# Zero

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## The charge

***J’accuse!***Said the beagle pointing an incriminating paw while wearing a hula girl outfit from the party store, enjoying the ritual humiliation of contestants on the re-run of a Japanese game show. Not even a rise at sparrows for mid-week garbage patrol dampening the prosecutory zeal.[[1]](#endnote-1)

***Slogan duex mots***

***Par revolution***

***Nous ruine tous.***

A beagle who thinks of Paris thinks of Paradise. Hence the outfit.

I must tell it of the difference when it calms down. And maybe tell others too. After the spectacular Catherine wheel cluster-f..k of transport policy disasters gets out of the rpm red zone.

The paw points at your author. The charge, he gathers, relates to youthful indiscretion of yore.

Specifically, the manifesto. Unlike Kapital or Kampf, a mere two words not capable of misunderstanding. Well six words really; three pair.

Which like the two K’s: once vernal growth, improperly attended, now venal weed.

Not in book but on wall. For posterity:

***Locals only.***

***Shire’s full.***

***F..k off.***

Take your pick.

At Elouera, home and era of the Toilet Gang.[[2]](#endnote-2)

Oh what, inquisitor beagle is at stake? And why now?

Talk of the city of light – of ‘Paris technology’ no less – the touchpaper for this episode?[[3]](#endnote-3)

The Gang’s slogans, superior to three-word ones from insular-peninsular representatives, have been taken up throughout Sydney. More pervasive than the admittedly inspirational if untrue ‘turn up and go’.[[4]](#endnote-4)

The beagle’s charge being: the bon mot, the ‘thought’, the welcome to all, was taken up into the bosom of the NSW Government and its dependencies such as the Greater Sydney Commission, as the philosophical basis for the ‘three cities’ and transport policies.[[5]](#endnote-5)

## Edge of empire

Not a bad charge given those policies appear to lead to making it difficult for people to travel across Sydney. Say from the west to the east or to the beach.

And provide an excuse for our leaders to not visit the edges of empire. Rather vast sums, or more accurately promises thereof, for the unwashed of the West can be flung from more appropriate places for the exercise of *majesté majestueuse*.

Sydney Town Hall or Labor’s Uluru – Bankstown Sports Club - in distant ‘Harbour City’ for example.[[6]](#endnote-6)

And better still, with funding flinging flung at a general well-to-the-west direction, the proles might scramble around in the dirt looking for the cash. Keeping the well-heeled amused. And keeping them occupied i.e. where they belong. Good because our place is ours and its full.

Maybe I’d just better plead guilty and flee dodge.

## Poetry

In maudlin moments the beagle recites Poe of Baltimore. Being lady dog, Helen is among its favourites. It has emended it:

*The Glory that was Greece*

*The Grandeur that was Rome*

***The singular that was Sydney.[[7]](#endnote-7)***

Singular as in: no city on earth, to the beagle’s knowledge, has such a stupid transport policy. Unless it’s point is the mot under ‘Shire’s full’ (above). Corrections welcome. The beagle’s Pantheon of Ignominy beckons.[[8]](#endnote-8)

Poe’s poem’s new line inspired by current last-days-of-Rome style spectacle of politicians promising to throw an empire’s treasure or more at anything that might move – and most things that don’t?

Such as arenas for the entertainment of the masses, stadiums, ‘death traps’ regularly admitting record Rugby crowds. Coliseums(?) not needed for public display of spectacular own-goals such as we will get to.

Or such as modern-day aqueducts - metros.

Probably much lucre being burned. Like Nero did?

***Fausse analogie mon cretin*** says the beagle.

## The last days of Rome – big town style

When did Nero ever knock back a tribute – of say worth $3bnAUD, give or take a drachma or two – because his incinerator couldn’t cope. Because it would (word of the day) ‘overwhelm’ its fiery destructive capacity?

Nero had an incinerator capable of taking and burning treasure from all reaches of the known world. Even without a world class something or other in a global city. Even if his town was full of illiterate immigrants creating an infrastructure crisis because they can’t read signs like:

***solum prouincialium***

***Roma sit plenum***

***Pedicabo off***

Something the NSW Government, despite some 2,000 years of ‘progress’ and claims ‘we have the expertise’ hasn’t matched.[[9]](#endnote-9)

Exhibit A: NSW Transport Minister Constance reported refusing a promise of - say $3bnAUD – from Federal Opposition Leader, Mr Bill Shorten. Not supposedly because Bill is a bad bloke or that its blood money or the like.

