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Victor P Taffa

>>> Victor Taffa <vpt000@y7mail.com> 12/09/2009 18:54 >>>

My interest and involvement dates back to 1975. I used to catch single deck '*red rattlers*' to school and work.

In 1985 I obtained press coverage in the Sydney Morning Herald Northern Herald about late running trains at West Ryde on the Northern Line.

My professional involvement in the Transport Industry has been through nearly 5 years as a Taxi Driver in Sydney.

In October 2009 I will be launching a general on-line newspaper, The Southern Thunderer. Initially I wrote plans on hard copy in January 2001 prior to the release of the Christie Report.

In February 2009 I launched my website: www.isput.com.au

My website includes the revival of many of John Bradfield's long forgotten plans and also pays tribute to John Whitton, 'The father of the New South Wales Railways'.

When Sydney hosted the Olympics in 2000 many additional drivers were employed. I would use them by abolishing printed timetables and building new heavy Railway lines and duplicate and quadruple other lines.

Metro Rail plans to have NO drivers, guards, pantograph, minimal seating, privately operating and does not integrate into the heavy rail network.

Metro Rail does not haul freight and the carriages are lighter frame moulded to suit a tunnel.

If none of the above were true then why not expand what we already have?

Metro Rail is not new.

The New South Wales Railways began in 1855 and the Government operated the line from Sydney to Parramatta because 2 private companies went broke prior to the opening of the line. The NSW Governor Denison said that we should have horse drawn tramways but John Whitton insisted on Standard Gauge heavy rail to haul freight.

John Whitton won the day and he built more than 3,500 Km of standard gauge track.

John Bradfield also had the same problems.

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He came down from Queensland because the Labor State Government rejected his inland pipelines and built the Sydney Harbour Bridge with 4 tracks and the Sydney Metropolitan Railways.

John Bradfield could have had Metro rail in the 1920's.

John Bradfield later returned to Queensland to build the Brisbane Storey Bridge.

Sydney in the name of progress abandoned the second largest tramway network in the world.

The Rees Government is also attempting to close the Newcastle Railway.

Cutting back the Newcastle Railway to Wickham or Broadmeadow is like cutting back the Railway from Sydney to Redfern.

Currently overseas visitors can get a train from Sydney International Airport Railway Station and catch a train to the Newcastle C.B.D.

Redfern was until 1906 the original terminal.

So Metro Rail is not new.

Metro Rail is a branch line configuration or operates as a shuttle service.

Currently people can catch a train from Sydney to Perth and that is not a short distance.

The Trans-Continental Railway opened in 1917 and is one of the longest straight stretches of railway in the world.

I can catch a train from West Ryde and go through to Brisbane.

Metro Rail is Stage 1.

The single track Carlingford Railway Line opened in 1896 as the 1st stage of a railway to Dural. Stage 2 to Castle Hill and Stage 3 to Dural have never been built.

The Northern Suburbs Railway was approved in 1906 and was never built.

The Eastern Suburbs truncated railway took 100 years as did the Alice Springs to Palmerston Railway.

Darwin does not have a C.B.D. passenger terminal.

Metro Rail to Parramatta would not be needed had the Parramatta-Epping link been built.

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I campaigned on Heavy Railway expansion in the 1999, 2004 Ryde Local Government elections. I campaigned for a heavy rail line in the October 2008 Ryde State By-Election.

In November 2008 the Metro Rail Authority Bill was passed through Parliament and I would never have voted for it.

Other people have built private tollroads and included clauses that stipulate that no public transport be built within a certain radius.

Since 2001 I have supported a Railway Construction Act and this plus my 4 point funding formula is contained in the Detailed Overview Report on my website.

The address is www.isput.com.au

Sydney and New South Wales needs heavy railway expansion.

The Australian Railway Track Corporation was introduced and they do not support branch railways such as Cowra or Newcastle or the Rail Corp Sydney lines.

The overall plan is to replace heavy rail with Metro Rail.

I unreservedly oppose Metro Rail.

I have stood in elections and completed financial disclosures.

These disclosures are available on the New South Wales Election Funding Authority website.

I have hard copies but have not previously scanned them.

People have sought to keep me out of Parliament because of my public support for OUR heavy railways.

Regards,

Victor Taffa.

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Submission for Job: #3003 Project Application - CBD Metro

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https://majorprojects.onhiive.com/index.pl?action=view_job&id=3003

Site: #1875 CBD Metro

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1875

Diane Fajmon

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