

First employed in Parramatta 1955, until pharmacy closed 1978, Commonwealth Public Sector employment, in City of Sydney from 1980, then later In Parramatta until retirement.

Married in 1964, and have lived continuously in the City of Parramatta since then; first in North Parramatta then soon after in Dundas (now Oatlands).

Alderman of the Parramatta City Council from 1974 until 1979; Dundas Ward 3 years then Parramatta Ward 3 years.

I know, and have had a strong commitment to, the City of Parramatta.

I became very familiar with travel from Dundas Railway Station *via* Clyde to Wynyard and later Central Railway Station.

I cannot accept that conversion of the Carlingford Railway Line to Light Rail with elimination of the Clyde connection will be a service improvement. (I do suspect that this has been the intention of "CityRail" for quite some time.) I am of the very strong view that the heavy rail connection of Carlingford to Epping should occur; not be made impossible. The direct heavy rail connection to Macquarie Park and Chatswood is highly desirable.

If the Parramatta Light Rail is to proceed, I believe that its only connection with the Carlingford Line is to cross it near Camellia on its way to the light rail depot.

If the Parramatta Light Rail is to proceed, I suggest that rather than travelling *via* Church Street and Macquarie Street it should travel *via* O'Connell Street and George Street. Church Street seems quite unsuitable for the addition of a tramway; it is already very congested and cluttered up, and partly one-way. Travel *via* O'Connell Street would serve O'Connell Street Primary School and the re-developed Stadium. Conversion of George Street to two-way traffic could be more practicable than conversion of Macquarie Street.