He doesn’t want the money because it would be used to build a rail line which would ‘overwhelm’ (word of the day) the main west line – e.g. Parramatta-CBD.[[10]](#endnote-10)

But there is, as the beagle says, ***un petite probleme cher ministre*. *Propres buts!***

## GOAL(s)!

As you know the world cup of the world game is on now. Not in the city of the ‘best Olympics ever’ but somewhere else. Presumably because ‘the Twickenham of the South’ is yet to arise Phoenix like from the ashes of ‘the death-trap’.[[11]](#endnote-11)

The Australian team did not progress very far in the competition in that somewhere else. The offered reason – a shortage of ‘strikers’. Its inability to score goals.[[12]](#endnote-12)

Nonetheless, much attention towards that somewhere else, not bigtown.[[13]](#endnote-13)

What might a ‘global city’ do to correct this imbalance? To put the spotlight where it should shine?

Have its own competition of course! Right in bigtown, in the global-harbour-arc-city-with-nascent-aerotropolis or whatever its name is today.

During which the shortage of home-grown strikers has been exposed as false.

Golden goals, by local players, incontrovertible proof of same and more.

The first, by the Premier etc. the Hon. Gladys Berejiklian, MP. The shot: ‘Paris technology’ for Sydney Trains. GOAL!

The second shot, by the Minister for Transport etc. the Hon Andrew Constance, MP. His strike: take your $3billion back Bill Shorten I don’t want it. GOAL!

You didn’t see that? Here’s another from the Minister. A central American - is it to be the hard or soft taco - kick: a fast or slow west metro? GOAL![[14]](#endnote-14)

GOAL FEST! It is hard to say which is better. All coming from around half way – out of left field.

Perhaps a look at the implications will help:

* 1. Premier’s goal – Metro projects not necessary. Proper public inquiry inevitable.
  2. Minister’s first goal – transport ‘plan’ since 2012 a disaster. Sydney to be divided. Can’t accept gifts for Western Sydney. Reminds us his boss in 2012 didn’t want a 2nd Sydney airport.
  3. Minister’s second goal – confirms first goal. Rare comprehension of subject matter.

Tough call – over to readers. Maybe some replays will help.

## Petite problemes

Where to start?

No point with a replay of the Premier’s *propre but*. That has been and will be reviewed elsewhere.

How about a bit more on the Minister’s first?

### Minister’s first goal

To continue our story of the Minister’s excuse for rejecting an AUD $3bn gift offer, because the western line – not him mind you – would be ‘overwhelmed’ (word of the day)……

No, no, no money please for Western Sydney! The West Metro, Parramatta-CBD is the priority. To be built sometime later.

It will deal with the capacity constraint. You know the one mainly between Strathfield and the CBD.

The one identified by Infrastructure NSW’s rail experts – hired for that purpose among others – AD2012.[[15]](#endnote-15)

Leading to the suggestion by the experts, duly adopted by the client – one of the very few ideas that was - of extending the then planned Metro to Strathfield at least.

And duly put by Infrastructure NSW to the NSW Government.[[16]](#endnote-16)

Duly published. Duly rejected. By the Government with ‘the expertise’. Who decided to extend Metro from the CBD to Bankstown - not on the way to Parramatta – as key to the rail ‘plan’.[[17]](#endnote-17)

All around the time – 2012 - Premier O’Farrell and (then) Transport Minister Berejiklian opposed a new airport in Sydney – like at Badgery’s Creek. And no airport there means no potential for ‘overwhelm’ (word of the day) on the main west line? Lock that Metro ‘plan’ in Eddy![[18]](#endnote-18)

Locked in the plan was, and even after a change of State mood to the Federal proposal for a new airport at Badgery’s Creek – after a change of Federal Government - the essentials didn’t change.

The essential plan: not ‘Go West’ but; ‘Go SouthWest’, urgently! It being moot whether our Mensa candidates know the difference, given recent ‘Go West’ celebrations in Bankstown![[19]](#endnote-19)

Fast forward a while - five years. AD2017; the alleged Metro business case allegedly considered by Infrastructure Australia.

Background: New airport to be built at Badgerys Creek – indeed an Infrastructure Australia ‘high priority project’ since October 2016. Australian infrastructure plan – done too sir!

Facts: Metro business case is for extension (still) to Bankstown. No real indication that options were considered by the State Government. Why not recite what NSW said?

Issue: Infrastructure Australia gives the Metro submission a nod – a story in its own right but the fun here is its apparent satisfaction with the route put up by proponent NSW.

*Sans*: reference to Christie who worried about a prior CBD metro proposal which could prevent capacity expansions to serve Western Sydney – for the benefit of readers, to a new airport too. And that a heavy – read Sydney Trains – harbour crossing is probably needed. Duly authoritative. In 2010 duly published. Thereafter, unduly ignored.[[20]](#endnote-20)

*Sans:* reference to Infrastructure NSW.[[21]](#endnote-21)

Completed: July 2017 with positive recommendation – but costs ‘pending’.

A not-so-fast-forward to a little bit on. Minister Constance, reportedly saying one of his colleagues – the Minister pushing stadia rebuilds - is trying to bankrupt the State.[[22]](#endnote-22)

Back story, money needed for a West Metro - CBD-Parramatta. Announced, in Carr etc. Government like fashion, several times over to be built later. As a priority of course, just lower than one for the bible belt and one for Bankstown both of which were unwanted and unneeded.[[23]](#endnote-23)

If the Minister just stuck with the bankruptcy excuse, none of this would have come up. And the bankruptcy excuse – don’t give us money we’re bankrupt – is far more credible than any recent offerings from NSW.

But *non*, it had to be ‘overwhelm’ (word of the day). Excuse du jour. GOAL.

All at or coming to the beagle’s site for you to enjoy.

But before you salute the crowd again Minister some key advice.

*Cher Ministre* - look at your talking points: remember Westconnex! $16bn or so. Drive to the city easier. Good for western Sydney! Yeah that will work.

Especially when someone asks whether some bright spark in the State Government thought building Westconnex and a new inner west rail line - a West Metro even say between Strathfield and the CBD – at the same time might not be a good look. And asks whether a bright spark thought that if you had to ditch one or the other – well, a West Metro was an idea the previous Government had…..[[24]](#endnote-24)

### Minister’s second goal

The central American hard/soft, stand/stuff taco shell of an own-goal.

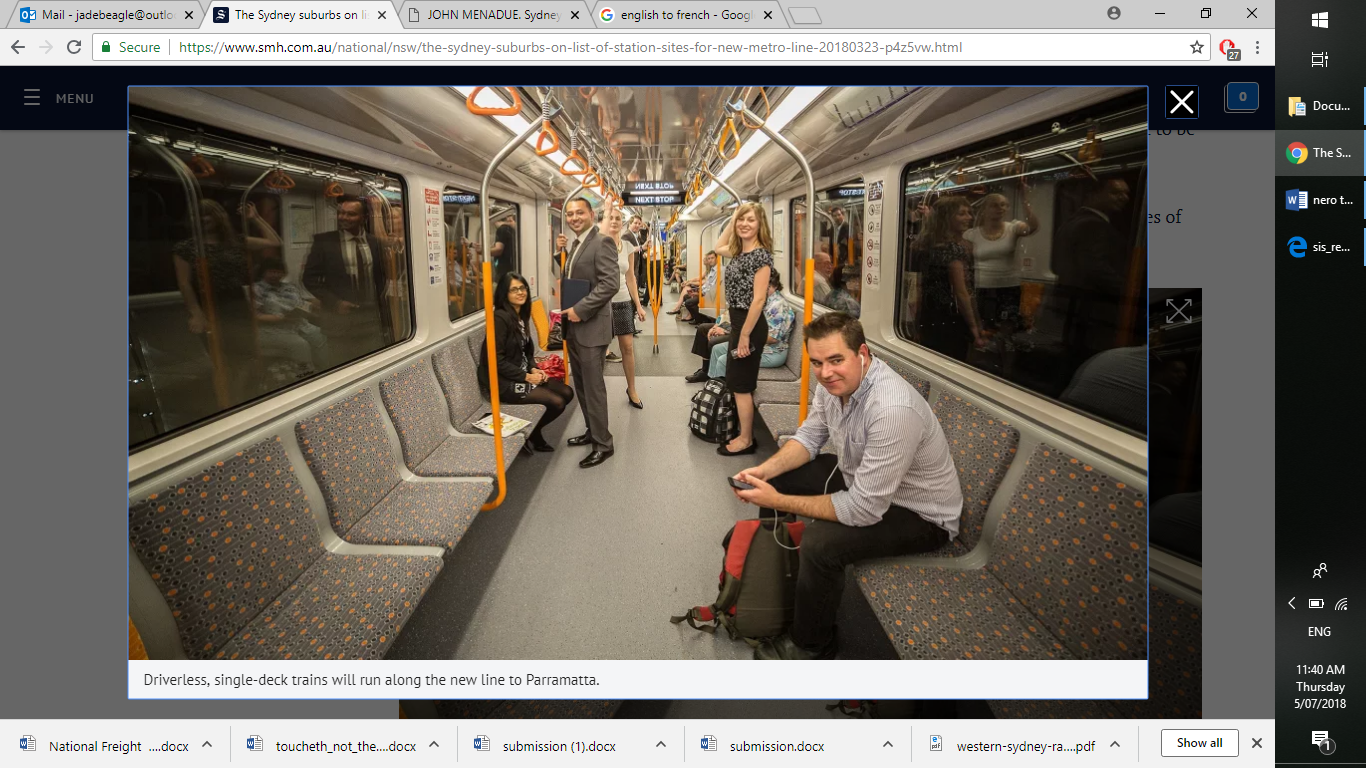
Why not have both? Like the kid in the ad suggested.[[25]](#endnote-25)

Have you ever caught the train from central to Strathfield? Noticed how on the two south lines the stations are close together? Macdonaldtown? Newtown? Stanmore? Etc.

Remarkably like distances between stations in proper metro systems. Like in Paris to pick a place. With its own pair of ‘local’ tracks.

What to make of that? A cheapish way of extending the metro from the CBD towards Strathfield. An awful shame for the Bankstown route – and the infrastructure club?

But why not feed the press an artist’s picture of a metro train – to show how it will really be, to kick off the stand/stuff debate. Oh, here it is![[26]](#endnote-26)



Strange – there don’t seem to be many on board.

Maybe that’s because its ‘turn up and go’. Every 2 minutes. Or every 4 minutes – a little less frequently than Sydney Trains might run to Parramatta.

Probably it will be every 4 minutes or longer. Because if it is ever connected to the harbour crossing…. well some Bankstown trains will be using that too.[[27]](#endnote-27)

Silly me - that must be out. Because unless there were multiple platforms for each line in the CBD it wouldn’t be ‘turn up and go’. As in a train to Bankstown isn’t going to Parramatta.

Did you notice the seats facing inward? Did you read the beagle’s Hamilton dawdler article – have you neglected to correct its arithmetic?[[28]](#endnote-28)

Eight stops, 0 to 160km at least 9 times, fairly empty carriage, seats facing inward.

Transport safety regulator where art thou?

The Minister – he reportedly favours a fast metro. Despite being an oxymoron for reasons including those outlined just then. GOAL![[29]](#endnote-29)

## A plan’s progress

What does this say about the ‘plan’, the ‘strategy’ and whatever?

Well, it took a little longer to unravel than the last invasion of Russia. But then NSW listened to the ‘experts’ and undertook lots of ‘consultation’ before decisions were made. Not Hitler’s strongpoints.

But failing it is. Overall and in detail. As foretold. By almost everyone - even the butler - except the ‘expertise’.

Destined to fail as only such plan can ever be, is the point of the Western Sydney Rail scoping study etc. to avoid to tell the public the truth. Is that why it was over a year late?

Total failure. With reasons for historians.

But what should one think of refusing a $3bnAUD gift when faced with – because of - such failure? Say if one was from Western Sydney or even the South Coast?

And is it right to think the Greater Sydney Commission’s ‘three cities’ now necessary because of the potential of westies to ‘overwhelm’? The ultimate salute to the toilet gang. Like someone to Marx. Or someone else to Nietzsche. What thinking was done on toilets in days of yore?

Speaking of which the beagle says if you polish a turd you end up with shit on your hands and all over the place. Which is for all the world what we have here.

And what do you do if the troops have been beaten back to the steppes and face a bleak winter?

Turn down help? Say its under control and keep ‘pushing’. Rely on Goering?[[30]](#endnote-30)

## Results

How many marks out of 100 should they get?

The Beagle, transfixed by the roman candle and speeding Catherine wheel, casually scratches a zero.

Nothing? Not even for putting their names on it?

**Surtout pas pour ça**

## What Nero missed

Nero’s fire kept him warm but never lit the turn into the straight at the cup – where the horse grabs the whip and beats the jockey like a cur for steering it the wrong way.

Or the ritual humiliations on display in the down-under Japanese game show – Silly Singular Sydney. Each week fresher, deeper shame.[[31]](#endnote-31)

Or the end of the 1960s Lost in Space series. According to legend Robot wheeling away waving madly – not with *‘danger will Robinson’* but:

‘***Why would I listen to you. Everything you say goes wrong’***

## Not guilty

*Mon* Petal, I love your hula skirt. Would you accept: *Non coupable? c'est tout leur propre travail*!

*Cherie,* let me tip this bin over for you to *saveur* the contents. How about a not-guilty plea and a promise to never use crayon again?

Is $AUD3bn the price of exhibiting in your Pantheon of Ignominy?

J Austen

10 July 2010

1. Sparrows: <https://www.urbandictionary.com/define.php?term=sparrow%27s%20fart> [↑](#endnote-ref-1)
2. <https://www.thejadebeagle.com/sydney-salutes-the-toilet-gang.html> [↑](#endnote-ref-2)
3. <https://johnmenadue.com/john-menadue-sydney-metro-a-forty-billion-dollar-deception/> [↑](#endnote-ref-3)
4. Turn up and go is presented as a benefit of frequent rail services leaving from a particular location. However, if those services are going to different places, it may be best to wait for the service going to the place you want. That is, turn up and wait. [↑](#endnote-ref-4)
5. <https://www.thejadebeagle.com/future-transport.html>

   <https://www.thejadebeagle.com/trouble-in-paradise-1.html>

   <https://www.thejadebeagle.com/trouble-in-paradise-2.html> [↑](#endnote-ref-5)
6. Mr Shorten’s offer was reportedly made from the Sydney Town Hall. A recent celebration including Coalition leaders was at Bankstown Sports Club. <https://www.thejadebeagle.com/is-nothing-sacred.html> [↑](#endnote-ref-6)
7. <https://www.poets.org/poetsorg/poem/helen-0> [↑](#endnote-ref-7)
8. <https://www.thejadebeagle.com/pantheon-of-ignominy-initiative.html> [↑](#endnote-ref-8)
9. <https://www.thejadebeagle.com/doubling-up.html> [↑](#endnote-ref-9)
10. <https://www.smh.com.au/national/nsw/andrew-constance-s-3-billion-train-backflip-20180702-p4zp1p.html> [↑](#endnote-ref-10)
11. <https://www.thejadebeagle.com/paradise-revisited.html>. The Sydney Football Stadium has been christened ‘the death-trap’ in the Daily Telegraph. [↑](#endnote-ref-11)
12. <https://www.smh.com.au/sport/soccer/fifa-world-cup-2018/bert-van-marwijk-rues-socceroos-lack-of-goalscorer-and-poor-luck-20180627-p4znx0.html> [↑](#endnote-ref-12)
13. Bigtown is the beagle’s name for Sydney. The beagle has other names for other places: little bigtown, Perth; Vegas, Brisbane; My spiritual home, Gold Coast; King Lash’s Coal River, Newcastle; Toy Town, Canberra; Smallville, Hobart, 2nd city of the 2nd state, Melbourne. [↑](#endnote-ref-13)
14. <https://www.smh.com.au/national/nsw/more-stops-or-faster-travel-the-metro-west-debate-we-need-to-have-20180704-p4zphe.html> [↑](#endnote-ref-14)
15. <http://www.infrastructure.nsw.gov.au/media/1162/interfleet_rail_network_strategy_review.pdf> [↑](#endnote-ref-15)
16. <http://www.infrastructure.nsw.gov.au/media/1138/sis_report_section80_print.pdf> [↑](#endnote-ref-16)
17. <http://mysydney.nsw.gov.au/sites/default/files/user-files/uploads/rail-future-web.pdf>. [↑](#endnote-ref-17)
18. <https://www.thejadebeagle.com/badgerys-creek.html> [↑](#endnote-ref-18)
19. Note vi. Above [↑](#endnote-ref-19)
20. <https://trove.nla.gov.au/work/37406431> [↑](#endnote-ref-20)
21. <https://www.thejadebeagle.com/earth-to-canberra-2.html> [↑](#endnote-ref-21)
22. Note xi. Above [↑](#endnote-ref-22)
23. E.g. <https://en.wikipedia.org/wiki/Proposed_railways_in_Sydney> [↑](#endnote-ref-23)
24. See note xxiv. Above. [↑](#endnote-ref-24)
25. <https://www.youtube.com/watch?v=NuEIsqeRR1o> [↑](#endnote-ref-25)
26. From note xiv. Above. [↑](#endnote-ref-26)
27. A harbour crossing per line capacity of 30 trains per hour, shared between west and Bankstown lines with the latter having a train every 4 minutes, implies a train every 4 minutes on the west line – if it is only connected to the harbour crossing. [↑](#endnote-ref-27)
28. <https://www.thejadebeagle.com/rail-gun---the-hamilton-dawdler.html> [↑](#endnote-ref-28)
29. Note xiv. Above. [↑](#endnote-ref-29)
30. <http://www.militaryhistoryonline.com/wwii/stalingrad/uranus.aspx> [↑](#endnote-ref-30)
31. E.g. <https://www.youtube.com/watch?v=zoJdOVarbao> [↑](#endnote-ref-31)